SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR)

SR 9/I-95 from Miami-Dade County Line to North of Griffin Road (SR 818)

Financial Project Identification Numbers: 439170-1-22-02

Broward County, Florida

Prepared for

Florida Department of Transportation
District Four

DRAFT REPORT

Updated April 2026

Volume 1 of 3

SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR)
Interstate 95 (I-95) / State Road 9 (SR 9) PD&E Study
From Miami-Dade County Line to
North of Griffin Road (SR 818)
FPID Number: 439170-1-22-02
ETDM Number: 14500

Florida Department of Transportation
Determination of Engineering and Operational Acceptability

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

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QUALITY CONTROL CERTIFICATION FOR INTERCHANGE ACCESS REQUEST SUBMITTAL

FEBRUARY 2026

FPID Number: 439170-1-22-02
ETDM Number: 14500

I-95 (SR 9) from Miami-Dade County Line to North of Griffin Road (SR 818)
District Four

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DRAFT

This document has been prepared following FDOT Procedure Topic No. 525-030-260 (New or Modified Interchanges) and complies with the FHWA two policy requirements. Appropriate District level quality control reviews have been conducted, and all comments and issues have been resolved to their satisfaction. A record of all comments and responses provided during QC review is available in the project file or Electronic Review Comments (ERC) system.

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This item has been electronically signed and sealed using a Digital Signature as required by 61G15-23.004 F.A.C. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered professional engineer in the State of Florida practicing with The Corradino Group, a Florida Corporation authorized to operate as an engineering business, P.E. #7665, by the State of Florida Department of Professional Regulation, Board of Engineers and that I have prepared or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

Project: **Interstate 95 (I-95) / State Road 9 (SR 9)**
Project Development and Environment Study

ETDM Number: **14254**

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Financial Project Identification Number: **436903-1-22-02**

Location: **Broward County**

FDOT Project Manager: **Leslie Wetherell, P.E.**

I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

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THIS DOCUMENT HAS BEEN DIGITALLY SIGNED AND SEALED BY:

ON THE DATE ADJACENT TO THE SEAL

Executive Summary

Executive Summary will be included in future updates of this SIMR

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1.0 PROJECT OVERVIEW

1.1 Introduction

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study along the segment SR 9/I-95 extending from the Miami-Dade/Broward County Line to north of Griffin Road (FM. No. 439170-1-22-02). The PD&E Study limits extend along SR 9/I-95 for approximately 6.5 miles in Broward County, Florida. The project proposes to address deficiencies and improve safety and traffic operations at the existing interchanges and cross streets and enhance the express lanes along SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road. Modifications are proposed at the three northern interchanges within the PD&E Study Limits - SR 818/Griffin Road, SR 848/Stirling Road, and SR 822/Sheridan Street. A location map for the project is depicted in **Figure 1-1**.

This Systems Interchange Modification Report (SIMR) was prepared to support the proposed modifications to the three interchanges referenced above. The limits of the SIMR extend from south of Sheridan Street to north of Griffin Road (covering the 3 northern interchanges of the PD&E Study). The SIMR documents results of the traffic analyses for the considered alternatives and provides an assessment of the proposed interchange modifications in accordance with the FHWA's Policy on Access to The Interstate System. The SIMR was prepared in accordance with the FDOT's policies and procedures and serves as part of the necessary documentation for receiving LDCA for the proposed project. An Efficient Transportation Decision Making (ETDM) process was completed for the project and the related National Environmental Policy Act (NEPA) study encompassing the three interchanges is being conducted concurrently with the SIMR.

This SIMR was prepared in coordination with the adjacent FDOT PD&E Study (FM No.436903-1-22-02) which is implementing modifications to the I-95 interchanges at Hollywood Boulevard, Pembroke Road and Hallandale Beach Boulevard. FDOT prepared a separate SIMR to support the interchange modifications associated with this adjacent PD&E Study and Location and Design Concept Acceptance (LDCA) granted by the Federal Highway Administration (FHWA) on October 8, 2025. Also notable is the 95 Express Phase 3C project which is currently under construction. This project is implementing express lanes along I-95 with direct connect ramps to and from I-595. Improvements proposed under these two adjacent projects are incorporated in the I-95 PD&E Study extending from Miami-Dade/Broward County Line to north of Griffin Road (FM. No. 439170-1-22-02).

Modifications to the I-95 express lanes system (elevated braided ingress/egress ramps) are also being considered under the I-95 PD&E Study extending from Miami-Dade/Broward County Line to north of Griffin Road (FM. No. 439170-1-22-02). A separate Corridor Traffic Analysis Report (CTAR) will be prepared encompassing all six interchanges within the project limits and I-95 mainline segment extending from Miami-Dade/Broward County Line to north of Griffin Road. **Figure 1.2** depicts the limits of the PD&E study, the area of influence for this SIMR and the documentation of improvements within each segment.

The Applicant, Florida Department of Transportation (FDOT) District 4 requests the Federal Highway Administration (FHWA) approval of this SIMR for the implementation of the proposed modifications to the I-95 Interchanges at Sheridan Street, Stirling Road and Griffin Road, located in Broward County Florida.

Figure 1-1 Project Location Map

1.2 Purpose and Need

The purpose of this SIMR is to provide the required technical documentation for obtaining FHWA approval for the implementation of modifications to the I-95 interchanges (Sheridan Street, Stirling Road and Griffin Road) and mainline segments located within the limits of the SIMR. The primary need for these improvements relates to the following (see Section 4 of SIMR for more details):

Traffic Demand (primary)
The year 2021 Annual Average Daily Traffic (AADT) along the SR-9/I-95 project limits ranged between 265,00 vehicles and 286,000 vehicles (general use lanes and express lanes combined). Based on the traffic projections prepared for the project, the projected 2050 AADT is estimated to be between 303,000 and 333,000 vehicles per day. The proposed improvements will address existing and future traffic demand through to the design year 2050.

Operational Deficiencies (primary)
The SR 9/I-95 project interchanges, ramp terminals, and cross streets within the project limits are over-saturated. If no improvements are implemented the ramp terminal intersections at Sheridan Street, Stirling Road and Griffin Road will operate at LOS F by 2050. In addition, I-95 mainline segments within the area of influence of the SIMR will also operate at LOS F. The proposed improvements will alleviate these failing conditions.

Safety (primary)
A historical crash evaluation of the SR 9/I-95 project limits revealed a total of 5,716 crashes observed over a five-year period between 2018 and 2022. Seventeen (17) of these crashes resulted in fatalities and 85 involved serious injuries. The predominant crash types along the project corridor consisted of rear ends at 53.6%, followed by sideswipes at 23.8% and fixed object crashes at 11.0%. Lane departure crash types such as those involving barriers comprised approximately 8.5% of the crashes. The rear end crash types are higher than the Districtwide average of 32.1%. High rear end crash types may be correlated to congestion. FDOT's Target Zero initiative is to eliminate fatalities and serious injury crashes which are high along the study corridor. Lane departure crashes are also an emphasis area for the state which is a high crash type along the project corridor. The proposed improvements will enhance safety conditions along the project corridor.

In addition to the above needs, the proposed improvements will also support emergency evacuation, economic development, and modal interrelationships.

1.3 Project Description

The PD&E Study is evaluating the potential modification of existing entrance and exit ramps serving the Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard Interchanges within the project limits. Widening and turn lane modifications at the ramp terminals were evaluated to facilitate the ramp modifications and improve the access and operation of the interchanges.

1.4 Project Location

A location map for the project is shown in **Figure 1-1**. The PD&E Study limits extend from Miami-Dade County Line to north of Griffin Road, Broward County Florida. The limits of the PD&E Study are within the City of Hollywood, City of Dania Beach, Town of Pembroke Park, and City of Hallandale Beach. Six interchanges are within the limits of the PD&E Study - Hallandale Beach Boulevard, Pembroke Road, Hollywood Boulevard, Sheridan Street, Stirling Road and Griffin Road. The three northern interchanges (Sheridan Street, Stirling Road and Griffin Road) are within the limits of the SIMR which is the subject of this SIMR.

1.5 Related Projects in Study Area

This SIMR maintains consistency with the Broward Metropolitan Planning Organization (MPO) Adopted Metropolitan Transportation Plan (MTP, formerly Long-Range Transportation Plan or LRTP), Broward County Comprehensive Plan, Miami-Dade Transportation Planning Organization (TPO) Adopted LRTP and any approved Development of Regional Impacts (DRI) within the area of influence. The SIMR will also maintain consistency with the following specific projects:

- Broward Interchanges Master Plan (FPID# 432785-2)
- I-95 PD&E from Hallandale Beach Boulevard to Hollywood Boulevard (FPID #436903-1)
- I-95 FDOT District Four 95 Express Phase 3C Construction Project (FPID# 409354-2)
- I-95 FDOT District Four Corridor Planning Study (completed under FPID# 436903-1)
- I-95 FDOT District Six Planning Study (FPID# 414964-6)
- I-95 FDOT District Six PD&E Studies (FPID# 414964-7, 414964-8 and 414964)

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

1.6 Applicant Information

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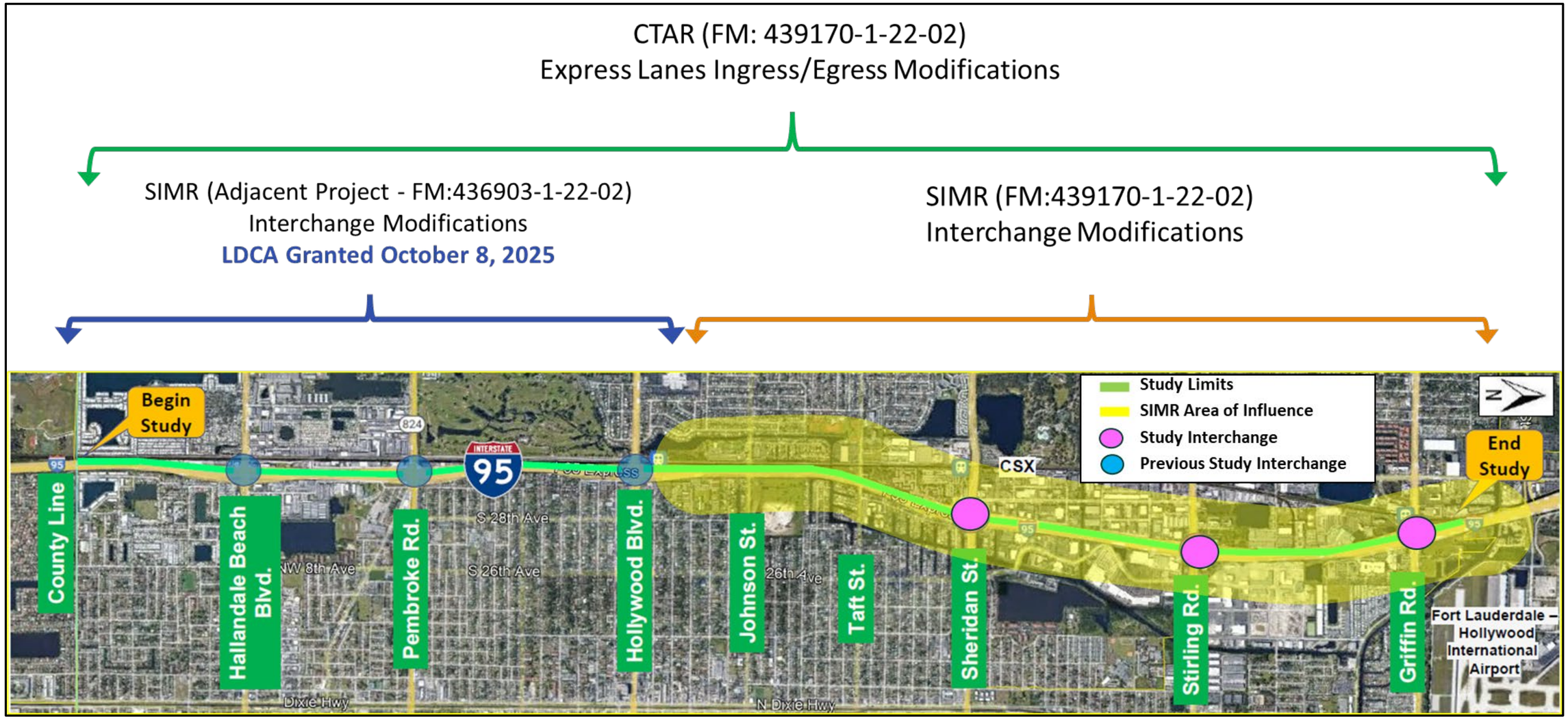
Figure 1-2 Project Location and Area of Influence



2.0 METHODOLOGY

2.1 Overview

A Methodology Letter of Understanding (MLOU) was prepared for this SIMR. The MLOU was approved by FDOT District Four Interchange Review Coordinator (IRC) and FDOT Central Office on October 10, 2023. The MLOU outlines the criteria, assumptions, processes, analyses, and documentation requirements for the project. A signed copy of the approved MLOU is included as **Appendix A**. The following sections summarize the methodology as set forth in the MLOU.

2.2 Area of Influence

The area of influence for the SIMR is depicted in **Figure 2-1**. It extends along I-95 from south of Sheridan Street to north of Griffin Road. The limits along I-95 include the ramps serving Hollywood Boulevard to and from the north and the ramps serving I-595 to and from the south. The ramp connections to I-595, within the area of influence, are not expected to have any impact on the I-595/I-95 Interchange. The area of influence includes three I-95 interchanges: Sheridan Street, Stirling Road, and Griffin Road. All freeway segments (merge, diverge, basic and weaving segments) within the area of influence were analyzed. The area of influence extends along each cross-street to include adjacent signalized intersections located within approximately 1/2 mile of the interchange. The signalized intersections within these limits are:

- Sheridan Street at N 29th Avenue
- Sheridan Street at N 28th Avenue
- Sheridan Street at SB I-95 Off-Ramp
- Sheridan Street at NB I-95 Of-Ramp
- Sheridan Street at N 26th Avenue
- Stirling Road at Anglers Avenue
- Stirling Road at NW 29th Avenue
- Stirling Road at SB I-95 Off-Ramp
- Stirling Road at NB I-95 Off-Ramp
- Stirling Road at SW 18th Avenue/Oakwood Boulevard
- Stirling Road at South Compass Way
- Stirling Road at Bryan Road
- Griffin Road at Anglers Avenue
- Griffin Road at SB I-95 Off-Ramp
- Griffin Road at NB I-95 Off Ramp
- Griffin Road at Old Griffin Road

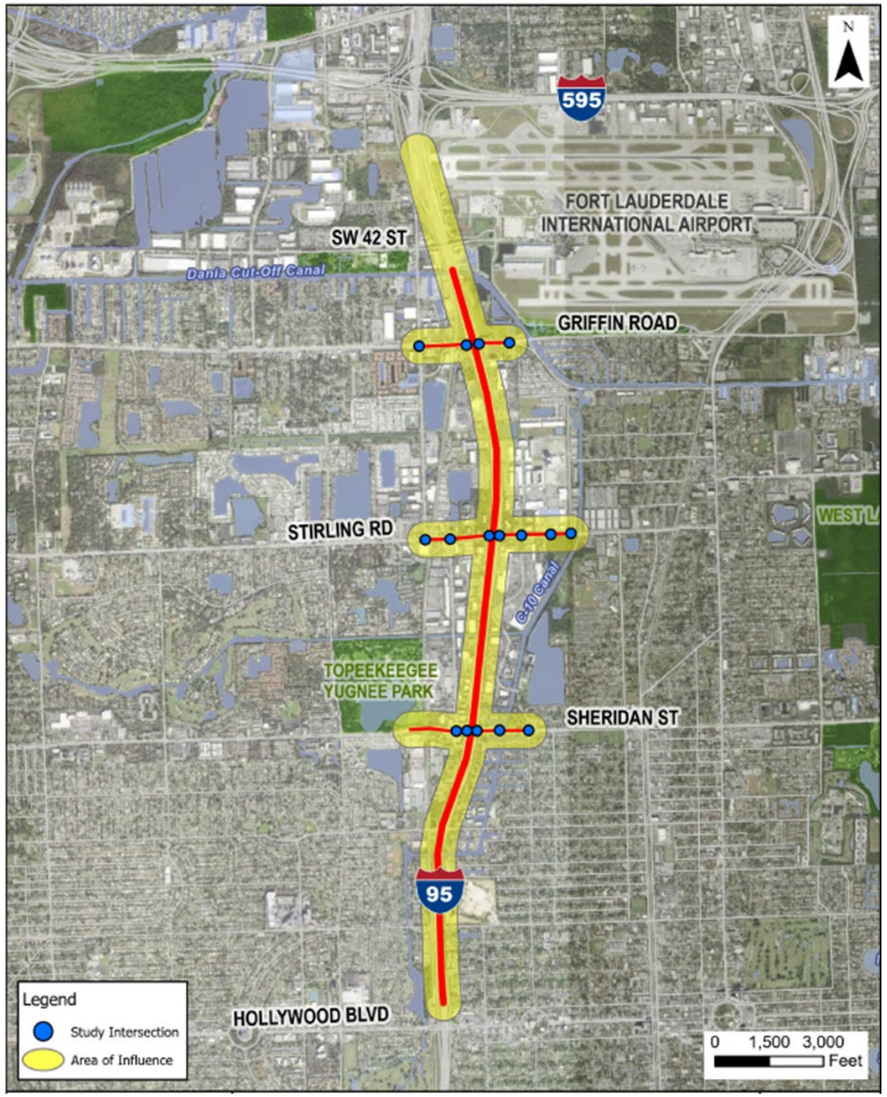


Figure 2-1: Area of Influence

2.3 Analysis Years

Travel Demand Model

- Base Year: 2015
- Horizon Year: 2045

Traffic Operational Analysis

- Existing Year: 2021
- Opening Year: 2030
- Interim Year: 2040 (Optional)
- Design Year: 2050

2.4 Data Collection

Several types of traffic data were collected for this study. Some of the primary data sources for the project included the following (a comprehensive list is included in **Appendix A**):

- ***Traffic Data Collection and Traffic Projections Report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road, FDOT, Updated May,2024***. This is the pre-work traffic information prepared by FDOT for the PD&E Study. This document served as the primary traffic data source for the project.
- Prior and other on-going studies conducted within the project area, most notably:
  - I-95 PD&E Study from Miami-Dade County Line to Hollywood Boulevard
  - I-95 Express Phase 3
  - I-95 PD&E Study from Golden Glades Interchange to Miami-Dade/Broward County Line.
- FDOT Roadway Characteristic Inventory Database
- Signal Four Analytics (Crash Data)
- FDOT Traffic Information Online
- Broward County Traffic Engineering (Signal Timings)
- Field Reviews

2.5 Travel Demand Forecasting

Travel demand forecast prepared by the FDOT for this project is documented in the ***Traffic Data Collection and Traffic Projections report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road, FDOT, May 20, 2022 (Updated May 2024)***. This report contains traffic forecasts for the existing year - 2021 (AM, PM, AADT) and AADT forecast for future years (2030, 2045, 2050) No Build conditions. The information contained in this report will be utilized in developing the forecasts for the Build Alternatives.

2.5.1 Selected Travel Demand Model(s)

The Southeast Florida Regional Planning Model (SERPM), Version 8.531, was used for the travel demand forecasting for this project. SERPM 8.531 is an Activity-Based Model (ABM) that simulates both household level and person-level travel choices including intra-household interactions with household members. SERPM 8.531 model is validated to year 2015 conditions and includes a future year 2045 scenario based on the adopted Cost Feasible plans from the Miami-Dade, Broward, and Palm Beach MPOs. It is approved by the Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) in South Florida for transportation engineering and planning studies. The RTTAC-MS comprises representatives from FDOT District 4, District 6, and the three MPOs in South Florida.

2.5.2 Project Traffic Forecast Development Methodology

The AADT volumes were developed based on existing traffic counts and growth factors. The growth factors were determined from 2015 and 2045 model volumes, historical traffic counts, and socioeconomic growth in the study area. The AADT volume, applicable K factors, and D factors, together with existing turning movement counts will be used as input into the TmTool application to calculate future years turning movement volumes for No Build and Build conditions.

2.5.3 Validation Methodology

The SERPM 8.531 model was previously validated to year 2015 conditions following the standard model validation procedures, principles, and best practices in the industry. No further model validation task is required for this SIMR.

2.5.4 Adjustment Procedures

AADT projections were prepared by FDOT for the future years (2030, 2045 and 2050) under the No-Build conditions. Based on the coordination with the FDOT, the No Build conditions are defined as the transportation network with the inclusion of Cost Feasible Plan improvements in the adopted MPO 2045 Long Range Transportation Plan (LRTP). In addition, the preferred alternative from the I-95 PD&E study from Hallandale Beach Boulevard to Hollywood Boulevard is included as part of the No-Build conditions. The travel demand forecasts performed by FDOT included the following activities:

- **Data Gathering for Project Traffic from Past Studies:** The traffic projections and forecasts were gathered for the following three adjacent projects:
  1. I-95 PD&E Study from Hallandale Beach Boulevard to Hollywood Boulevard PD&E
  2. I-95 Corridor Planning Study led by FDOT District 4, and
  3. I-95 PD&E study from Miami Garden Drive to Miami/Broward County Line led by District 6.

- **Subarea Model Forecast for No-Build Conditions:** The socioeconomic data, network coding, and other model settings were reviewed to make sure they were consistent with the base year (2021) conditions. A future year (2045) No-Build Network in SERPM was developed based on the 2045 Cost Feasible Plans adopted by the three MPOs in the region. The No-Build network also included the proposed improvements from the aforementioned projects and was coordinated with FDOT.
- **Future Traffic Projections**: Trends analysis was conducted using historical traffic counts. The growth factors were calculated using the population and employment data obtained from the SERPM model. A set of recommended growth rates were proposed based on the trends analysis, socioeconomic data, and model volumes for all links within the study network. The growth rates were applied to the existing year (2021) AADT volumes to obtain projections for the future years 2030,

2045 and 2050. Coordination was carried out to ensure the AADT projections at the County line along I-95 were consistent with the AADT forecast prepared by the I-95 PD&E Team south of the Miami-Dade County line. Traffic volumes for the interim year (2040) will be developed by interpolating data from the FDOT's traffic projections.

2.5.5 Traffic Factors

Recommended traffic factors were developed for the study based on various considerations including:

- Peak/daily ratios computed from 2022 Florida Traffic Online (FTO)
- Traffic factors from previously approved adjacent projects
- FDOT's recommended range for traffic factors per 2023 guidelines.
- The FDOT's 2019 Project Traffic Forecasting Handbook (most current at the time of this study)
- Classification counts from 2022 FTO data.
- Existing Year (2021) traffic counts.

Based on the above considerations, recommended traffic factors were established for the project, as presented in **Table 2-1**.

Table 2-1 Summary of Traffic Factors

I-95 Corridor								
From	To	K Factor		D Factor		T Factor	DHT	PHF
		AM	PM	AM	PM			
Hollywood Boulevard	Sheridan Street	7.0%	7.0%	51.6%	52.3%	5.0%	3.0%	varies
Sheridan Street	Stirling Road	7.0%	7.0%	52.3%	50.8%	5.0%	3.0%	varies
Stirling Road	Griffin Road	7.0%	7.0%	52.3%	50.8%	5.0%	3.0%	varies
Griffin Road	I-595	7.0%	7.0%	52.3%	50.8%	5.0%	3.0%	varies
Arterial Corridors								
Roadway	**Location**	**K Factor**		**D Factor**		**T Factor**	**DHT**	**PHF**
		AM	**PM**	**AM**	**PM**			
Sheridan Street	West of I-95	7.3%	7.3%	55.8%	54.4%	3.5%	2.0%	Varies
	East of I-95	7.3%	7.3%	52.1%	50.0%	3.5%	2.0%	Varies
Stirling Road	West of I-95	8.0%	8.0%	54.4%	54.3%	4.0%	2.0%	Varies
	East of I-95	7.5%	7.5%	56.6%	53.4%	4.0%	2.0%	Varies
Griffin Road	West of I-95	7.5%	7.5%	55.2%	51.5%	6.5%	3.0%	Varies
	East of I-95	9.0%	9.0%	59.9%	57.1%	6.5%	3.0%	varies

.

2.6 Traffic Operations Analysis

The operational analysis for this study was performed using Vissim version 2022-07, Synchro 12, and HCS 2024. Vissim microsimulation was used as the primary analysis tool to assess traffic operations on a network-wide basis for comparing No Build and the Preferred Alternative. In addition, it was used to assess the traffic operations of individual elements of the road facilities, such as freeway mainline, ramps, and ramp terminal intersections. HCS and Synchro were used for initial screening of potential build alternatives. Synchro was also used to streamline development of the Vissim models and to aid in signal timing optimization for future year scenarios.

2.6.1 Vissim Models

The calibration of Vissim models incorporated guidance and criteria from the 2021 FDOT Traffic Analysis Handbook. Prior calibration factors used for the adjacent I-95 PD&E study and I-95 Express Lanes projects were also reviewed. Traffic volume data, travel time data, and field observations were used in the calibration of the Vissim model. Vissim models were developed for the existing year (2021) for calibration and for the design year (2050) for comparison of the No Build and Preferred Alternative.

Vissim models were developed covering a total of 4 ½ hours in the AM and PM peak periods using 15-minute flow rates. The simulation periods included the following:

- AM Period: ½ hour seeding + 4-hour AM peak period
- PM Period: ½ hour seeding + 4-hour PM peak period

Several calibration measures were used to ensure that the model replicated the field conditions. The calibration process consisted of measuring and comparing volume, speed/travel time, and visual audits. Volumes, travel times, and speeds for freeway mainline and arterial (surface street) facilities were calibrated using criteria specified in the 2021 FDOT Traffic Analysis Handbook.

The major bottlenecks within the study area were calibrated to replicate the capacity and congestion based on field data. Visual audits of the simulation were performed to analyst's satisfaction to observe speed-flow relationships for individual links and acceptable queuing at intersections and other bottlenecks in the network. In addition to average travel speeds, individual link speeds and speed-flow diagrams were used to evaluate the performance of the network.

Vissim model outputs were gathered based on 10 simulation runs which were determined to be statistically acceptable based on 95% confidence level with allowable error of 10%. The driving behavior parameters from the South of Hallandale Beach Boulevard to North of Hollywood Boulevard SIMR calibration effort (southern three interchanges in the PD&E study area) were used as a starting point for this calibration effort. Any parameters that were changed from the default value were documented and justified accordingly. All future years Build and No-Build models were created from the calibrated 2021 existing model.

2.6.2 Measures of Effectiveness (MOEs)

The project study area is located within the urbanized area of Broward County. Hence, a target LOS D was used for all roadway facilities, per FDOT's Level of Service Policy. Measures of Effectiveness (MOEs) used to evaluate the performance of the considered alternatives were:

- Synchro Analysis
  - Level of Service – Overall intersection LOS and by movement
  - Delay – Overall intersection control delay and by movement
  - 95th percentile queue lengths
- HCS Analysis
  - Basic Freeway Segments – Density and LOS
  - Freeway Merge, Diverge and Weaving Segments – Density and LOS

- Vissim (Design Year only)
  - Freeway: volume, speed, estimated density and estimated LOS
  - Intersections: volume, delay, and max queue length
  - Network-wide: total travel time, total delay time, average delay, latent delay, vehicle-miles of travel, average speed, latent demand, vehicles arrived and total stops.

2.7 Safety Analysis

A safety analysis was performed to identify existing safety concerns as reflected in the crash data (2018 – July 2023). The analysis was conducted per guidelines contained in ***FDOT's 2022 Interchange Access Request User's Guide, Chapter 6 Safety Analysis Guidance***. The safety analysis incorporated a qualitative assessment as well as a quantitative assessment for the Preferred Alternative and No Build conditions. Historical crash records were gathered and summarized to identify crash characteristics such as: crash types, severity, lighting conditions, surface conditions, and weather conditions. The quantitative safety analysis was performed per the ***Highway Safety Manual (HSM)*** and using the ***Interactive Highway Safety Design Model (IHSDM***) for computations. The proposed improvements incorporate crash countermeasures, to the extent feasible, within the scope of the project.

2.8 FHWA Interstate System Access Policy

Effective December 2024, Title 23 Code of Federal Regulations Part 624 (23 CFR 64) was adopted as the new policy specifying requirements for the justification and documentation necessary to substantiate any proposed changes in access to the Interstate System (replacing the prior 2017 FHWA Policy Points – effective at the time the MLOU was signed). Accordingly, 23 CFR 64 is applied herein as the applicable criteria for justification and documentation of the proposed improvements resulting from the PD&E Study.

3.0 EXISTING CONDITIONS

The following sections provide a discussion and evaluation of the existing conditions within the area of influence for this SIMR. This discussion includes land use information, road network data, existing traffic data, traffic operations, and historical crash data.

3.1 Existing Land Use

The I-95 project corridor segment is located within Broward County and crosses four municipalities (City of Hallandale Beach, Town of Pembroke Park, the City of Hollywood, and Dania Beach). Land use was classified using data from the South Florida Water Management District (SFWMD), land use and cover nomenclature. The project corridor traverses a number of land use categories which are illustrated in **Figure 3-1.** In general, the project study area encompasses the following land uses:

- Commercial
- Industrial
- Mixed Use
- Public Lands
- Recreation
- Residential
- Transportation
- Water

The project is located mainly within an urban landscape (commercial and services) with the above land use comingled throughout. Notable land uses and transportation facilities within the project vicinity include:

- Fort Lauderdale/Hollywood International Airport
- Tri-Rail railroad which runs parallel and immediately to the west of I-95
- Sheridan Street Tri-Rail Station – located in SW corner of I-95/Sheridan Street Interchange
- Fort. Lauderdale Airport Tri-Rail Station – located in the SW corner of I-95/Griffin Road Interchange

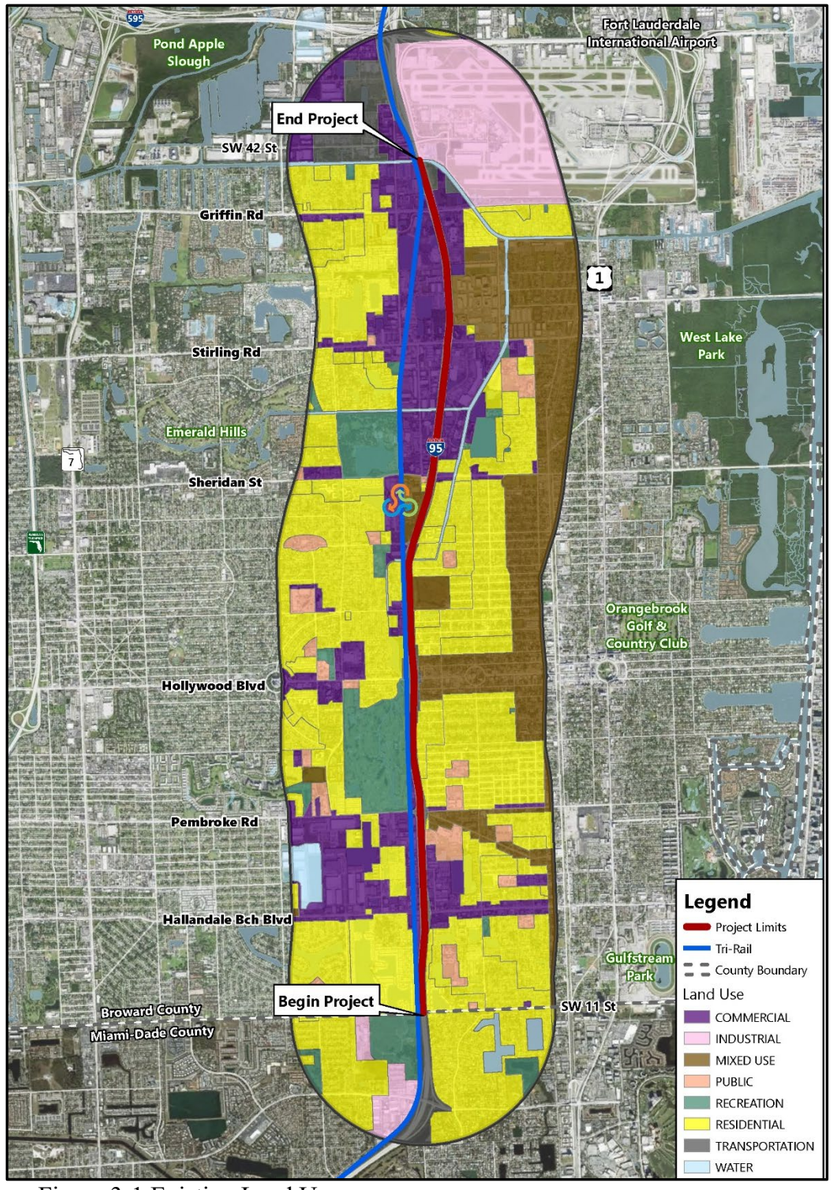


Figure 3-1 Existing Land Use

3.2 Existing Roadway Network

Figures 3-2 and 3-3 depict the lane configuration along I-95 mainline, the intersecting arterials (Sheridan Street, Stirling Road, Griffin Road) and the adjacent intersections within the area of influence (AOI) for the project. The associated roadway functional classifications and context class are shown in **Table 3-1**. Pertinent features of each roadway facility are discussed below.

I-95 - The existing (2021) I-95 mainline within the study area is a north-south limited access facility consisting of 8 to10 general-use lanes (including auxiliary lanes) and 0 to 4 express lanes (see **Figure 3-2**). It should be noted that during the existing year (2021), I-95 mainline was actively under construction implementing improvements proposed under FDOT's 95 Express Phase 3C Project. This project is widening I-95 mainline to implement express lanes (2 NB + 2 SB) through the limits of the SIMR. This is reflected in the future No Build road network discussed under Section 5 of the SIMR. The lane configuration depicted in **Figure 3-2** depicts interim conditions during the construction phase. The posted speed limit on I-95 is 65 mph and lane widths are standard 12 feet. Where express lanes are present, tubular markers are used to separate express lane traffic and general-use traffic.

Sheridan Street – This roadway consists of six lanes (3 EB + 3 WB), with a posted speed of 40 mph and with five signalized intersections within the AOI (including I-95 ramp terminal intersections). Sheridan Street is functionally classified as an Urban Principal Arterial, and the designated context classification is C4 (Urban General).

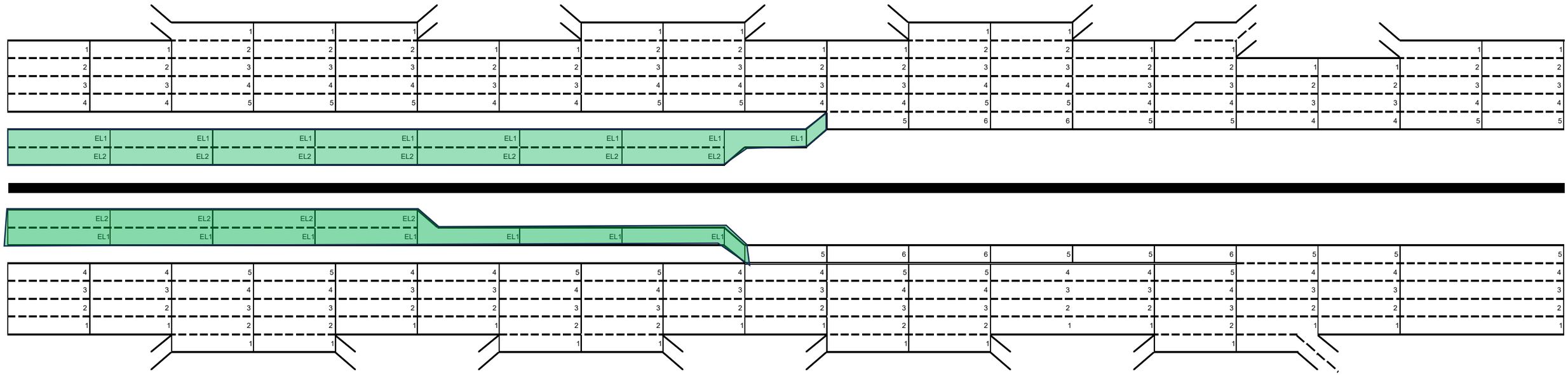
Stirling Road - This roadway consists of six lanes (3 EB + 3 WB), with a posted speed of 45 mph and with seven signalized intersections within the AOI (including I-95 ramp terminal intersections). Stirling Road is functionally classified as an Urban Principal Arterial, and the designated context classification is C4 (Urban General) west of I-95 and C3C (Suburban Commercial) east of I-95.

Griffin Road - This roadway consists of six lanes (3 EB + 3 WB), with a posted speed of 45 mph and with four signalized intersections within the AOI (including I-95 ramp terminal intersections). Griffin Road is functionally classified as an Urban Principal Arterial, and the designated context classification is C4 (Urban General).

Table 3-1 Classification of Study Roadways

Roadway	From	To	Functional Classification	Context Class	Number of Lanes
SR 9 / I-95	Hollywood Blvd.	N of Griffin Rd.	Urban Principal Arterial (Interstate)	LA	Varies GU: 8 - 10 lanes EL: 0 - 4 lanes
SR 822/ Sheridan Street	N 29th Avenue	N 26th Ave.	Urban Principal Arterial (other)	C4	6
SR 848 / Stirling Road	Anglers Ave.	Bryan Rd.	Urban Minor Arterial	C4 (Anglers to I-95) C3C (I-95 to Bryan Rd)	6
SR 818 / Griffin Road	Anglers Ave.	Old Griffin Rd.	Urban Principal Arterial (other)	C4	6

SB I-95



NB I-95

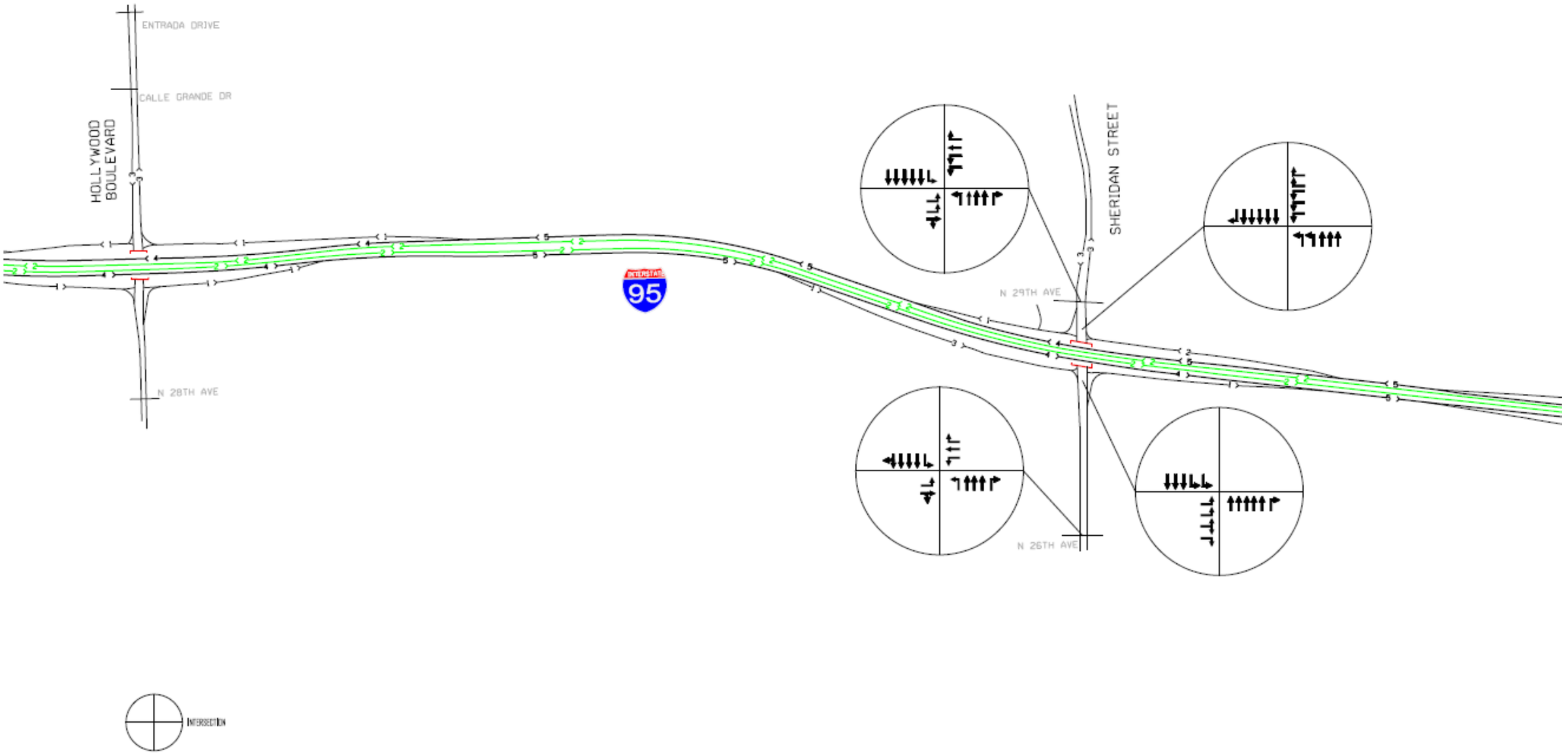
Express Lanes

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) I-95 Lane Schematic**

Figure No.: 3-2

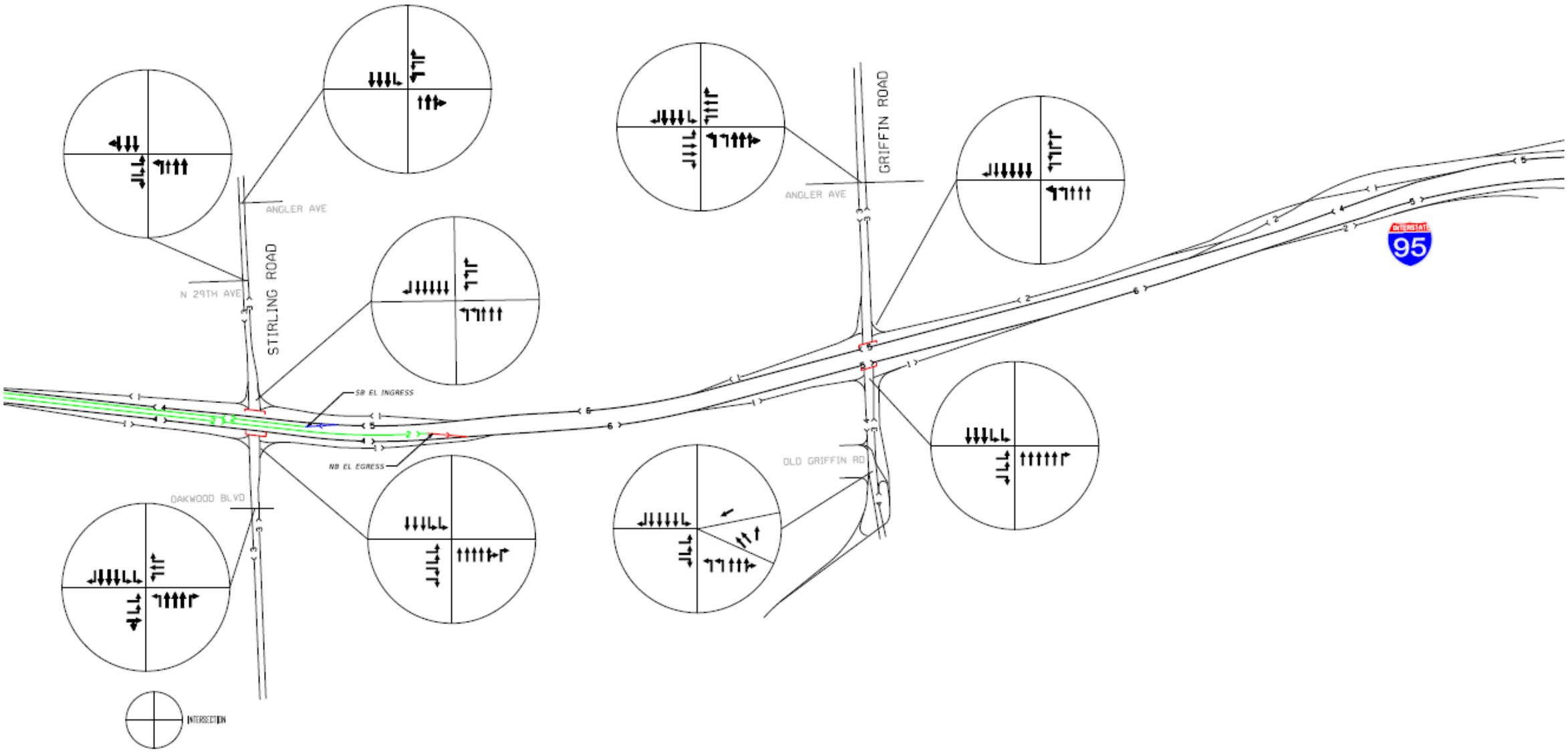
Sheet 1 of 1

NTS



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) Network Line Diagram**	Figure No.: 3-3 Sheet 1 of 2

NTS



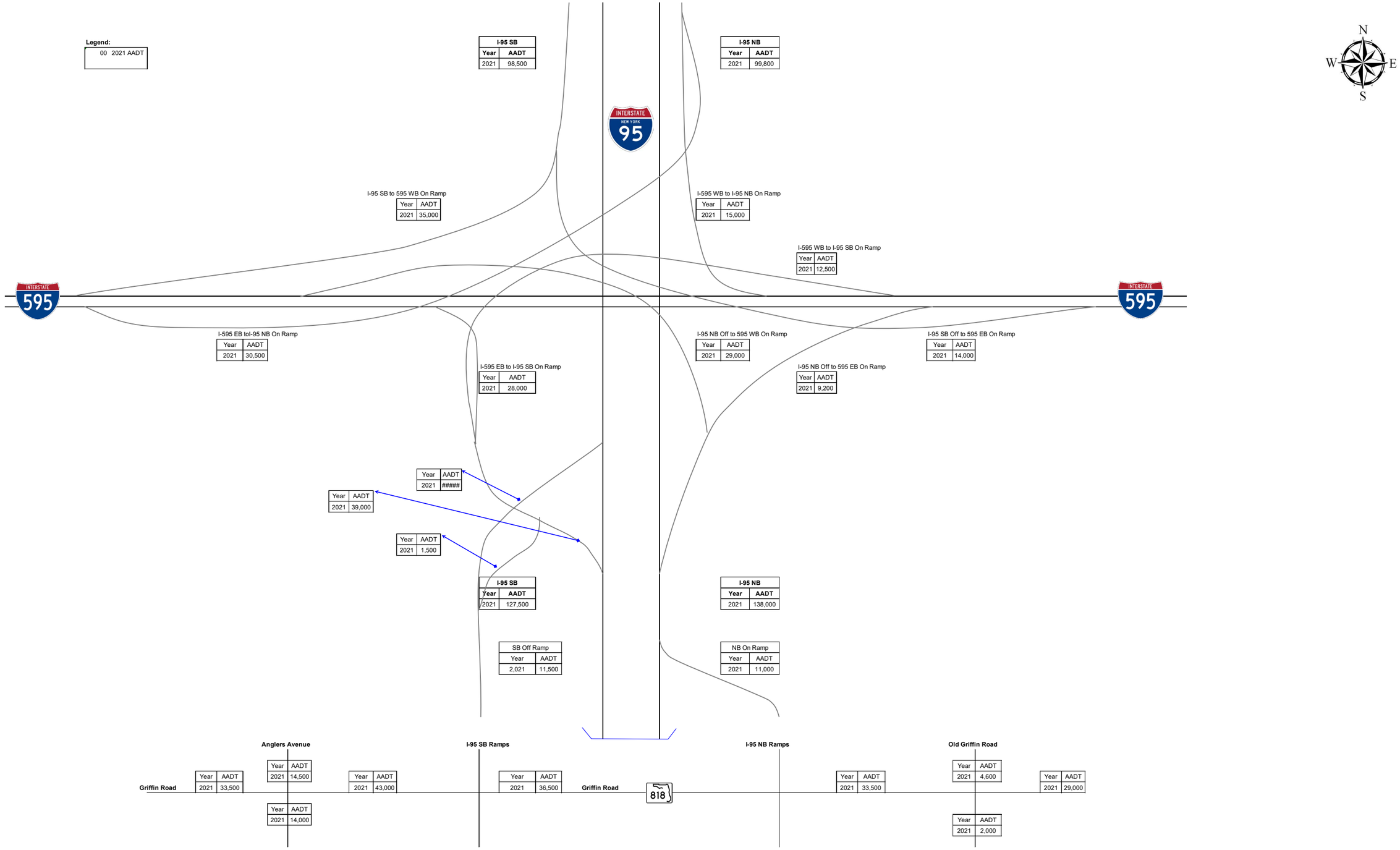
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) Network Line Diagram**	Figure No.: 3-3 Sheet 2 of 2

3.3 Existing Traffic Volumes

Traffic volumes for the existing year (2021) were developed by FDOT as part of the pre-work for the PD&E Study. The traffic volumes are documented in the ***Traffic Data Collection and Traffic Projections Report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road, FDOT, Updated May 2024 (Appendix B)***. **Figure 3-4** and **Figure 3-5** depict the AADT and the AM/PM peak hour volumes resulting from the FDOT's prework. The traffic volumes were developed in accordance with FDOT's practice. It involved collecting various traffic data along road segments and intersections within the study area. Data collected included:

- Three-day intersection turning movement counts during AM (6:00 AM to 9:00 AM) and PM (4:00 PM to 7:00 PM) peak periods at the study intersections along Sheridan Street, Stirling Road, and Griffin Road.
- Seventy-two-hour vehicle volume counts along road segments at the study intersections on Sheridan Street, Stirling and Griffin Road.
- Seventy-two-hour vehicle classification counts at select locations on Sheridan Street, Stirling Road, and Griffin Road.
- Seventy-two-hour vehicle classification counts on I-95 ramp terminals at Sheridan Street, Stirling Road, and Griffin Road

In addition to the above, data from Florida Traffic Online (Historical AADT reports, Weekly Axle Category Factor Report, Peak Season Factor Category Report) were used in processing the traffic data for the network. The traffic volumes were smoothed and balanced resulting in the Existing Year (2021) volumes depicted in **Figure 3-4** and **Figure 3-5**.



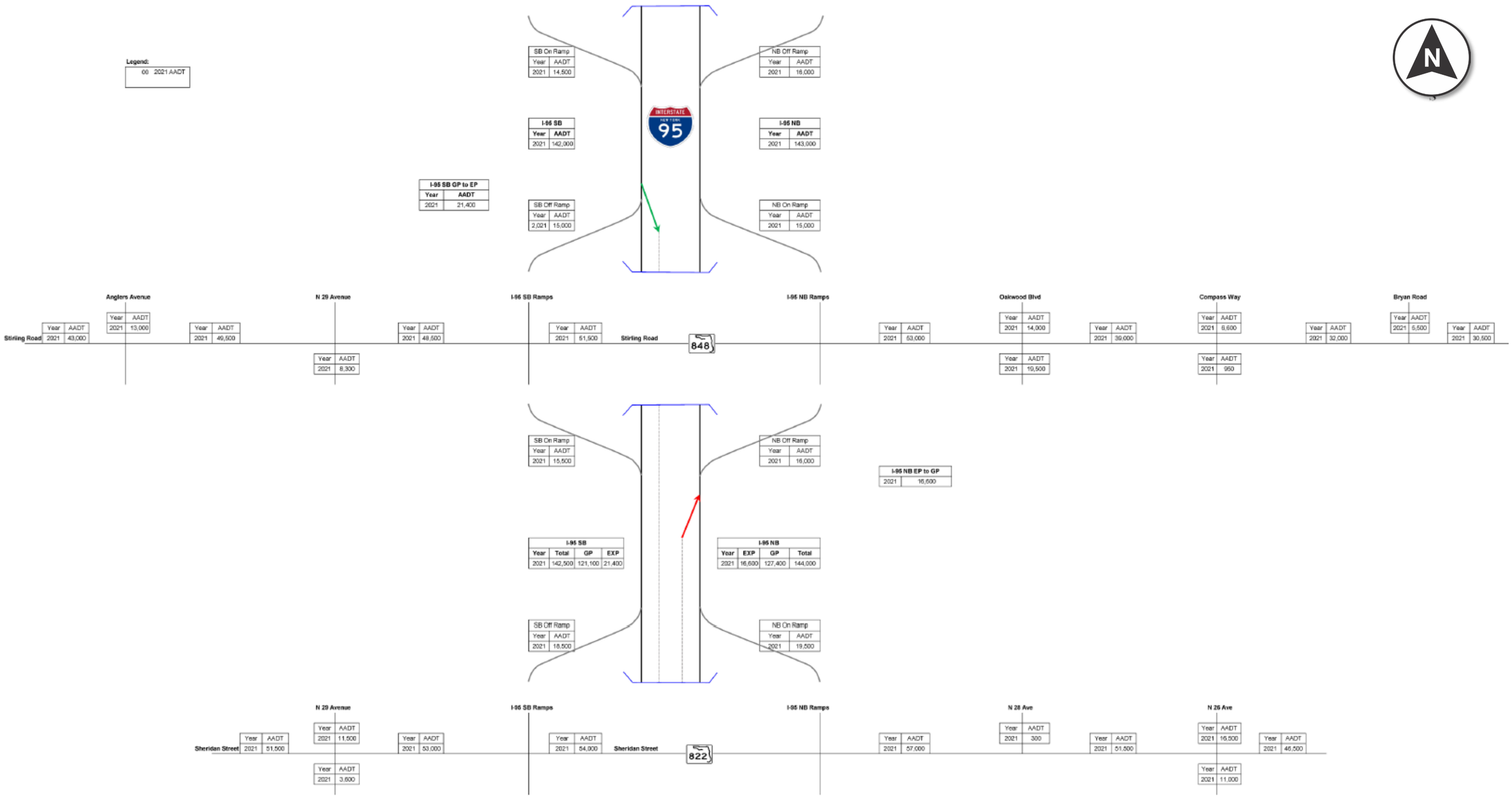
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) AADT**

Figure No.: 3-4

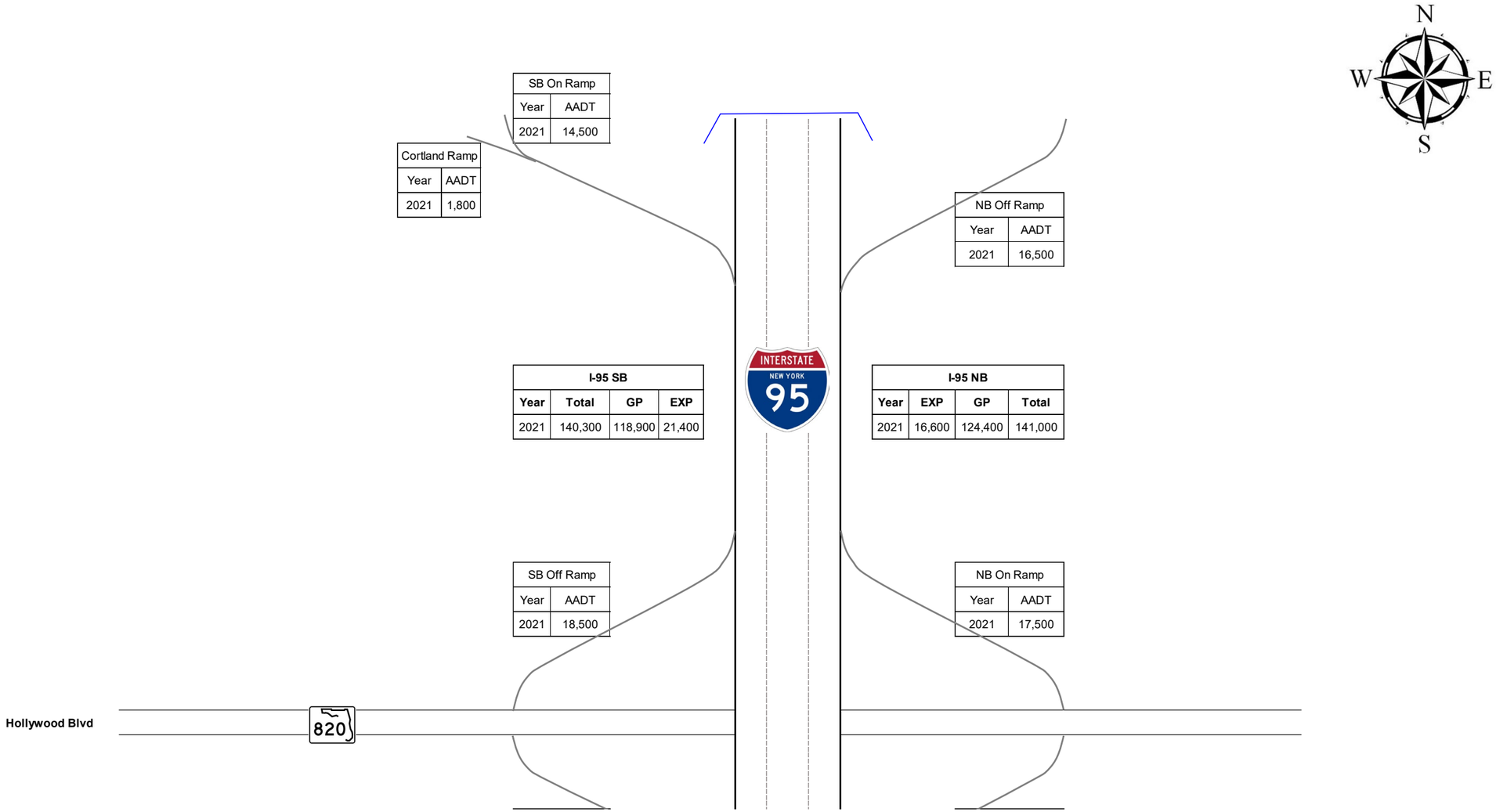
Sheet 1 of 3

Legend:

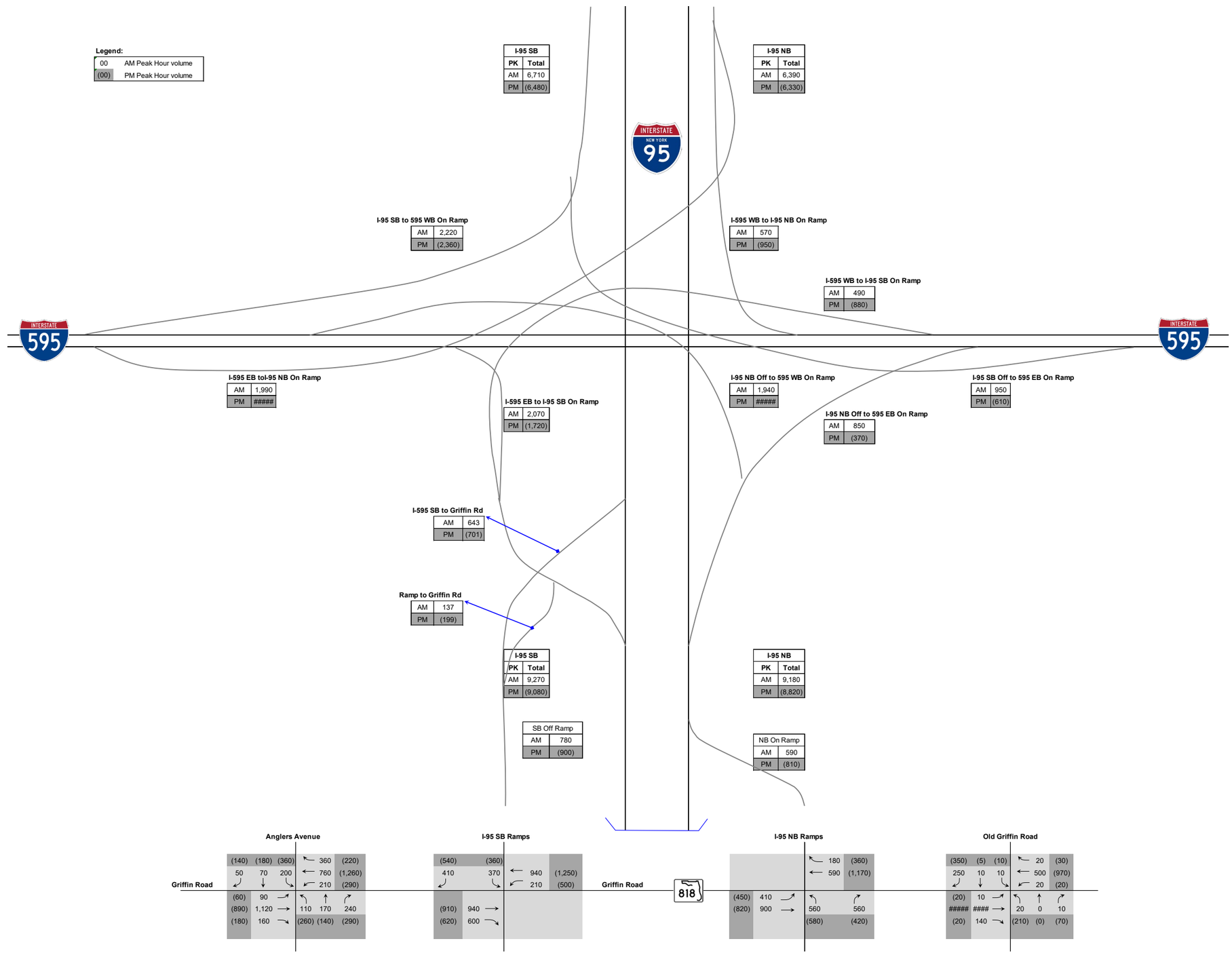
00 2021 AADT



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) AADT**
		Figure No.: 3-4 Sheet 2 of 3



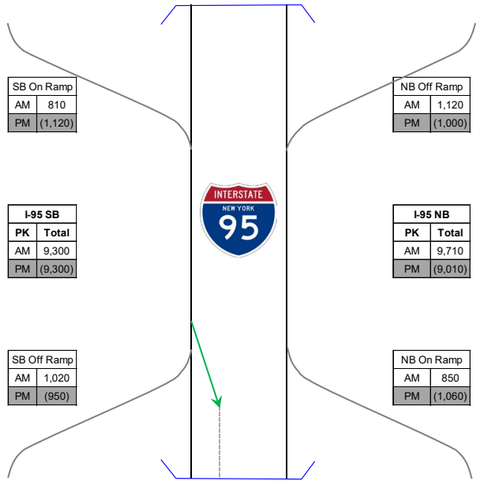
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) AADT**	Figure No.: 3-4 Sheet 3 of 3

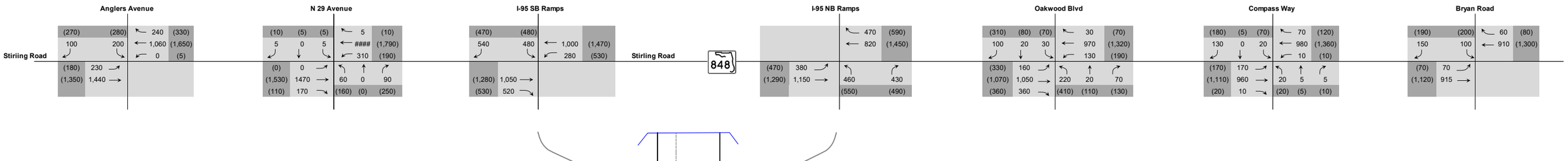


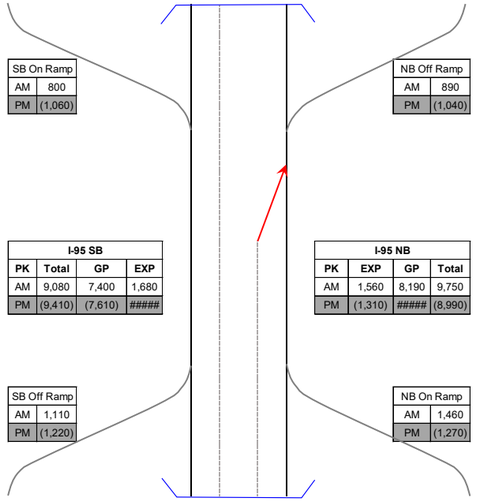
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) Peak Hour Volumes**	Figure No.: 3-5 Sheet 1 of 3

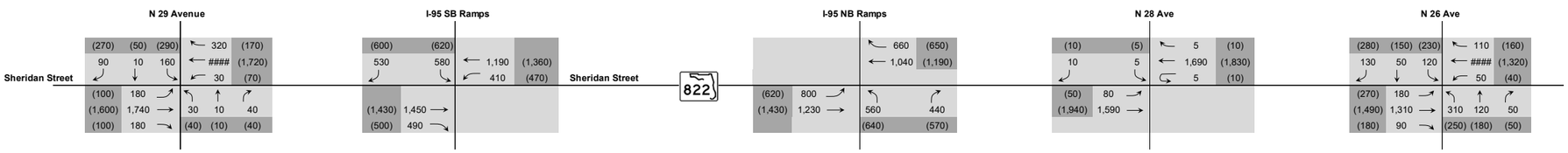
Legend:

00	AM Peak Hour volume
(00)	PM Peak Hour volume









SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

Title:

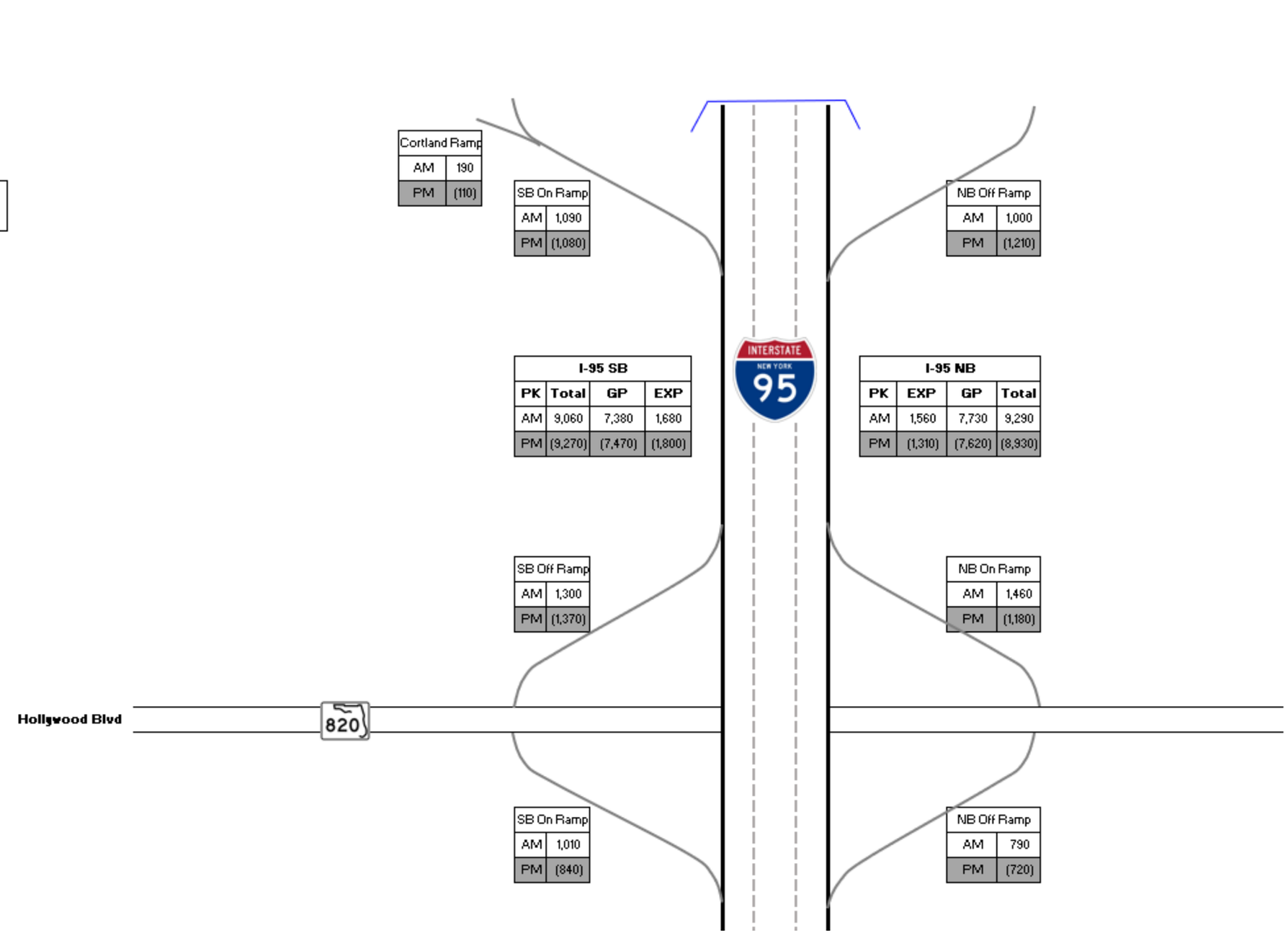
Existing Year (2021) Peak Hour Volumes

Figure No.: 3-5

Sheet 2 of 3

Legend:

00	AM Peak Hour volume
(00)	PM Peak Hour volume



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Existing Year (2021) Peak Hour Volumes**	Figure No.: 3-5 Sheet 3 of 3

3.4 Existing Traffic Operations

A detailed microsimulation analysis using VISSIM 2022-07 was conducted to evaluate system-wide operational performance. VISSIM models were prepared for the Existing Year 2021 AM and PM peak periods. The primary objective of the existing conditions analysis was to establish the current operational conditions along I-95 and the study interchanges and intersections.

To identify and quantify the operating conditions in terms of travel time, RITIS big data platform was used to assist in the calibration process. Several days of RITIS speed data from October and November of 2021, Tuesdays through Thursdays, were reviewed to identify typical speed conditions. Hour 2 of the simulation was the primary focus when removing outlier days. Significant daily variation in congestion exists within the project area. However, major trends were identified for each peak period.

Fifteen-minute volume profiles were developed for the analysis area and input into Vissim for the four-hour AM and PM peak periods with an additional 30-minute seed time. The volume profiles were developed from the 15-minute variation in traffic observed in the traffic counts collected for this project. The signal timing and phasing data for the AM and PM peak periods were provided by Broward County.

Ten model iterations with different seed numbers were executed for the AM and PM peak periods. The results provided in this report represent an average of the 10 simulation runs. A summary of the results of the existing VISSIM operational analysis are provided in the following sections. Additional information on the existing conditions calibration effort is provided in the Vissim Calibration Report (**Appendix C**).

3.4.1.1 Existing Speed Profiles

The speed profiles (derived from VISSIM travel time output) for the existing 2021 AM and PM peak periods can be found in **Figure 3-6** through **Figure 3-9**. These figures present the average speed output from VISSIM for each of the four hours along with the RITIS data and show that the final calibration parameters provide reasonable speed/congestion trends in both the AM and PM peak periods and captures the build-up of congestion and its dissipation.

The AM peak period experienced congestion on I-95 in the northbound direction near the Sheridan Street on-ramp reaching speeds as low as 30 mph in Hour 2. Full recovery to free-flow conditions is observed during hour 4. The southbound direction experienced near free-flow conditions for the entire project area which is between 60 and 65 mph.

The PM peak period experienced congestion in the northbound direction due to queue spillback from the I-95 northbound to I-595 westbound ramp reaching speeds as low as 30 mph in Hour 2. Full recovery to free-flow conditions is observed during hour 4. The southbound direction experienced congestion approximately between the I-595 overpass to the express lane ingress due to the I-595 major merge and high demand for the express lane facility. Hour 2 observed speeds as low as 20 mph, while Hour 4 recovered to speeds 50 mph or higher.

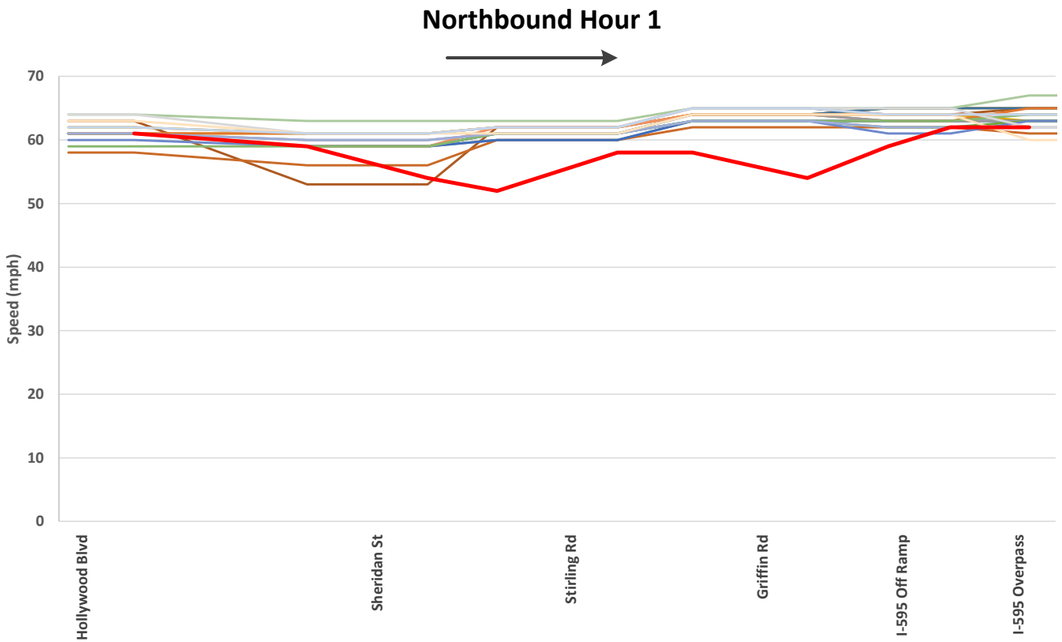
3.4.1.2 Existing Study Intersection Operations

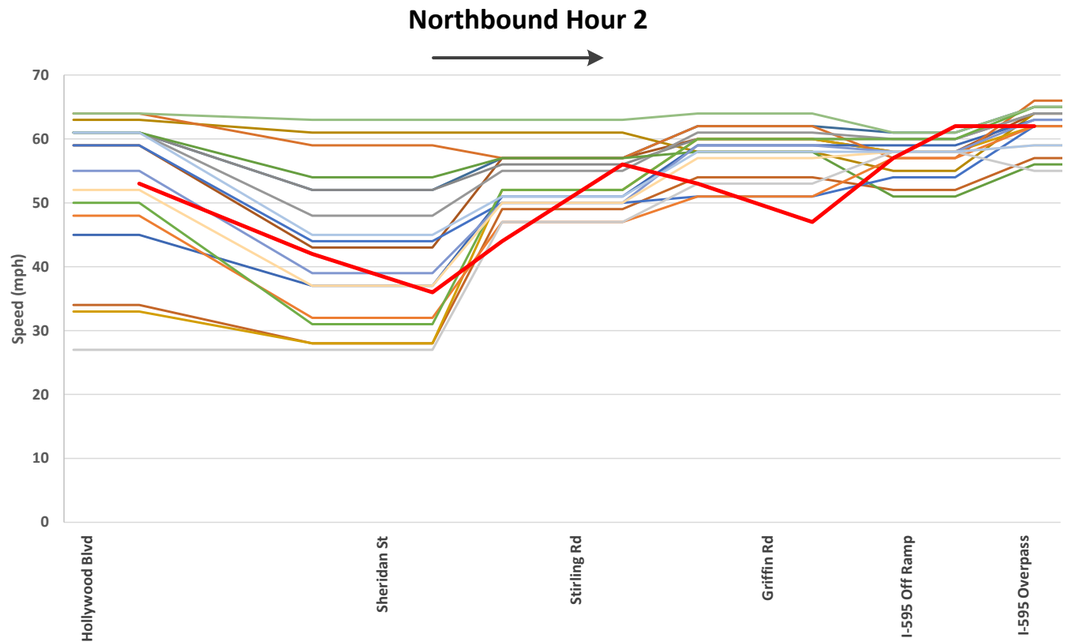
The existing conditions intersection operational analysis results are shown in **Table 3.3**. The results indicate that the study intersections operate under acceptable delay time (<80 seconds/vehicle) in the existing conditions. It should be noted that the level of service (LOS) reported from the Vissim analysis are approximate values based on delays gathered from the Vissim models and using the Highway Capacity Manual (HCM) LOS thresholds. Since delays are computed differently in Vissim and HCM, the LOS estimates reported using Vissim data may differ from LOS computed using HCM procedures.

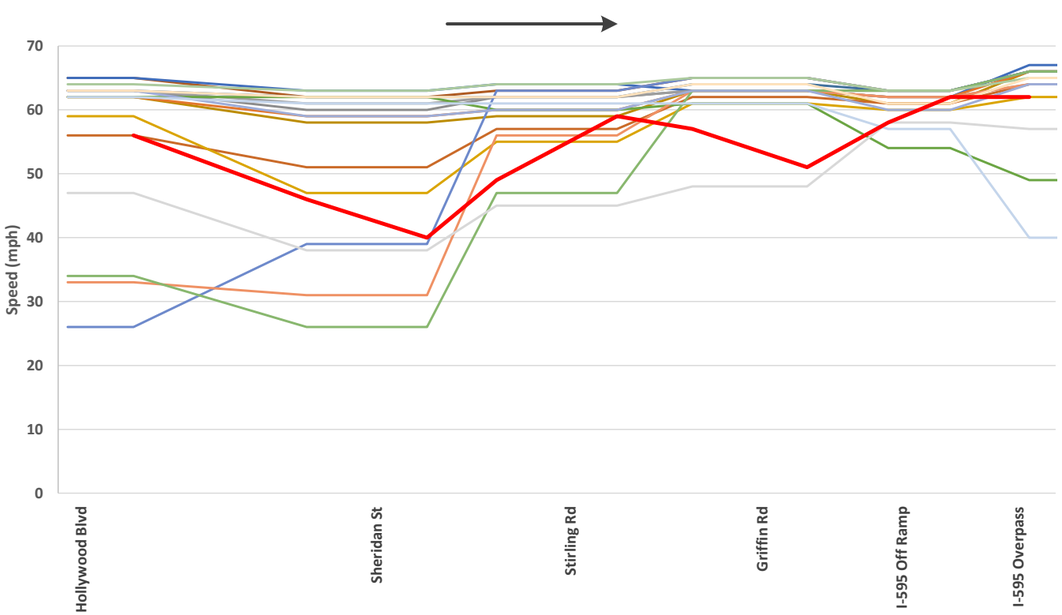
Table 3-2 2021 Existing Intersection Delay and Estimated LOS

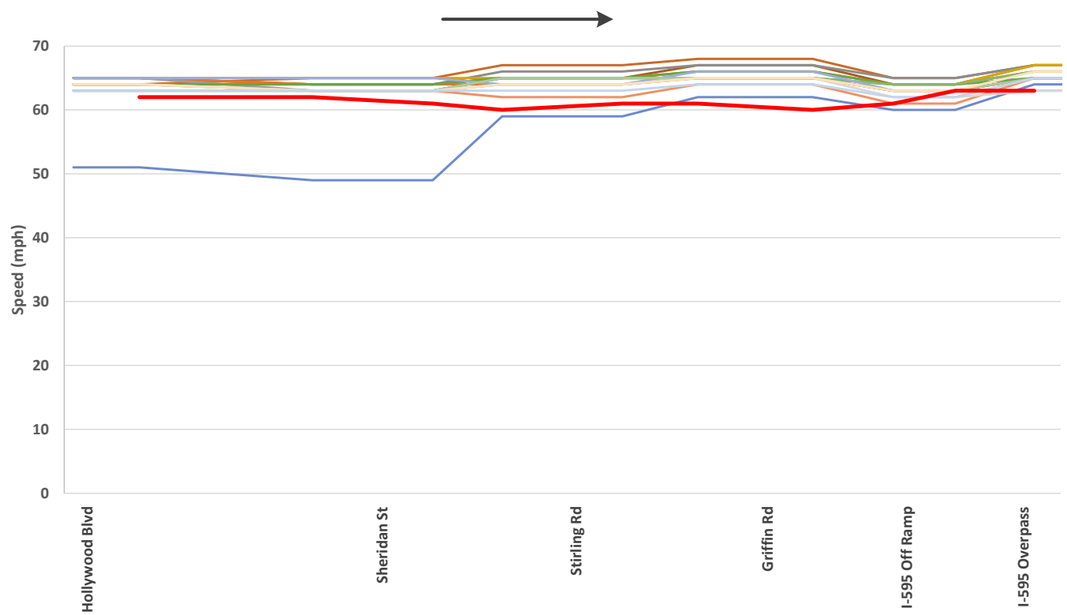
Intersection Location	AM Peak		PM Peak	
	Delay (s/veh)	Estimated LOS	Delay (s/veh)	Estimated LOS
Sheridan Street at 29th Avenue	34.3	C	37.5	D
Sheridan Street at I-95 SB Terminal	21.6	C	23.5	C
Sheridan Street at I-95 NB Terminal	43.6	D	38.7	D
Sheridan Street at 28th Avenue*	29.0	D	18.2	C
Sheridan Street at 26th Avenue	49.9	D	38.0	D
Stirling Road at Anglers Avenue	17.1	B	17.6	B
Stirling Road at 29th Avenue	6.6	A	12.3	B
Stirling Road at I-95 SB Terminal	32.1	C	34.8	C
Stirling Road at I-95 NB Terminal	29.5	C	30.2	C
Stirling Road at Oakwood Boulevard	22.1	C	35.6	D
Stirling Road at Compass Way	10.7	B	14.8	B
Stirling Road at Bryan Road	8.8	A	11.2	B
Griffin Road at Anglers Avenue	28.8	C	37.3	D
Griffin Road at I-95 SB Terminal	28.7	C	28.4	C
Griffin Road at I-95 NB Terminal	22.6	C	28.9	C
Griffin Road at Old Griffin Road	17.0	B	28.8	C

*Indicates an unsignalized intersection reporting the highest movement delay (LOS) for the stopped controlled approach.







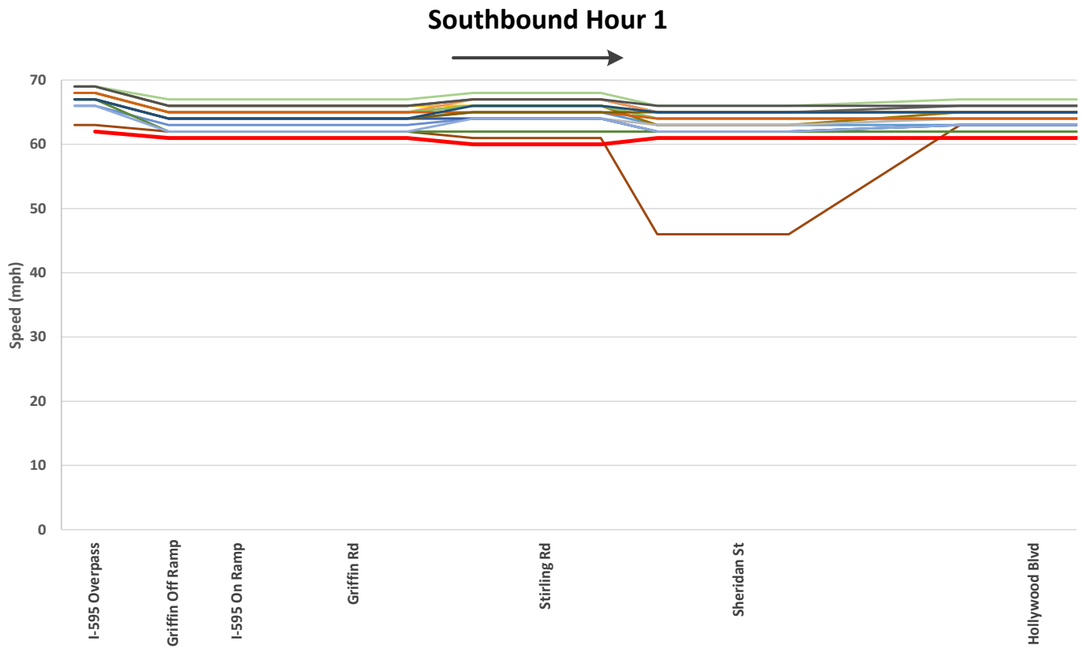


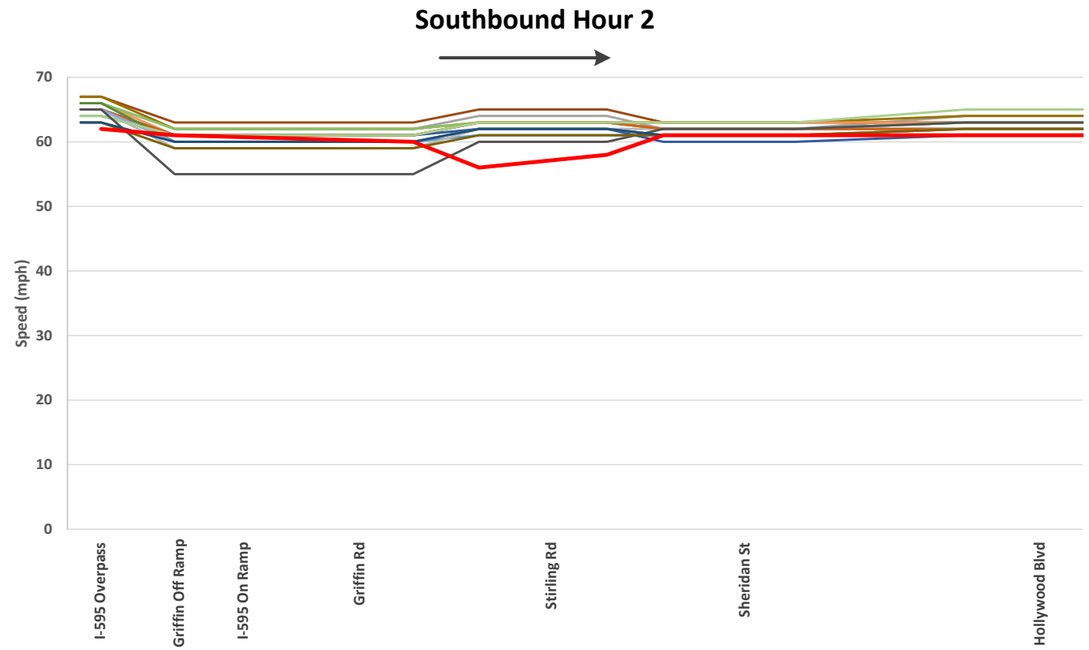
Legend

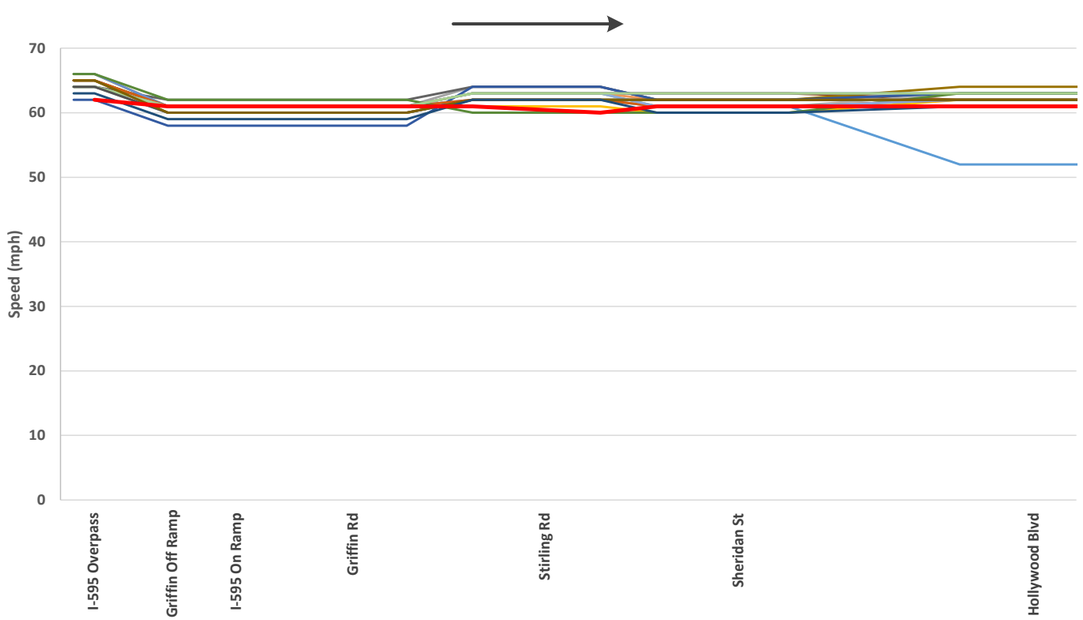
Vissim Model Output

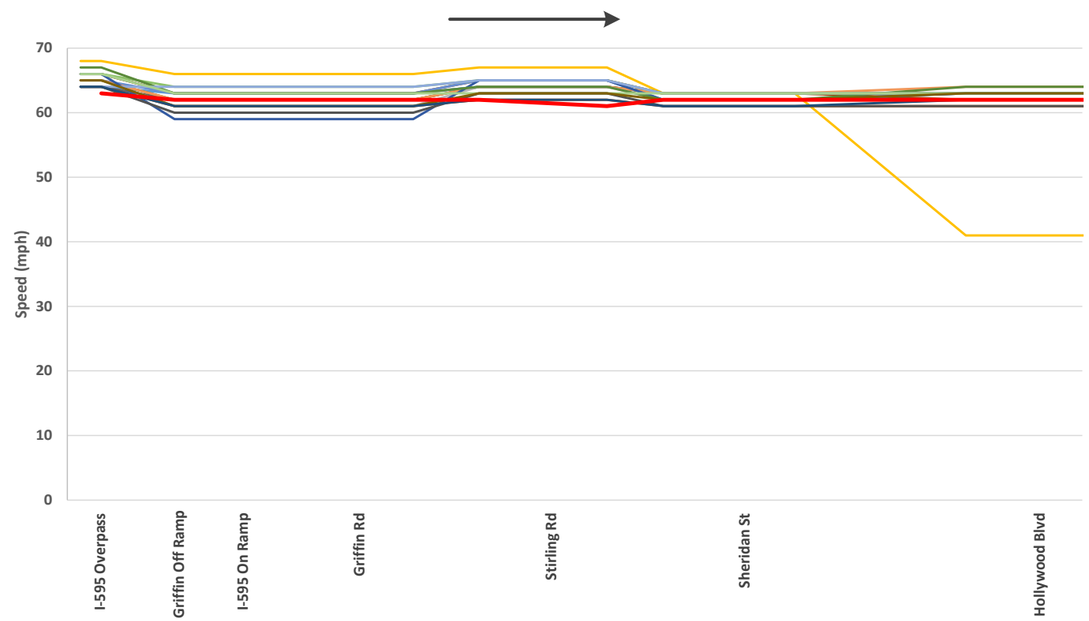
All other lines represent a unique day of RITIS data

Figure 3-6 - I-95 Existing 2021 AM Peak Northbound Speed Profiles







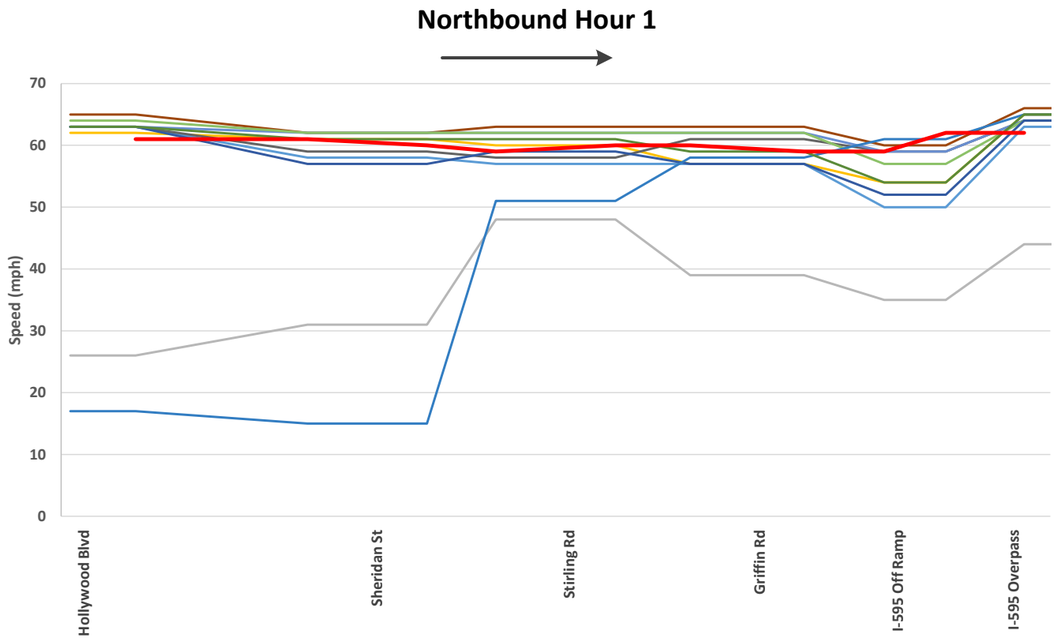


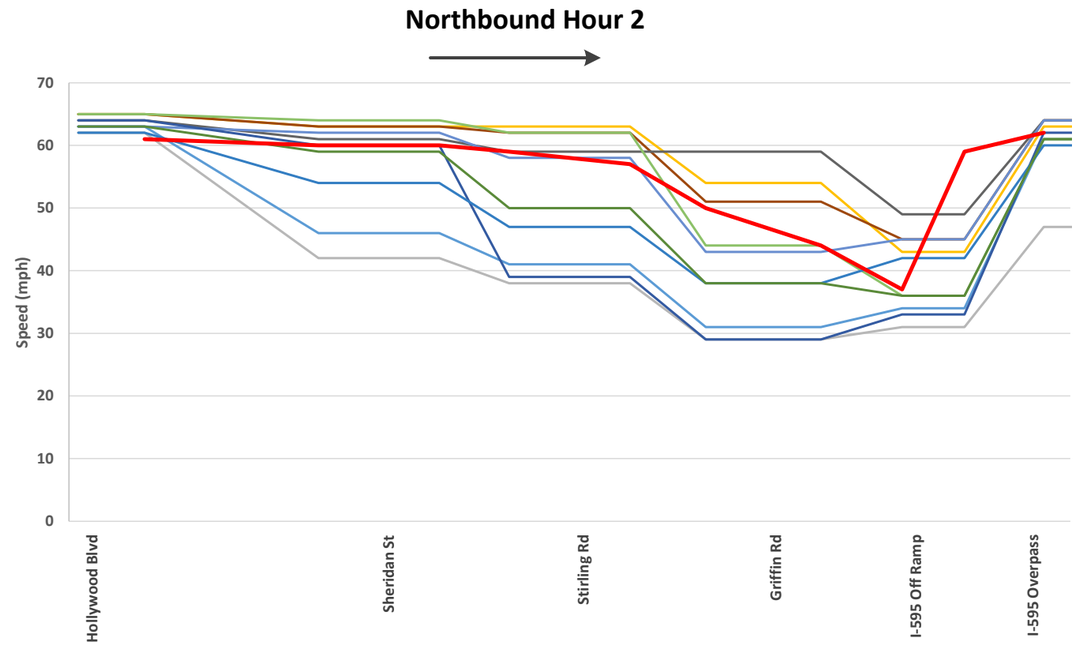
Legend

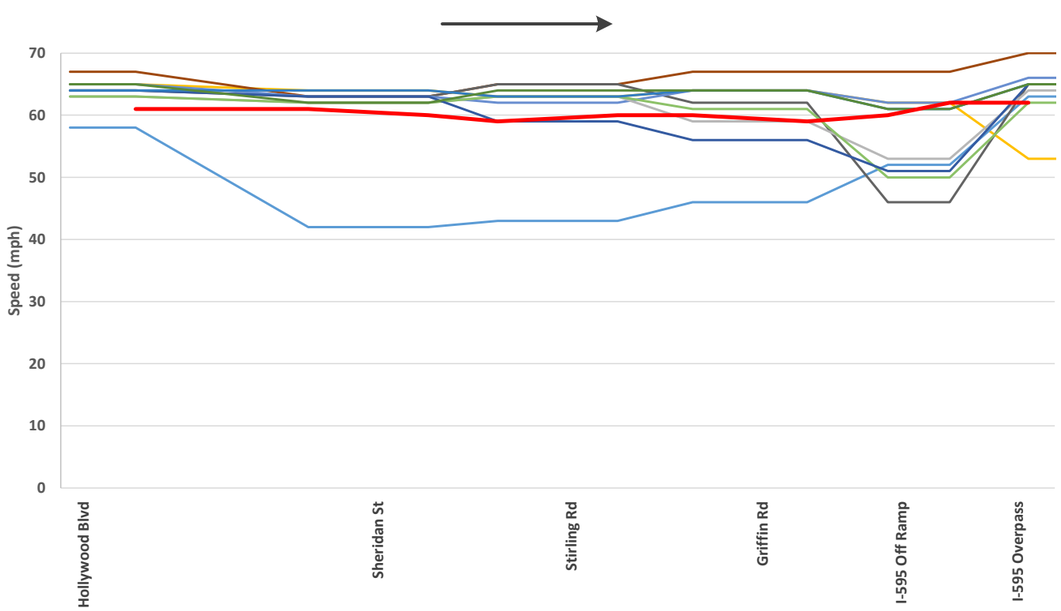
Vissim Model Output

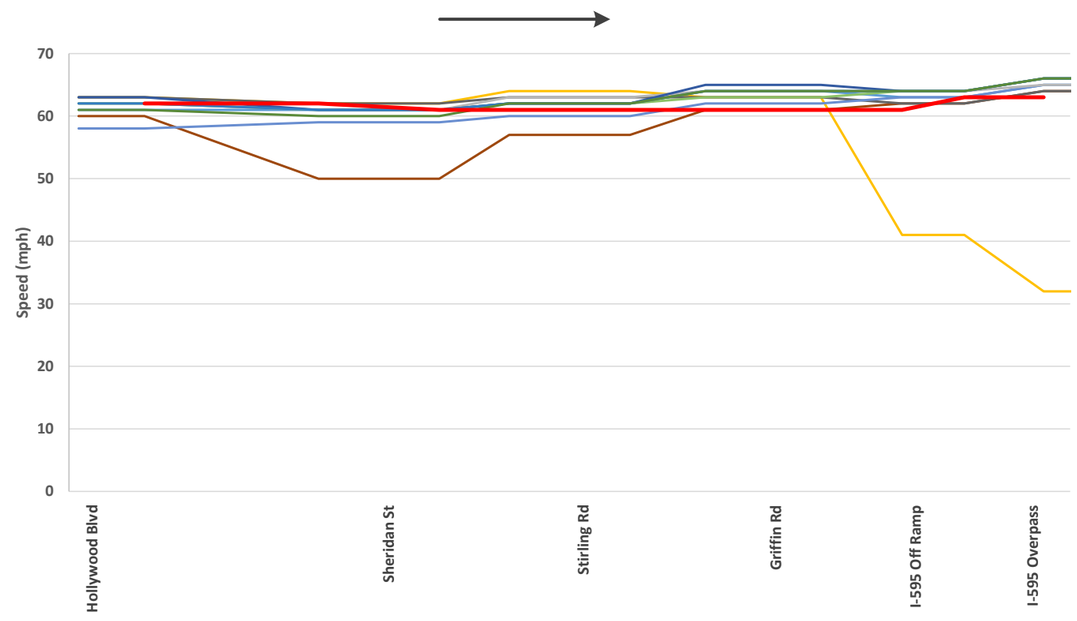
All other lines represent a unique day of RITIS data

Figure 3-7 - I-95 Existing 2021 AM Peak Southbound Speed Profiles







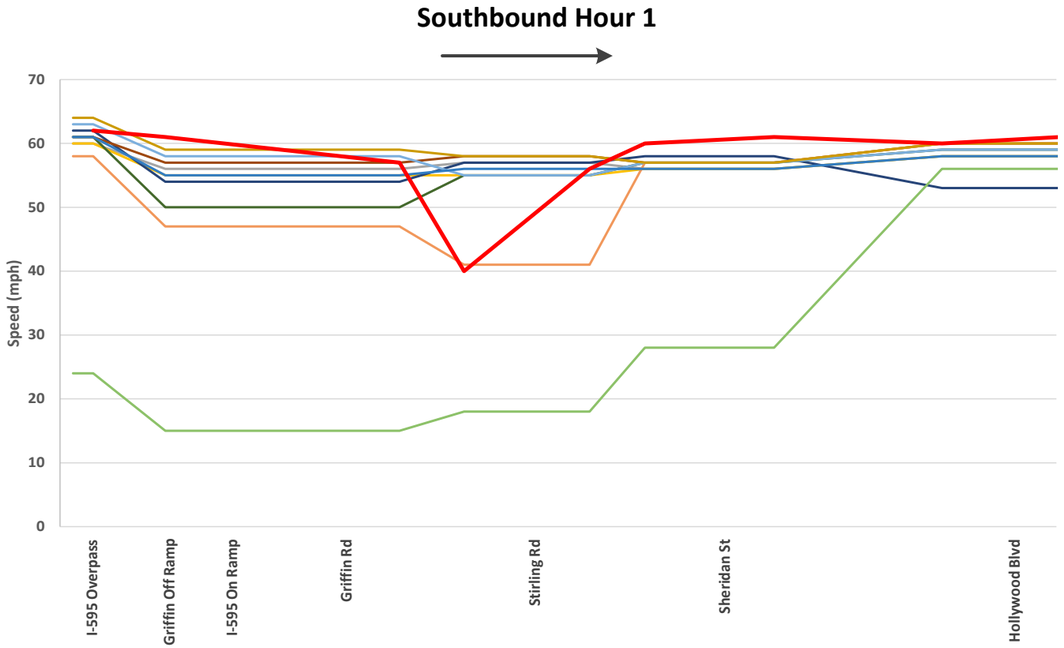


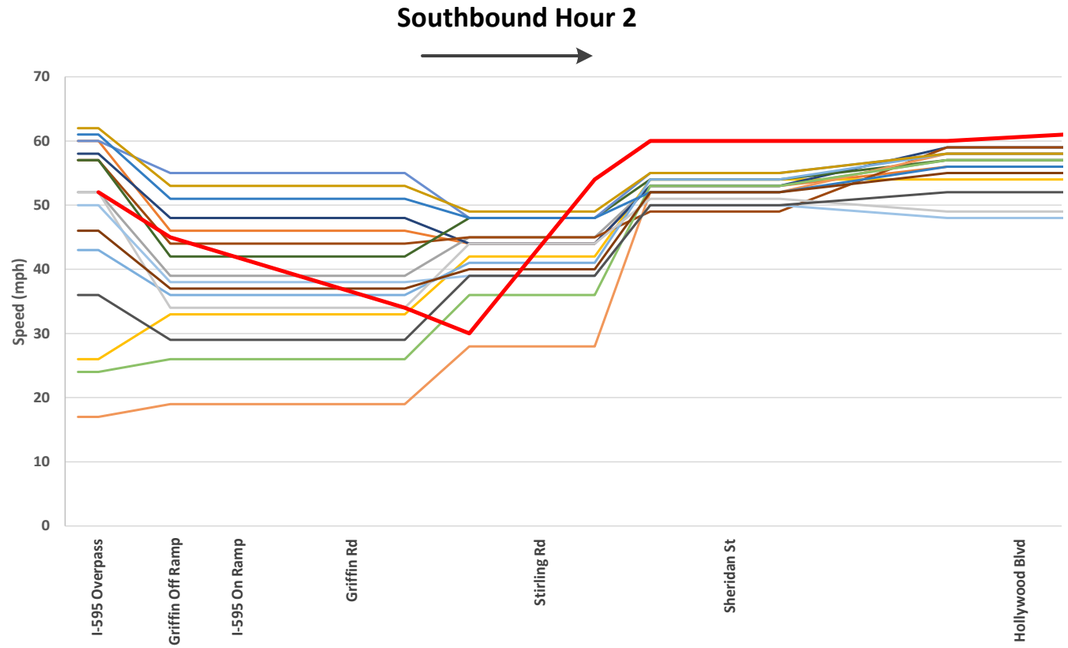
Legend

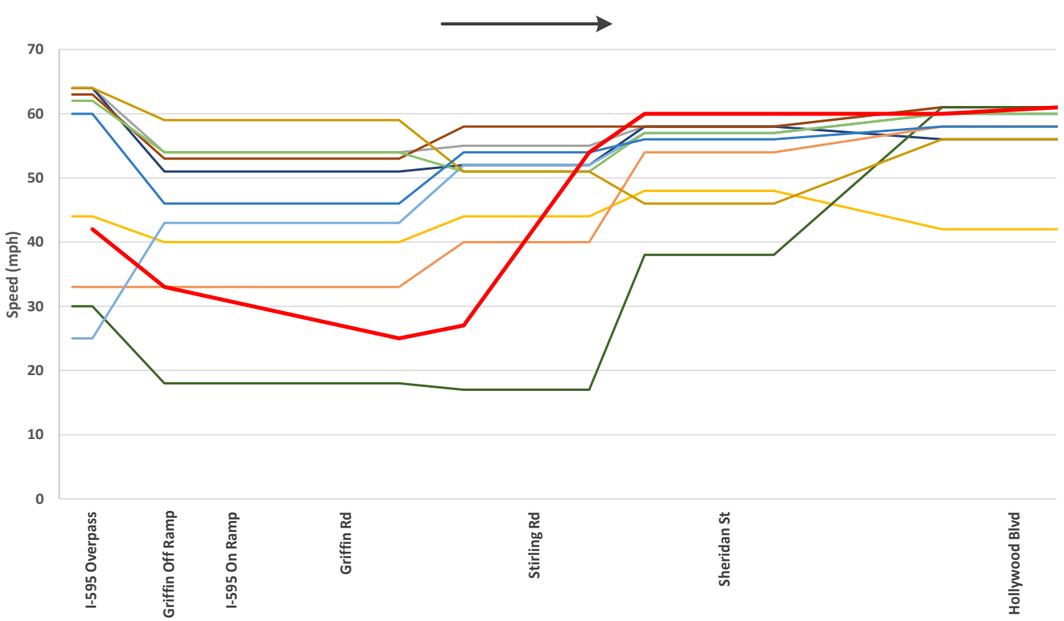
Vissim Model Output

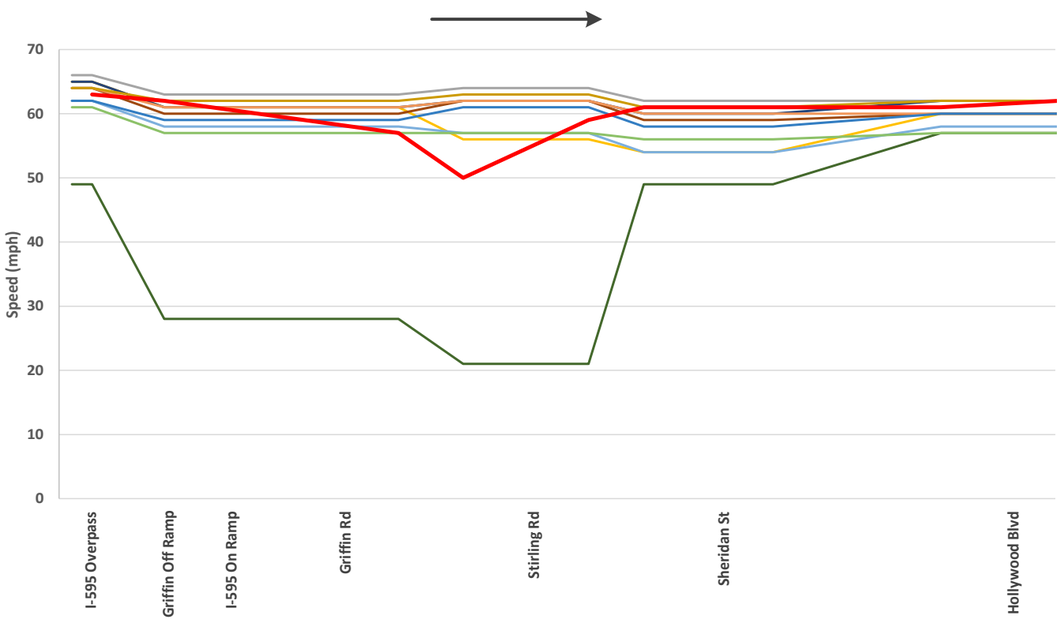
All other lines represent a unique day of RITIS data

Figure 3-8 - I-95 Existing 2021 PM Peak Northbound Speed Profiles









Legend

Vissim Model Output

All other lines represent a unique day of RITIS data

Figure 3-9 - I-95 Existing 2021 PM Peak Southbound Speed Profiles

3.5 Corridor Crash Data

Historical crash data for the project study area was gathered from Signal Four Analytics database. Crash data was collected for the roadway segments within the area of influence for the period January 1, 2018, through December 31, 2022 (most recent 5-year period available at the time of the study). The raw crash data was reviewed and refined to remove any apparent reported crashes that were miscoded or may have occurred outside the area of influence. The refined data was then summarized and tabulated to identify various crash characteristics, including crash type, severity, lighting condition, and surface conditions. The crash summary tables are presented in **Tables 3-3** through **3-6**. Notable findings from the crash data summaries are discussed below.

I-95 Segment from South of Sheridan Street to North of Hollywood Boulevard

The crash data for the I-95 segment within the area of influence is summarized in **Table 3-3**. As depicted in the table, a total of 5,716 crashes were reported along the I-95 study segment during the 5-year period – 1,219 in 2018, 1,177 in 2019, 883 in 2020, 1,126 in 2021 and 1,311 in 2022. There is a noticeable drop in the number of crashes in 2020 which is likely due to impacts from the COVID-19 Pandemic. The crashes experienced on I-95 included 17 fatal crashes and 85 serious injury crashes. The predominant crash patterns were rear-end (53.9%), sideswipes (24.0%) and fixed object (11.0%). Crashes experienced under dark conditions (34.5%) and wet conditions (20.7%) were higher than the Broward County average of 24.5% and 8.0%, respectively. These findings suggest that nighttime visibility and wet surface conditions are probable safety concerns along the I-95 Segment. The crash heat map in **Figure 3-10** indicates that there is a high concentration of crashes in the vicinity of the Stirling Road Interchange. This coincides with the location of the express lanes ingress (southbound) and egress (northbound) ramps which introduce additional conflicts on the mainline with increased crash risk. Additionally, a review of FDOT's High Crash Locations using Signal Four Analytics data indicates that multiple segments of the I-95 corridor experienced abnormally high crash rates in years 2018, 2020, 2021 and 2022. The following segments were reported on the High Crash List:

- I-95 N of Griffin Road – 2018 through 2022
- I-95 from Stirling Road to Griffin Road - 2018, 2020, 2021 and 2022
- Hollywood Boulevard to Stirling Road - 2018, 2020, 2021 and 2022

Based on the above findings it can be concluded that the I-95 study segment is a high crash corridor. These findings support the need for safety improvements along the I-95 segment, which is a prime objective for the PD&E Study. Furthermore, the high number of fatal crashes (17) and serious injury crashes (85) crashes indicate that the I-95 corridor is a prime candidate for FDOT's Target Zero initiative which aims to eliminate fatal and serious injury crashes.

I-95 at Sheridan Street Ramp Terminal Intersections

The crash data for the I-95/Sheridan Street Ramp Terminals Intersection is summarized in **Table 3-4**. As depicted in the table, a total of 374 crashes were reported at the intersection during the 5-year period – 94 in 2018, 90 in 2019, 50 in 2020, 91 in 2021 and 49 in 2022. The crashes at the intersection included zero (0) fatal crashes and 1 serious injury crash. The predominant crash patterns were rear-end (40.9%), sideswipes (18.4%) and crashes classified as others (18.4%). Crashes experienced under dark conditions (32.4%) and wet conditions (12.8%) were higher than the Broward County average of 24.5% and 8.0%, respectively. These findings suggest that nighttime visibility and wet surface conditions are probable safety concerns at the intersection. A review of FDOT's High Crash Locations using Signal Four Analytics data indicates that this intersection did not experience abnormally high crash rates in any year during the 5-year study period. It can therefore be concluded that the I-95/Sheridan Street Ramp Terminals Intersection is not a high crash location. The low number of fatal crashes (0) and serious injury crashes (1) indicate conditions at the intersection are favorable for reducing crash severity.

I-95 at Stirling Road Ramp Terminal Intersections

The crash data for the I-95/Stirling Road Ramp Terminals Intersection is summarized in **Table 3-5**. As depicted in the table, a total of 242 crashes were reported at the intersection during the 5-year period – 65 in 2018, 43 in 2019, 46 in 2020, 58 in 2021 and 30 in 2022. The crashes at the intersection included zero (0) fatal crashes and 1 serious injury crash. The predominant crash patterns were rear-end (53.79%), sideswipes (16.1%) and crashes classified as others (8.3%). Crashes experienced under dark conditions (31.8%) and wet conditions (14.9%) were higher than the Broward County average of 24.5% and 8.0%, respectively. These findings suggest that nighttime visibility and wet surface conditions are probable safety concerns at the intersection. A review of FDOT's High Crash Locations using Signal Four Analytics data indicates that this intersection did not experience an abnormally high crash rate in any year during the 5-year study period. It can therefore be concluded that the I-95/Stirling Road Ramp Terminals Intersection is not a high crash location. The low number of fatal crashes (0) and serious injury crashes (1) indicate conditions at the intersection are favorable for reducing crash severity.

I-95 at Griffin Road Ramp Terminal Intersections

The crash data for the I-95/Griffin Road Ramp Terminals Intersection is summarized in **Table 3-6**. As depicted in the table, a total of 187 crashes were reported at the intersection during the 5-year period – 46 in 2018, 47 in 2019, 28 in 2020, 36 in 2021 and 30 in 2022. The crashes at the intersection included 2 fatal crashes and 5 serious injury crashes. The predominant crash patterns were rear-end (47.1), sideswipes (18.2%) and crashes classified as others (9.6%) and non-collisions (9.6%). Crashes experienced under dark conditions (28.3%) and wet conditions (16.0%) were higher than the Broward County average of 24.5% and 8.0%, respectively. These findings suggest that nighttime visibility and wet surface conditions are probable safety concerns at the intersection. A review of FDOT's High Crash Locations using Signal Four Analytics data indicates that this intersection did not experience abnormally high crash rates in any year during the 5-year study period. It can therefore be concluded that the I-95/Stirling Road Ramp Terminals Intersection is not a high crash location. However, the high number of fatal crashes (2) and serious injury crashes (5) indicate that conditions at the intersection may not be favorable for reducing crash severity.

Table 3-3 Crash Data – I-95 from S of Sheridan Street to N of Griffin Road

SR 9A/I-95 South of Sheridan Street to North of Griffin Road (MP 2.561 to MP 7.393)		Number of Crashes Year 2018	2019	2020	2021	2022	5-Year Total Crashes	Mean Crashes Per Year	%
CRASH TYPE	Rear End	734	688	394	578	687	**3081**	616	53.9%
	Head On	1	2	0	0	0	**3**	1	0.1%
	Angle	0	0	0	0	0	**0**	0	0.0%
	Left Turn	0	0	0	0	0	**0**	0	0.0%
	Right Turn	0	0	0	0	0	**0**	0	0.0%
	Sideswipe	257	302	215	270	329	**1373**	275	24.0%
	Backed Into	0	1	0	2	3	**6**	1	0.1%
	Pedestrian	0	1	1	1	2	**5**	1	0.1%
	Bicycle	1	0	0	0	0	**1**	0	0.0%
	Fixed Object	*89*	*87*	*147*	*147*	*161*	***631***	*126*	*11.0%*
	Other Non Fixed Object Collisions	*68*	*37*	*47*	*67*	*64*	***283***	*57*	*5.0%*
	Non-Collisions	*19*	*13*	*16*	*11*	*16*	***75***	*15*	*1.3%*
	Others	50	46	63	50	49	**258**	52	4.5%
	Total Crashes	**1219**	**1177**	**883**	**1126**	**1311**	**5716**	1143	100.0%
SEVERITY	PDO Crashes	965	958	703	913	1030	**4569**	914	79.9%
	Fatal Crashes	0	4	5	4	4	**17**	3	0.3%
	Serious Injury Crashes	15	6	20	22	22	**85**	17	1.5%
	Injury Crashes	239	209	155	187	255	**1045**	209	18.3%
LIGHTING CONDITIONS	Daylight	814	748	489	669	741	**3461**	692	60.5%
	Dusk	40	25	19	34	39	**157**	31	2.7%
	Dawn	23	36	17	18	31	**125**	25	2.2%
	Dark	342	368	358	405	500	**1973**	395	34.5%
SURFACE CONDITIONS	Dry	1015	932	623	903	1054	**4527**	905	79.2%
	Wet	204	244	257	223	256	**1184**	237	20.7%
	Others	0	1	2	0	1	**4**	1	0.1%
	Unknown	0	0	1	0	0	**1**	0	0.0%

Table 3-4 Crash Data – Sheridan Street at I-95 Ramp Terminals

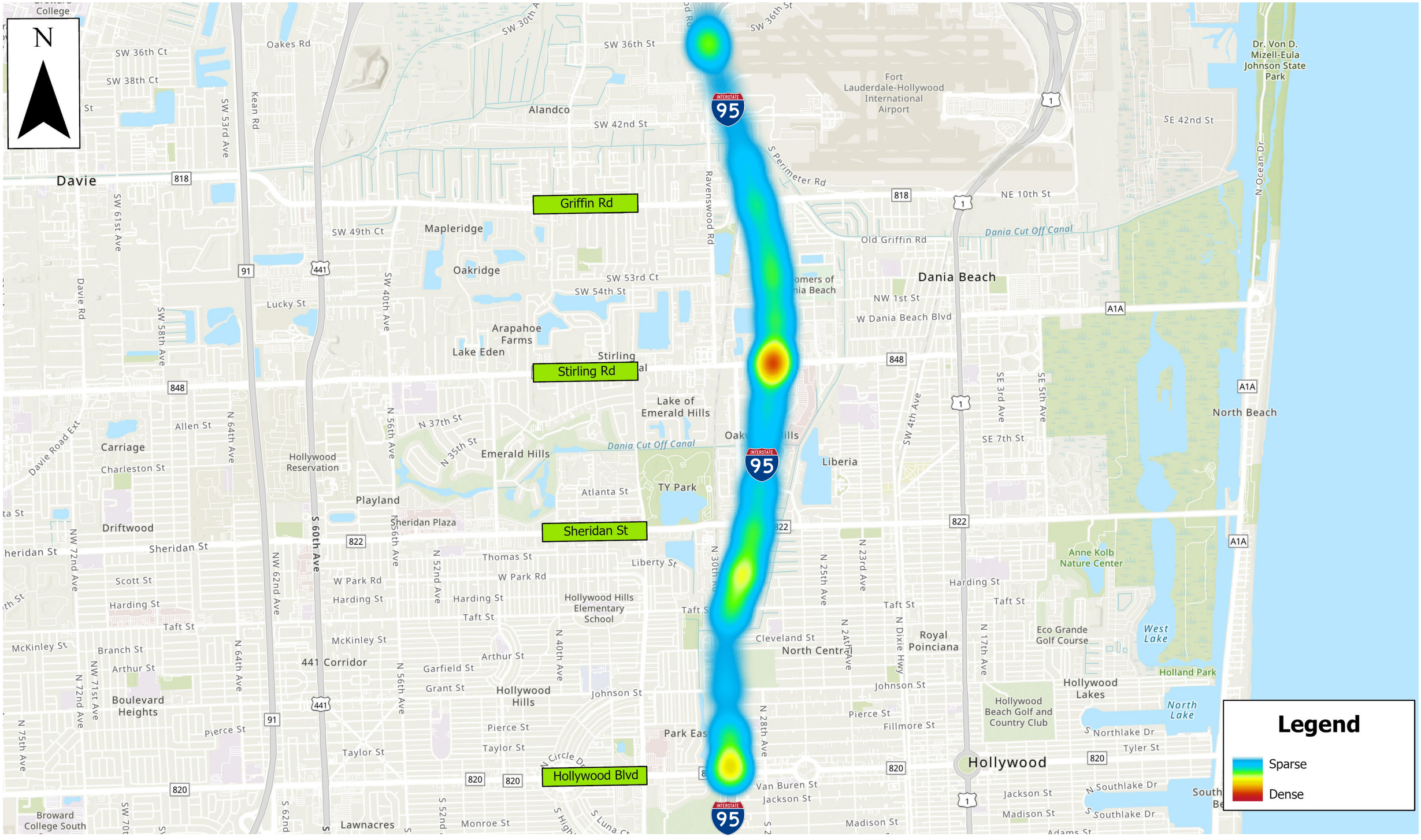
Sheridan Street at I-95 Ramp Terminals		Number of Crashes Year 2018	2019	2020	2021	2022	5-Year Total Crashes	Mean Crashes Per Year	%
CRASH TYPE	Rear End	38	42	14	35	24	153	31	40.9%
	Head On	0	1	0	2	0	3	1	0.8%
	Angle	6	0	1	5	3	15	3	4.0%
	Left Turn	2	6	10	9	3	30	6	8.0%
	Right Turn	5	0	1	1	1	8	2	2.1%
	Sideswipe	26	16	9	9	9	69	14	18.4%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	1	0	0	1	2	0	0.5%
	Bicycle	1	3	0	0	0	4	1	1.1%
	Fixed Object	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Other Non-Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*3*	*3*	*8*	*7*	*0*	*21*	*4*	*5.6%*
	Others	13	18	7	23	8	69	14	18.4%
	Total Crashes	**94**	**90**	**50**	**91**	**49**	**374**	**75**	**100.0%**
SEVERITY	PDO Crashes	79	72	37	75	40	303	61	81.0%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Serious Injury Crashes	0	0	0	0	1	1	0	0.3%
	Injury Crashes	15	18	13	16	8	70	14	18.7%
LIGHTING CONDITIONS	Daylight	64	55	30	54	37	240	48	64.2%
	Dusk	4	1	0	2	2	9	2	2.4%
	Dawn	2	0	1	1	0	4	1	1.1%
	Dark	24	34	19	34	10	121	24	32.4%
SURFACE CONDITIONS	Dry	85	78	39	80	44	326	65	87.2%
	Wet	9	12	11	11	5	48	10	12.8%
	Water (standing/moving)	0	0	0	0	0	0	0	0.0%
	Others	0	0	0	0	0	0	0	0.0%
	Unknown	0	0	0	0	0	0	0	0.0%

Table 3-5 Crash Data – Stirling Road at I-95 Ramp Terminals

Stirling Road at I-95 Ramp Terminals		Number of Crashes					5-Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2018	2019	2020	2021	2022			
CRASH TYPE	Rear End	33	21	25	35	16	130	26	53.7%
	Head On	0	0	1	0	0	1	0	0.4%
	Angle	2	3	0	3	1	9	2	3.7%
	Left Turn	10	4	2	2	1	19	4	7.9%
	Right Turn	1	0	0	1	0	2	0	0.8%
	Sideswipe	9	9	6	5	10	39	8	16.1%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	1	0	1	0	0	2	0	0.8%
	Bicycle	1	0	0	0	0	1	0	0.4%
	Fixed Object	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Other Non-Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*4*	*3*	*6*	*6*	*0*	*19*	*4*	*7.9%*
	Overturn/Rollover	0	1	0	1	0	2	0	0.8%
	Others	4	3	5	6	2	20	4	8.3%
	Total Crashes	**65**	**43**	**46**	**58**	**30**	**242**	**48**	**100.0%**
SEVERITY	PDO Crashes	51	32	38	49	29	199	40	82.2%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Serious Injury Crashes	1	0	0	0	0	1	0	0.4%
	Injury Crashes	13	11	8	9	1	42	8	17.4%
LIGHTING CONDITIONS	Daylight	42	27	28	40	21	158	32	65.3%
	Dusk	0	2	3	1	0	6	1	2.5%
	Dawn	1	0	0	0	0	1	0	0.4%
	Dark	22	14	15	17	9	77	15	31.8%
SURFACE CONDITIONS	Dry	58	36	35	51	26	206	41	85.1%
	Wet	7	7	11	7	4	36	7	14.9%
	Water (standing/moving)	0	0	0	0	0	0	0	0.0%
	Others	0	0	0	0	0	0	0	0.0%
	Unknown	0	0	0	0	0	0	0	0.0%

Table 3-6 Crash Data – Griffin Road at I-95 Ramp Terminals

Griffin Road at I-95 Ramp Terminals		Number of Crashes					5-Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2018	2019	2020	2021	2022			
CRASH TYPE	Rear End	26	23	12	13	14	88	18	47.1%
	Head On	0	2	0	0	0	2	0	1.1%
	Angle	3	4	3	3	0	13	3	7.0%
	Left Turn	3	3	4	2	1	13	3	7.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	9	5	3	8	9	34	7	18.2%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	1	0	0	0	1	0	0.5%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Other Non-Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*4*	*4*	*2*	*5*	*3*	*18*	*4*	*9.6%*
	Others	1	5	4	5	3	18	4	9.6%
	Total Crashes	**46**	**47**	**28**	**36**	**30**	**187**	**37**	**100.0%**
SEVERITY	PDO Crashes	33	41	19	27	22	142	28	75.9%
	Fatal Crashes	0	0	1	1	0	2	0	1.1%
	Serious Injury Crashes	0	2	0	2	1	5	1	2.7%
	Injury Crashes	13	4	8	6	7	38	8	20.3%
LIGHTING CONDITIONS	Daylight	31	34	19	20	23	127	25	67.9%
	Dusk	1	0	1	0	0	2	0	1.1%
	Dawn	4	0	0	1	0	5	1	2.7%
	Dark	10	13	8	15	7	53	11	28.3%
SURFACE CONDITIONS	Dry	40	39	19	31	28	157	31	84.0%
	Wet	6	8	9	5	2	30	6	16.0%
	Water (standing/moving)	0	0	0	0	0	0	0	0.0%
	Others	0	0	0	0	0	0	0	0.0%
	Unknown	0	0	0	0	0	0	0	0.0%



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **I-95 Corridor Crash Heat Map**
		Figure No.: 3-10 Sheet 1 of 1

3.6 Existing Transit Operations

Figures 3-11, 3-12 and 3-13 depict the existing transit services operating within the project vicinity. The existing transit services include the following:

- **Local Bus Services**: Local bus transit services are provided by Broward County Transit, and the City of Dania Beach operates a local community shuttle service. The local bus services include multiple routes that traverse along Sheridan Street, Stirling Road, Griffin Road, and various north/south connecting arterials.

- **Express Bus Services**: Express bus services (595 Express) operate along I-95 within the study corridor with a designated stop at the Sheridan Street Tri-Rail Station. The 595 Express provides express bus services between the Amerant Bank Arena Park and Ride located in the City of Sunrise and Downtown Miami in Miami-Dade County. The 595 Express operates with a schedule of approximately ½ hour between express buses during AM and PM peak periods on typical weekdays.

- **Commuter Rail Services**: The Tri-rial railroad runs parallel and immediately west of I-95 within the study area. Tri-rail provides commuter rail service within the tri-county region (Miami-Dade, Broward, and Palm Beach Counties) with limited stops at designated rail station. Within the SIMR study limits, Tri-rail stations are located at I-95/Griffin Road Interchange (Fort Lauderdale/Hollywood International Airport Station) and at I-95/Sheridan Street Interchange (Sheridan Street Station). Tri-rail operates with a schedule of approximately ½ hour between trains during AM and PM peak periods on typical weekdays. The Tri-rail stations facilitate transfers between the rail service and various bus services as depicted **in Figure 3-11**. The railroad operations impact roadway traffic operations particularly at I-95/Griffin Road Interchange due to its proximity (approximately 300 feet) to the existing at-grade railroad crossing. Railroad operations are less impactful along Stirling Road which has greater separation (approximately 1500 feet) to the I-95 interchange and Sheridan Street which has a grade separated railroad crossing.

Figure 3-11 Broward County Transit Services

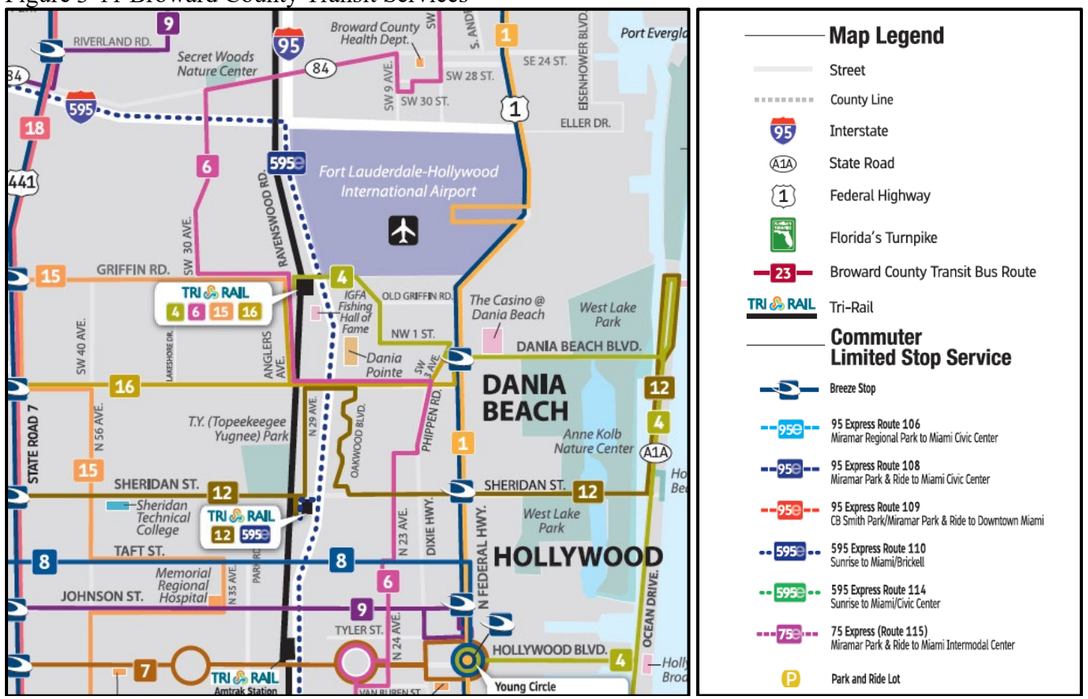
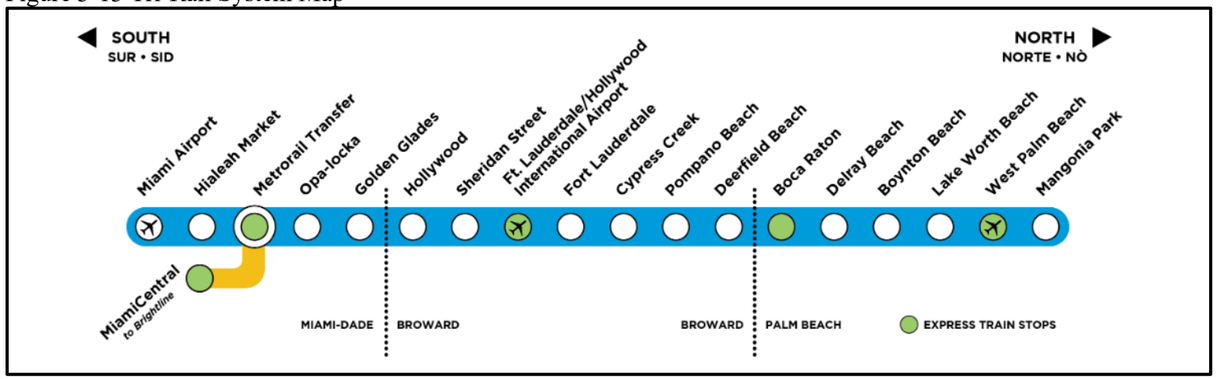


Figure 3-12 Dania Beach Community Shuttle Service

Figure 3-13 Tri-Rail System Map



4.0 NEED

This section describes the need for roadway infrastructure improvements within the study corridor. The need is consistent with the need statement documented in the Efficient Transportation Decision Making (ETDM) Preliminary Programming Screen Summary Report, November 2022 (ETDM No.: 14500). Project specific data (historical crashes and traffic data) have been updated to reflect updated information documented in this SIMR.

Traffic Demand (primary)
The year 2021 Annual Average Daily Traffic (AADT) along the SR-9/I-95 project limits ranged between 265,500 vehicles and 286,000 vehicles. Based on the traffic projections prepared for the project, the traffic demand is projected to continue increasing at a rate of 0.5% per year. The projected 2050 AADT was estimated to be between 303,000 vehicles and 333,000 vehicles. The proposed improvements include addressing existing and future traffic demand.

Operational Deficiencies (primary)
The SR 9/I-95 project interchanges, ramp terminals, and cross streets within the project limits are over-saturated. Traffic analysis was conducted for each interchange as part of the FDOT District 4 Interchange Concept Development Report from 2016. According to the study, the following locations are operating at Level of Service (LOS) E or worse during existing conditions (year 2012/2013):

- SR 848/Stirling Road: I-95 northbound ramp terminal intersection
- SR 822/Sheridan Street: I-95 Northbound ramp terminal intersection

The future analysis, which projected traffic demand to the year 2040, describes the following locations that are expected to operate at LOS E or worse:

- SR 818/Griffin Road: All I-95 ramp terminal intersections
- SR 848/Stirling Road: I-95 Northbound ramp terminal intersection
- SR 822/Sheridan Street: All I-95 ramp terminal intersections
- I-95 southbound freeway segments within the project limits: Eight segments
- I-95 northbound freeway segments within the project limits: Four segments

Safety (primary)
A historical crash evaluation of the SR 9/I-95 project limits revealed a total of 5,716 crashes observed over a five-year period between 2018 and 2022. Seventeen (0.3%) of these crashes were fatal, 85 (1.5%) involved serious injuries and 1045 (18.3%) were coded as injury crashes. The Broward Countywide crash statistics indicate that fatal crashes experienced on the I-95 corridor approximately match the County average of 0.34% whereas serious injury and injury crashes experienced on I-95 exceed the County average of 1.22% and 6.36%, respectively. The predominant crash types along the project corridor consisted of rear end at 53.9%, followed by sideswipes at 24.0% and fixed object crashes at 11.0%. Almost all the fixed object crashes were indicative of a lane departure event such as hitting barrier. The rear end crash types are higher than the Broward County statistic of 32.14%. Higher rear end crash types may be correlated to congestion. A review of FDOT's High Crash Locations indicates that multiple segments of the I-95 corridor experienced abnormally high crash rates in 2018, 2020, 2021 and 2022.

The Broward MPOs 2045 LRTP depicts the SR 9/I-95 project limits as a top corridor for future safety studies due to its high severity index per mile of over 200. The results are similar for the interchange cross streets at SR 822/Sheridan Street, SR 848/Stirling Road, and SR 818/Griffin Road. The severity index is a measure that looks at total crashes and crash severity and uses a weighted average (higher score for incapacitating and fatal crashes) to develop an index that ranks locations in terms of their importance for future safety analysis and improvements. The 2021 Florida Strategic Highway Safety Plan (FSHSP) has identified lane departure crashes as an emphasis area which is a high crash type along the project corridor. Pedestrians, bicyclists, and intersections are another emphasis area which applies to the interchange areas. The proposed improvements include operational improvements at the interchanges which are expected to alleviate crash patterns that are correlated to congestion. Improvements at the cross streets are anticipated to enhance bicycle and pedestrian accommodations which may also alleviate crash patterns related to those modes.

SR 9/I-95 and the project interchanges are designated evacuation routes according to the Florida Division of Emergency Management and Broward County. The proposed project improvements will address operational deficiencies which will help to improve travel time during evacuation events and emergency situations.

Social Demands and Economic Development (secondary)
SR 9/I-95, which is part of the Florida Strategic Intermodal System (SIS), supports the regional social and economic development activity in South Florida. The facility connects the major employment and population centers in Broward County, Miami-Dade County, and Palm Beach County. According to the Broward MPO 2045 LRTP, the County's population is projected to grow 27% between the years 2015 and 2045. Similarly, employment is projected to increase 25% in that same time period. Urban infill and redevelopment are common in the region and in the vicinity of the project limits. The proposed improvements will enhance connectivity to nearby employment areas, schools, and recreational facilities.

Modal Interrelationships (secondary)
SR 9/I-95 is part of the SIS which is a high priority network of transportation facilities important to the state's economy and mobility. The corridor is a primary highway in the National Highway Freight Network. The truck factor varies but is approximately 5% within the SR-9/I-95 project limits. The limited access corridor also services several premium express transit routes for Broward County Transit and Miami-Dade County Department of Transportation and Public Works Metrobus system. All of the project interchange areas include sidewalks on both sides of the arterials passing underneath the SR 9/I- 95 bridges. Generally, there is a lack of dedicated bicycle facilities. The Broward MPO Complete Streets Master Plan (dated 2019) confirms the gaps in the existing bicycle network along the project interchange cross streets. This master plan proposes a bicycle facility project along SR 818/Griffin Road and complete streets projects along SR 848/Stirling Road and SR 822/Sheridan Street.

The proposed improvements will address operational deficiencies at the interchanges and improve access to the managed lanes system which is expected to improve traffic flow along the SR 9/I-95 corridor benefiting all users including freight and premium express bus transit. Improvements at the interchange ramp terminals and arterial cross streets are expected to benefit multiple modes such as vehicles, freight, transit, bicyclists, and pedestrians.

5.0 FUTURE NO BUILD CONDITIONS

This section documents the future conditions within the study area of influence for the Opening Year 2030 and Design Year 2050. This discussion includes future land use information and future No Build conditions including, 2030/2050 road network data, 2030/2050 traffic forecast and 2030/2050 traffic operations.

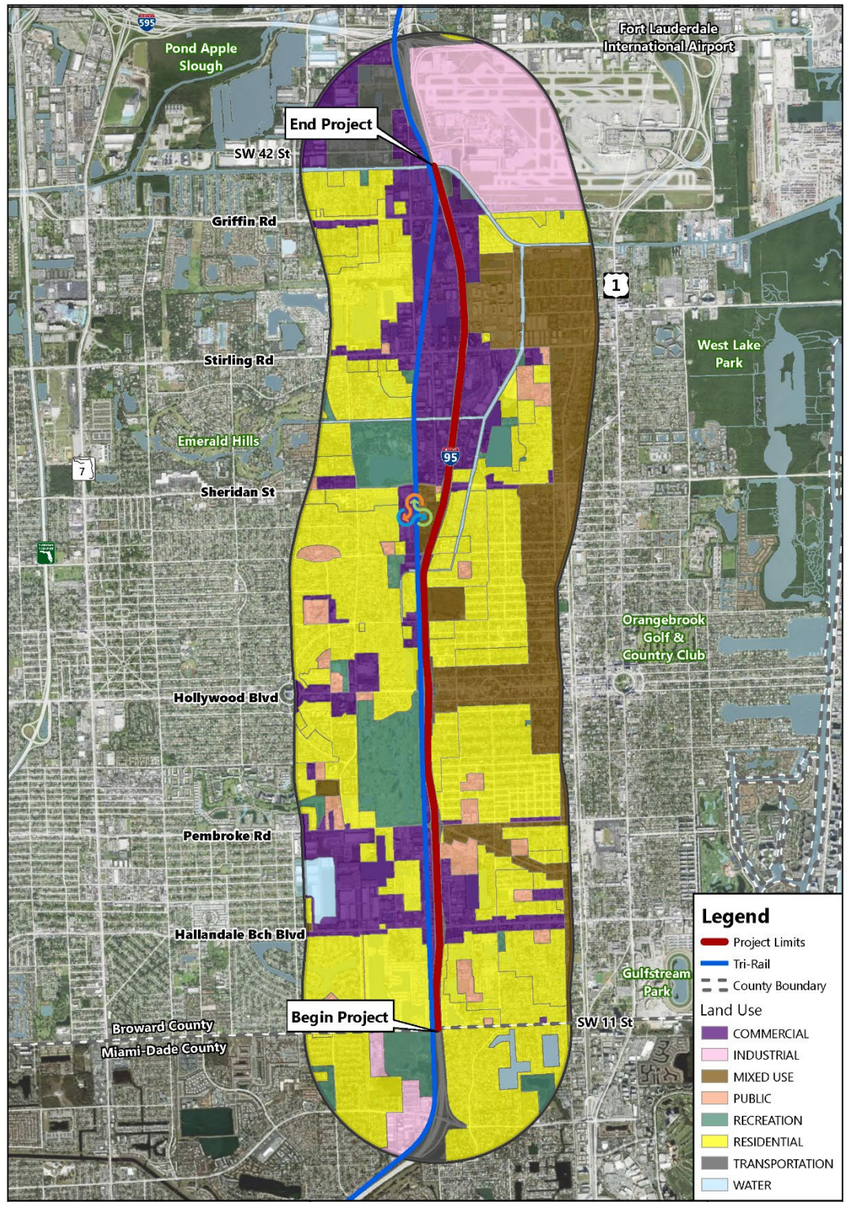
5.1 Future Land Use

The future land use adjacent to the project corridor was mapped using SFWMD land use and cover nomenclature, which are illustrated in **Figure 5-1.** The future land use map reflects the planned 2040 conditions (most recent available at time if writing). The primary land use adjacent to the project corridor is commercial. The project study area also encompasses the following land uses:

- Commercial
- Industrial
- Mixed Use
- Public
- Recreation
- Residential
- Transportation
- Water

As the existing corridor is developed, its future land use is anticipated to be very similar to the existing land use. The proposed improvements may result in redevelopment within the proposed study area, but this redevelopment will occur on land previously developed.

Figure 5-1 Future Land Use



5.2 No Build Alternative – Road Network

The No-Build Alternative includes the existing transportation network, and any funded, planned, or programmed improvements that are expected to be open to traffic by the design year 2050. This includes improvements that are incorporated in the Broward County Metropolitan Planning Organization (MPO) Transportation Improvement Program, the 2045 Cost Feasible Metropolitan Transportation Plan (MTP), the FDOT Adopted Five Year Work Program, any local government comprehensive plans and any development mitigation improvement projects that are elements of approved development orders. The No Build Road Network includes the following notable road improvement projects:

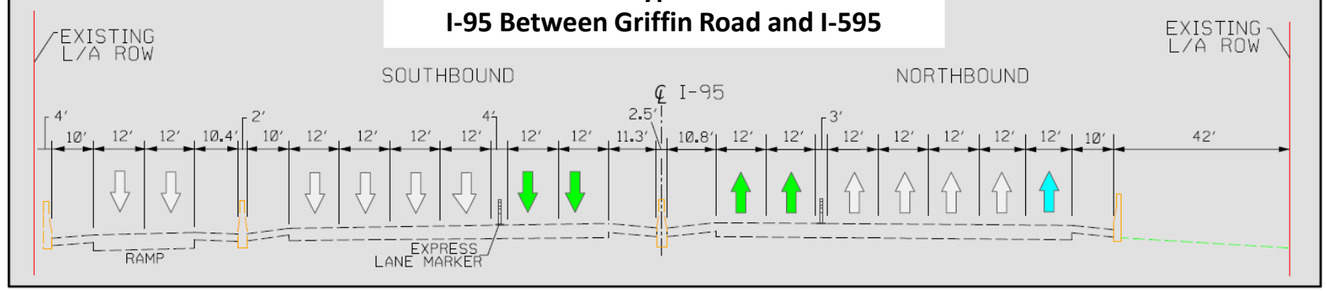
- I-95 FDOT District Four 95 Express Phase 3C Construction Project (FPID# 409354-2). This on-going construction project will add additional express lanes and associated ingress and egress points along the segment of I-95 between south of Hollywood Boulevard and north of I-595. Following implementation of this project I-95 mainline will be modified to include 4 express lanes (2 NB + 2 SB), new direct connect ramps between the I-95 express lanes and I-595 (west of I-95), a northbound express lanes egress at Hollowood Boulevard and a southbound express lanes ingress at Hollywood Boulevard.

- I-95 PD&E Study from Hallandale Beach Boulevard to Hollywood Boulevard (FPID #436903-1). The project will modify the existing I-95 interchanges at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. Along with the interchange modifications, new collector-distributor systems and modified ramp connections to I-95 mainline are proposed. LDCA was granted for the PD&E Study in October 2026.

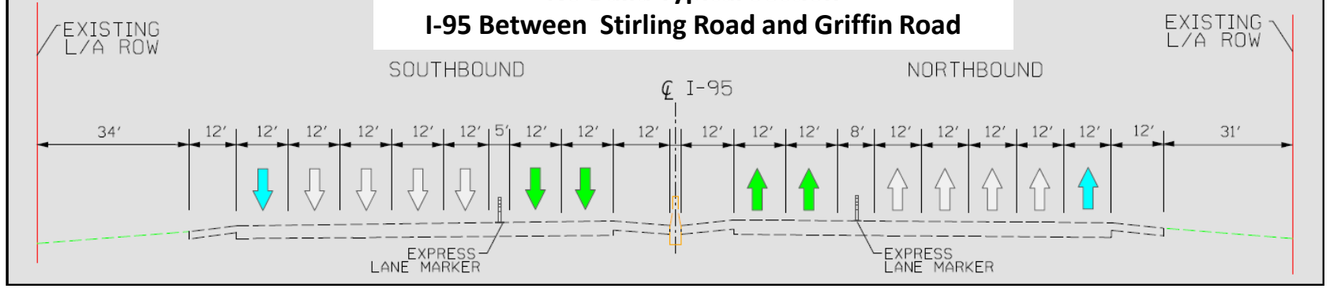
Figure 5-2 depicts the typical section along I-95 under the No Build conditions and the line diagram in Figure 5-3 depicts the lane configuration for the No Build Road Network.

The No Build Alternative serves as the baseline condition for comparison with the Preferred Alternative resulting from the PD&E Study. Advantages of the No Build Alterative include no impact on the social, cultural, physical, or natural environment and no additional right of way or construction cost. However, the No Build Alternative will not address the need (future traffic demand, operational deficiencies, safety concerns, social demands, economic development, and modal interrelationships) for the project.
.

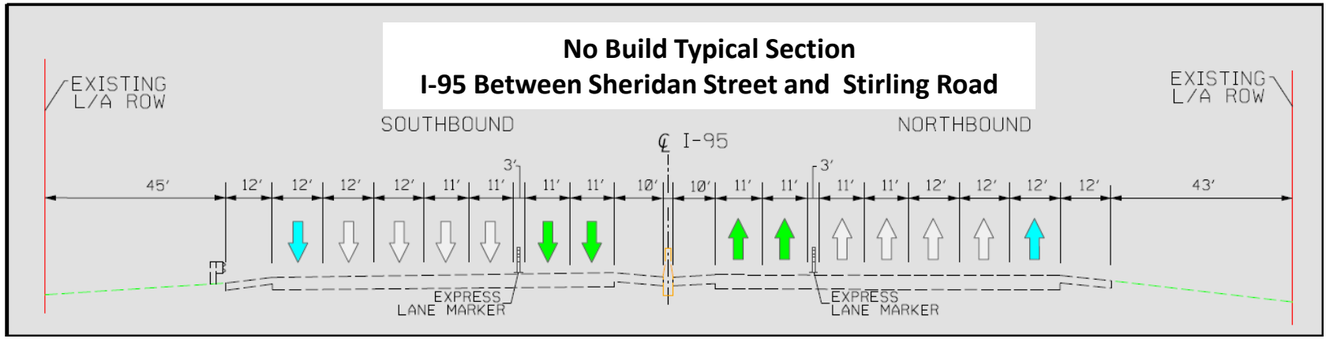
No Build Typical Section
I-95 Between Griffin Road and I-595



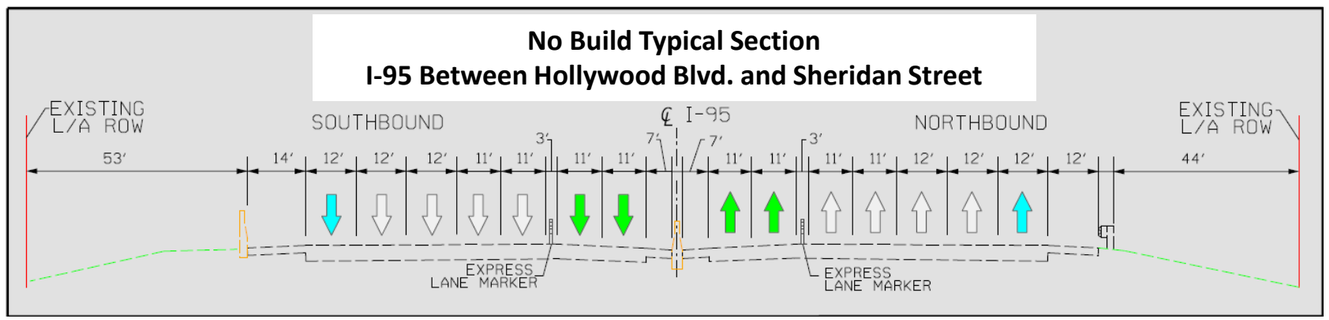
No Build Typical Section
I-95 Between Stirling Road and Griffin Road



No Build Typical Section
I-95 Between Sheridan Street and Stirling Road



No Build Typical Section
I-95 Between Hollywood Blvd. and Sheridan Street

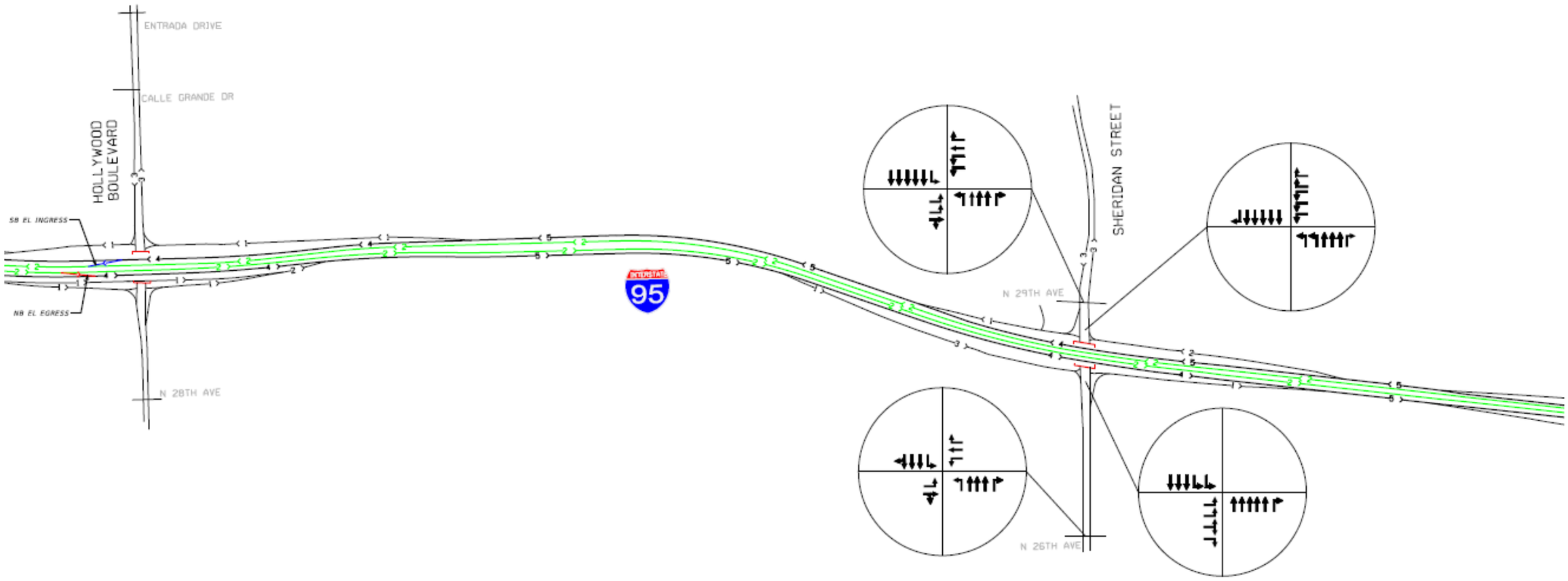


LEGEND

- Express Lane
- General Use Lane
- Auxiliary Lane

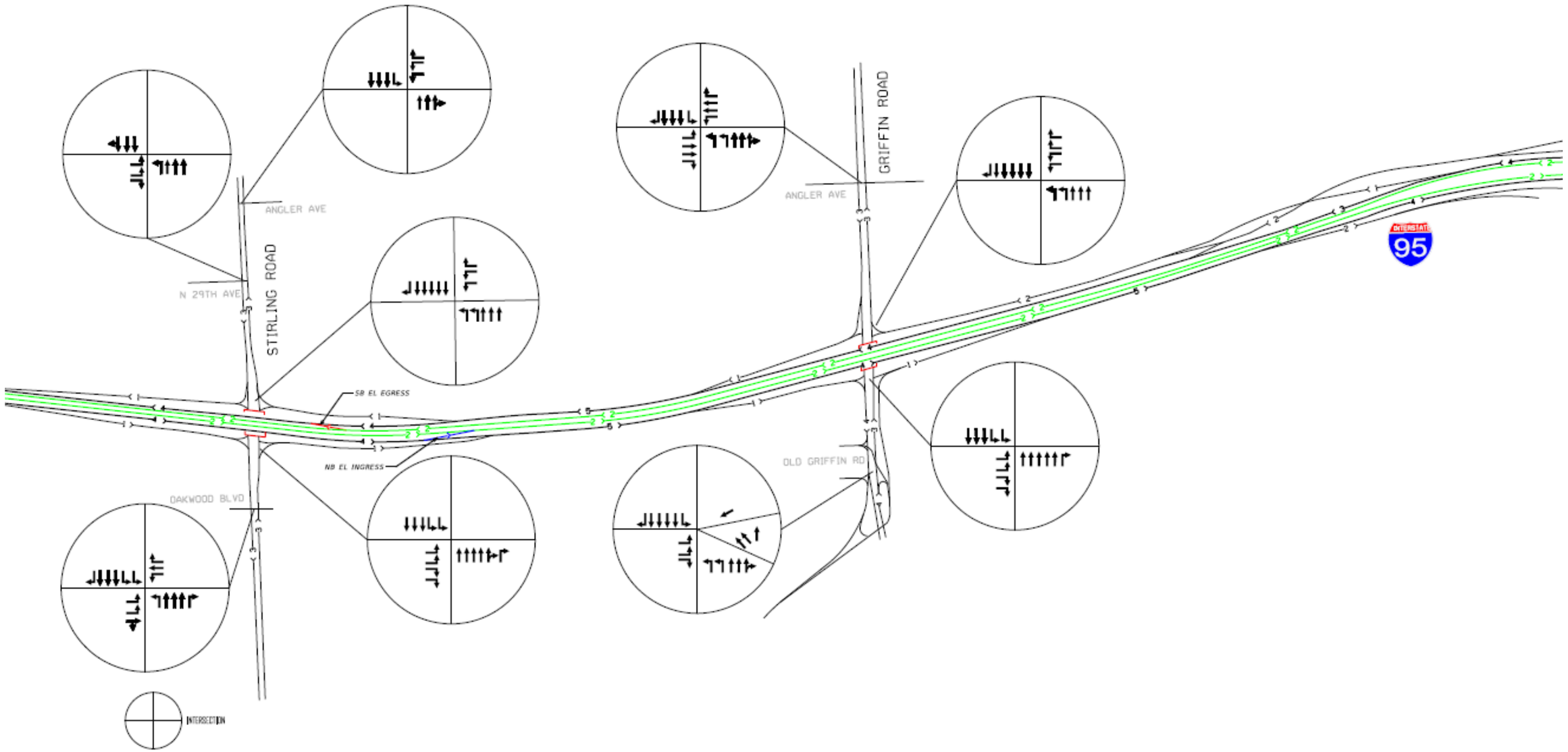
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **I-95 No Build Typical Sections**	Figure No.: 5-2 Sheet 1 of 1

NTS



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **No Build Network Line Diagram**	Figure No.: 5-3 Sheet 1 of 2

NTS

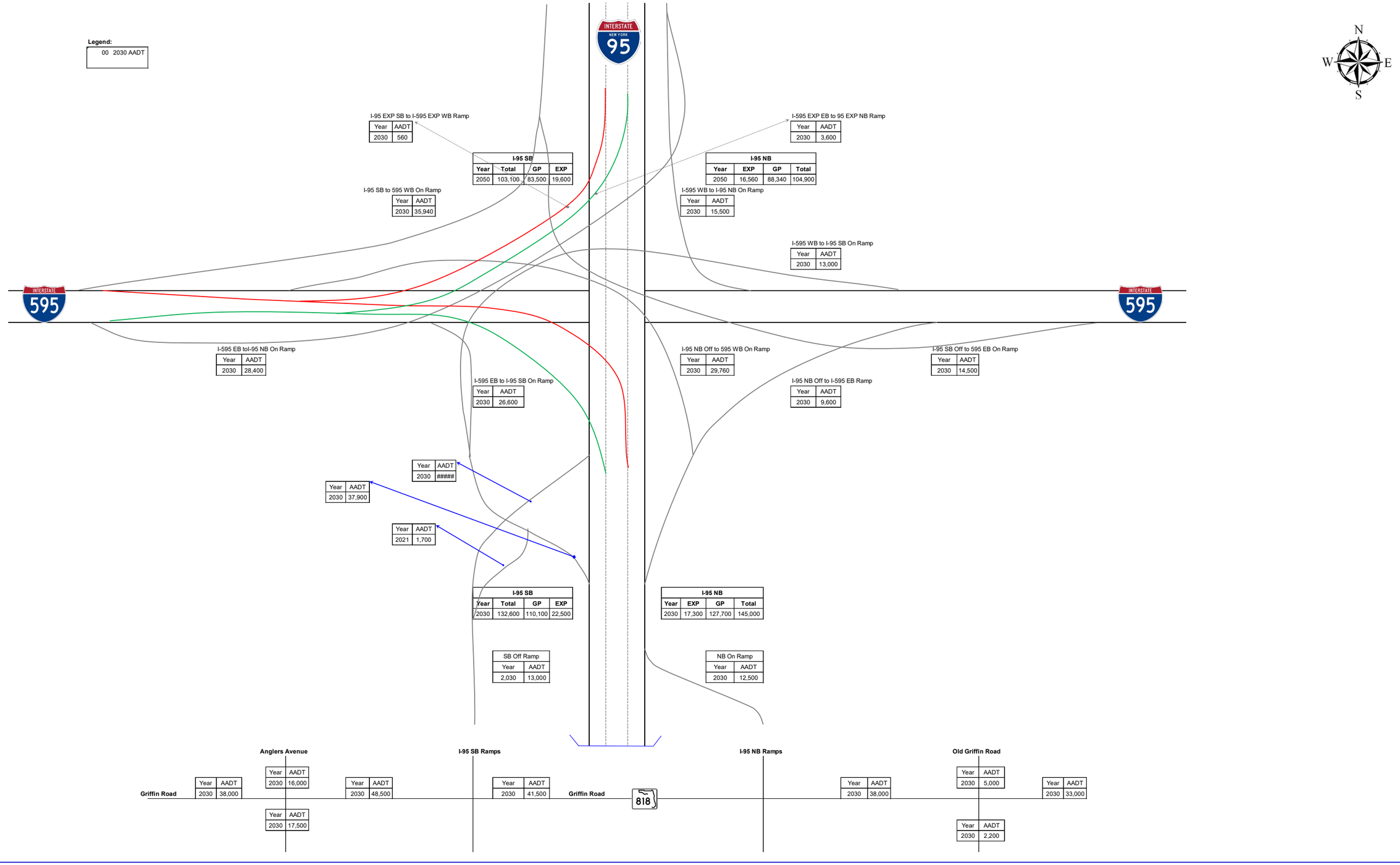


FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **No Build Network Line Diagram**	Figure No.: 5-3 Sheet 2 of 2

5.3 No Build Alternative Future Traffic Forecast (2030 & 2050)

Traffic forecast for the No Build Opening Year (2030) and Design Year (2050) were developed in accordance with the methodology discussed under Section 2.5 of the SIMR. Development of the travel demand forecast is detailed in the attached **Project Traffic Forecasting Memorandum (Appendix B**). The resulting travel demand forecast for No Build Opening Year (2030) is summarized in **Figure 5-4** and **Figure 5-5**. The Design Year (2050) forecast is summarized in **Figure 5-6** and **Figure 5-7.**

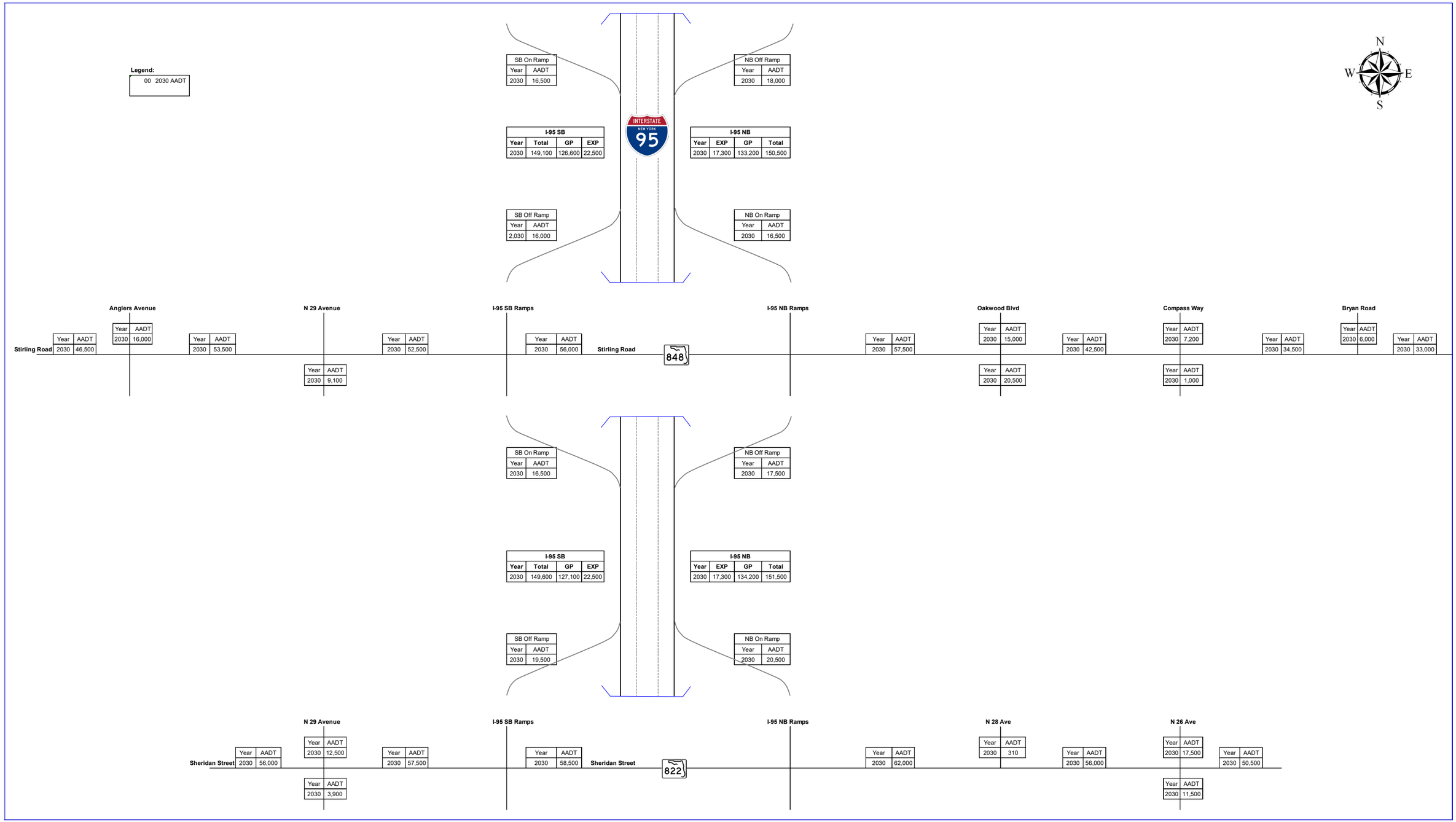
Traffic forecasts for future build conditions utilized the No Build traffic forecasts presented here-in with volumes reassigned as needed to match proposed design modifications in the Build Alternatives – discussed in subsequent sections of the SIMR.



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 No Build Traffic Forecast - AADT**

Figure No.: 5-4

Sheet 1 of 3



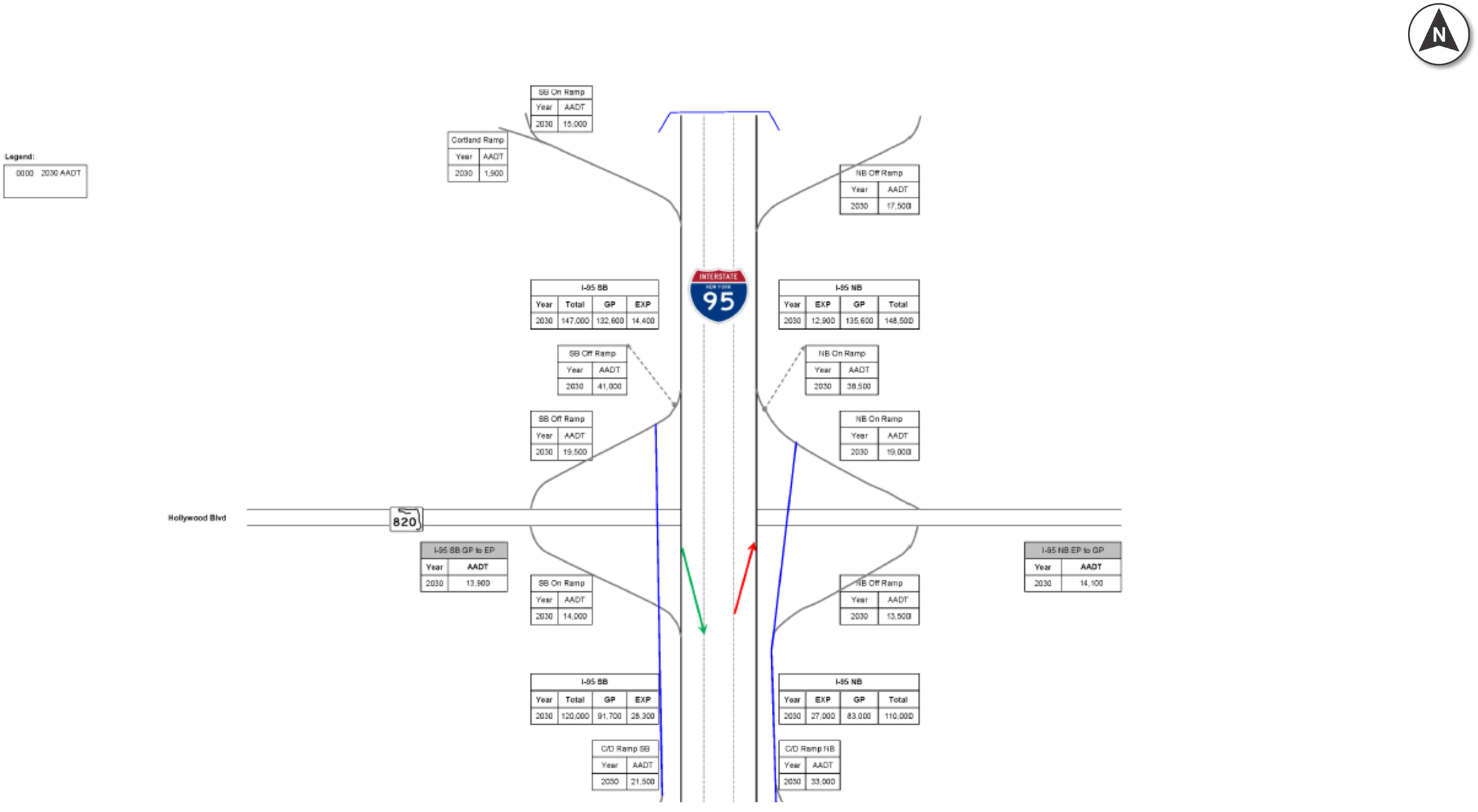
SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

Title:

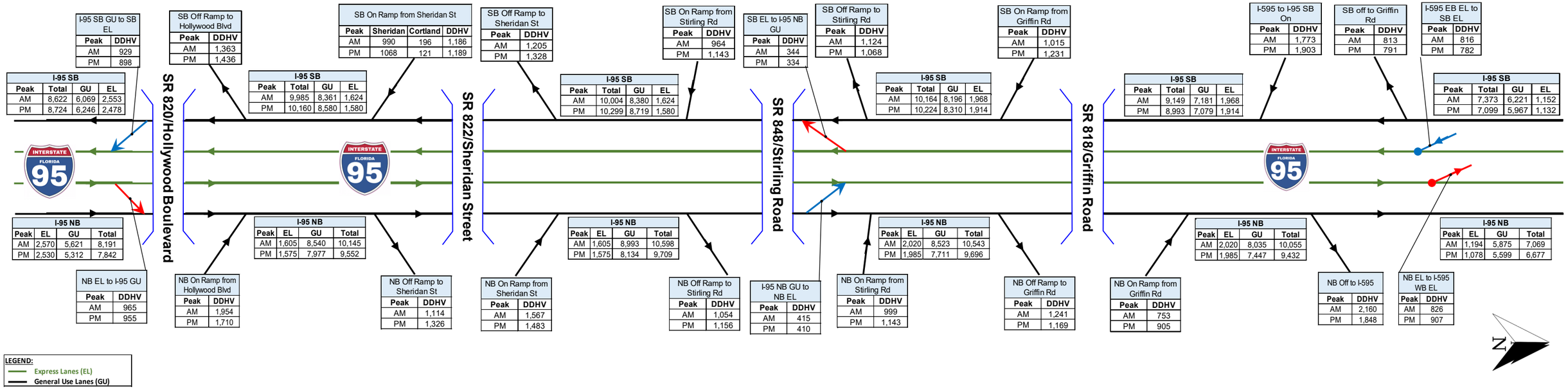
2030 No Build Traffic Forecast - AADT

Figure No.: 5-4

Sheet 2 of 3



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 No Build Traffic Forecast - AADT**	Figure No.: 5-4 Sheet 3 of 3

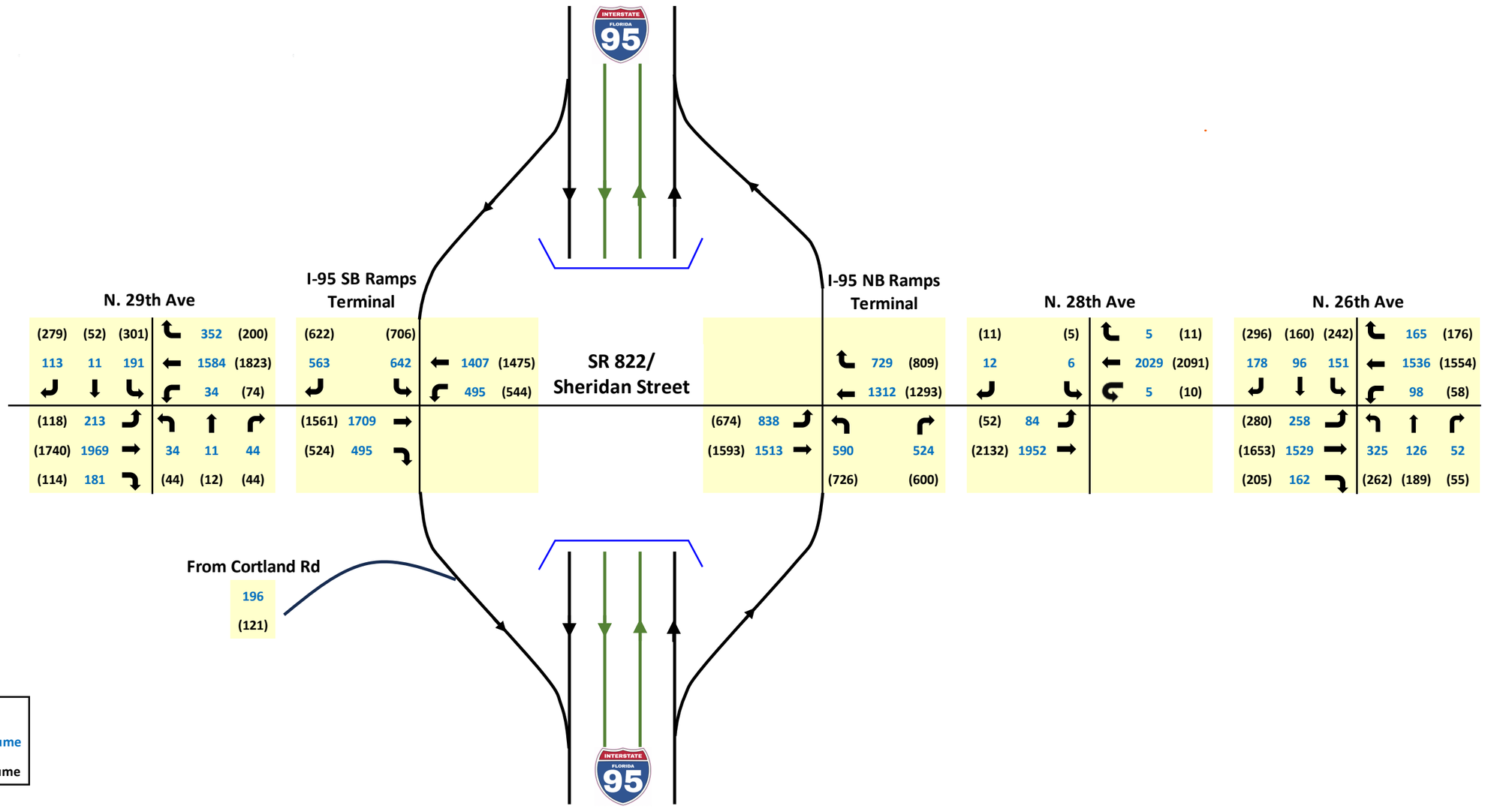


SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

Title:

2030 No Build Traffic Forecast – AM and PM Peaks

Figure No.: 5-5
Sheet 1 of 4

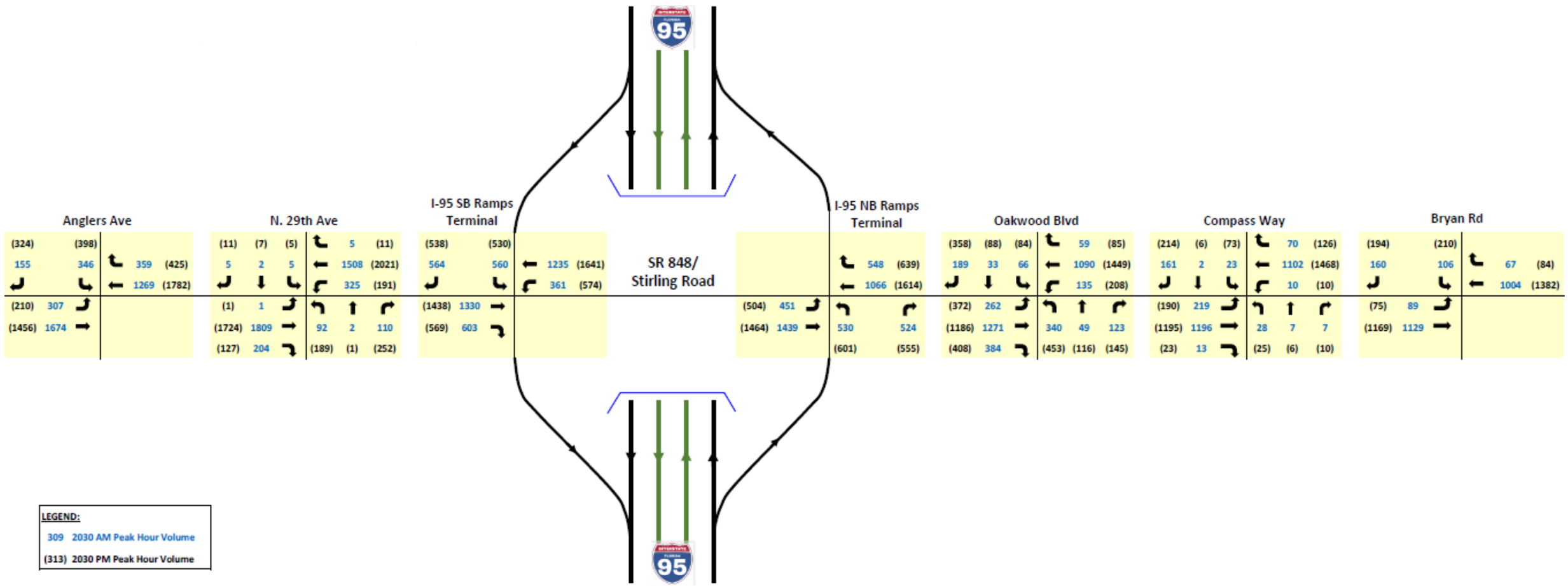


LEGEND:

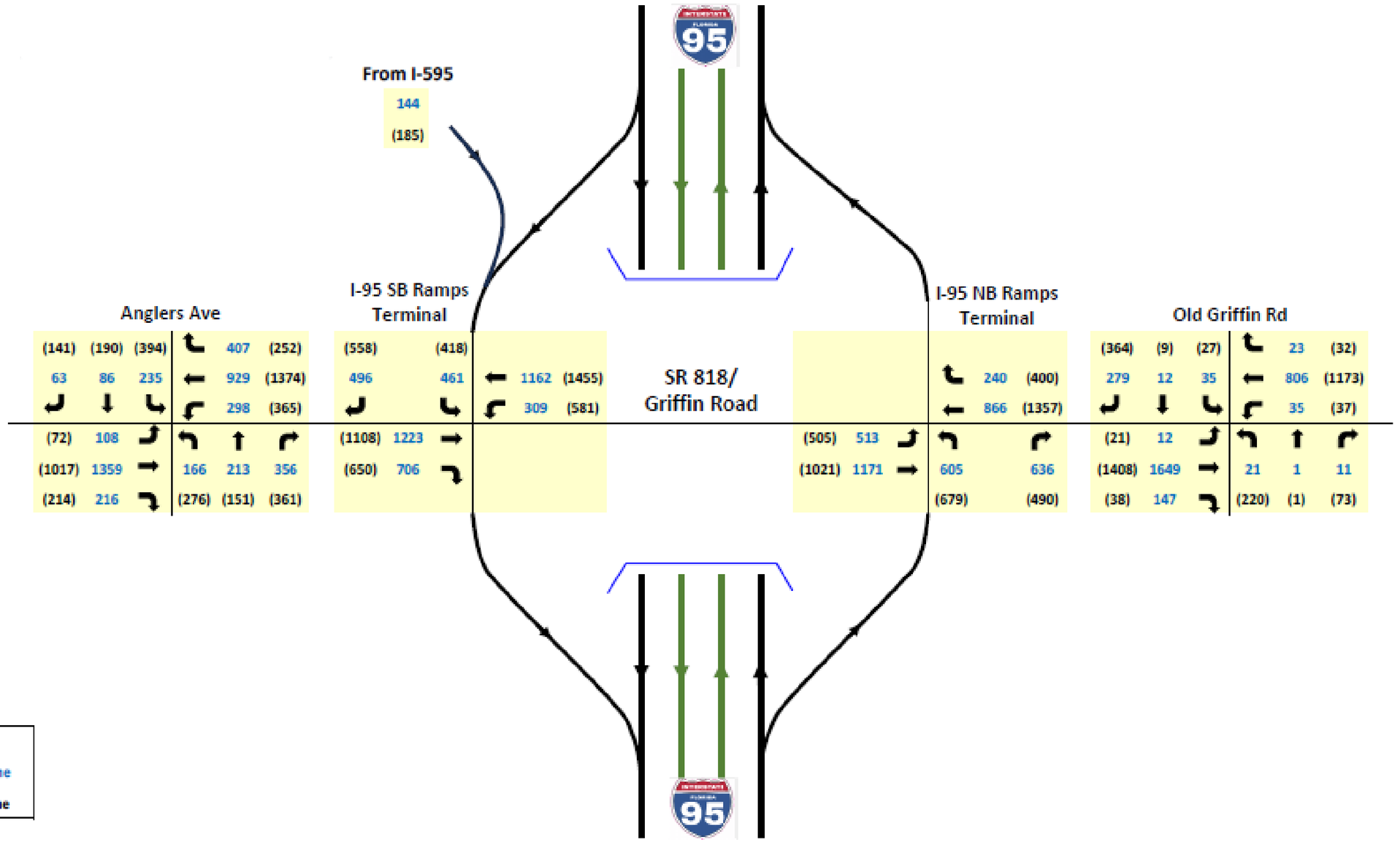
309 2030 AM Peak Hour Volume

(313) 2030 PM Peak Hour Volume

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 No Build Traffic Forecast AM and PM Peaks**
		Figure No.: 5-5 Sheet 2 of 4



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 No Build Traffic Forecast AM and PM Peaks**	Figure No.: 5-5 Sheet 3 of 4

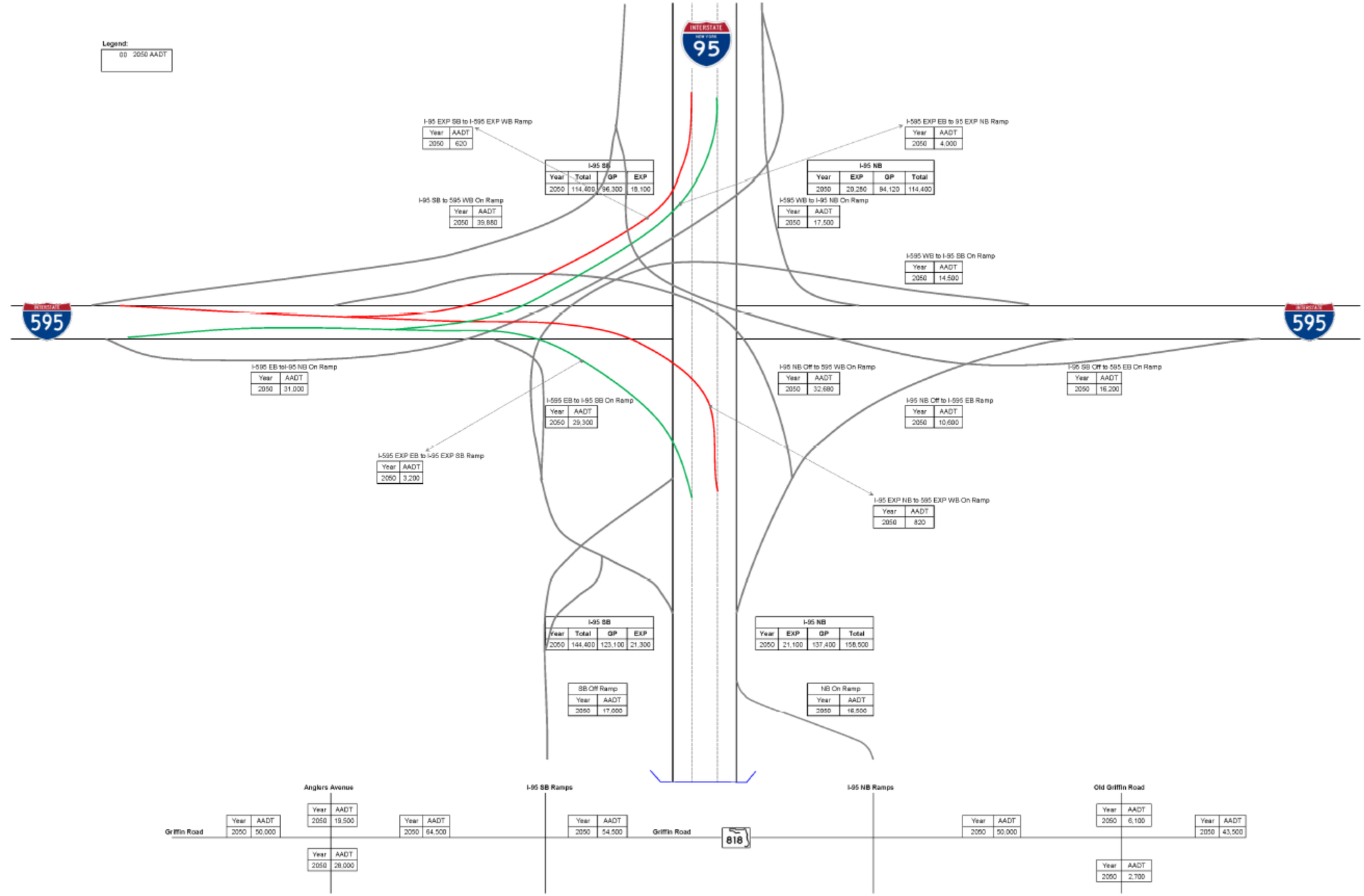


LEGEND:

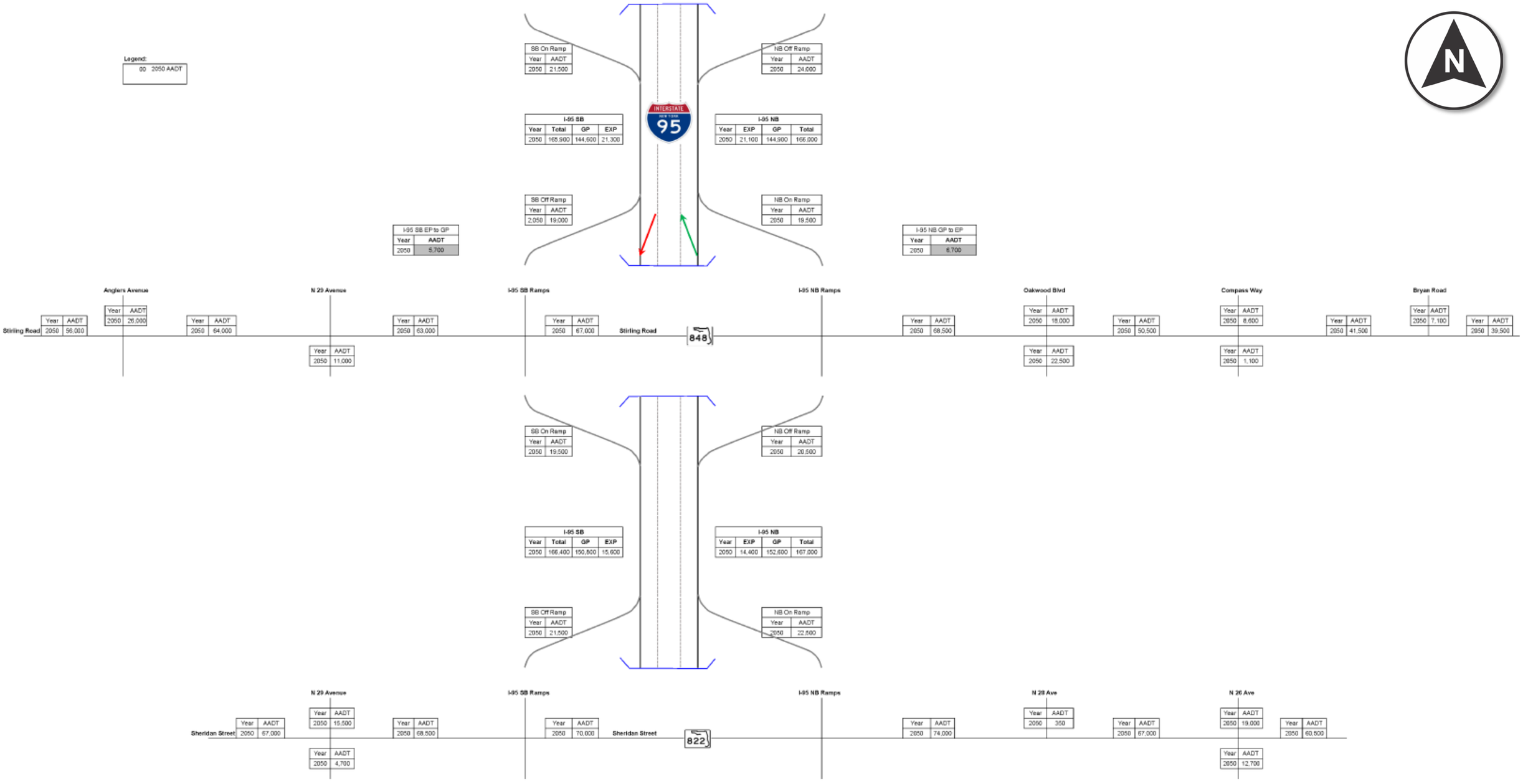
309 2030 AM Peak Hour Volume

(313) 2030 PM Peak Hour Volume

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 No Build Traffic Forecast – AM and PM Peaks**	Figure No.: 5-5 Sheet 4 of 4



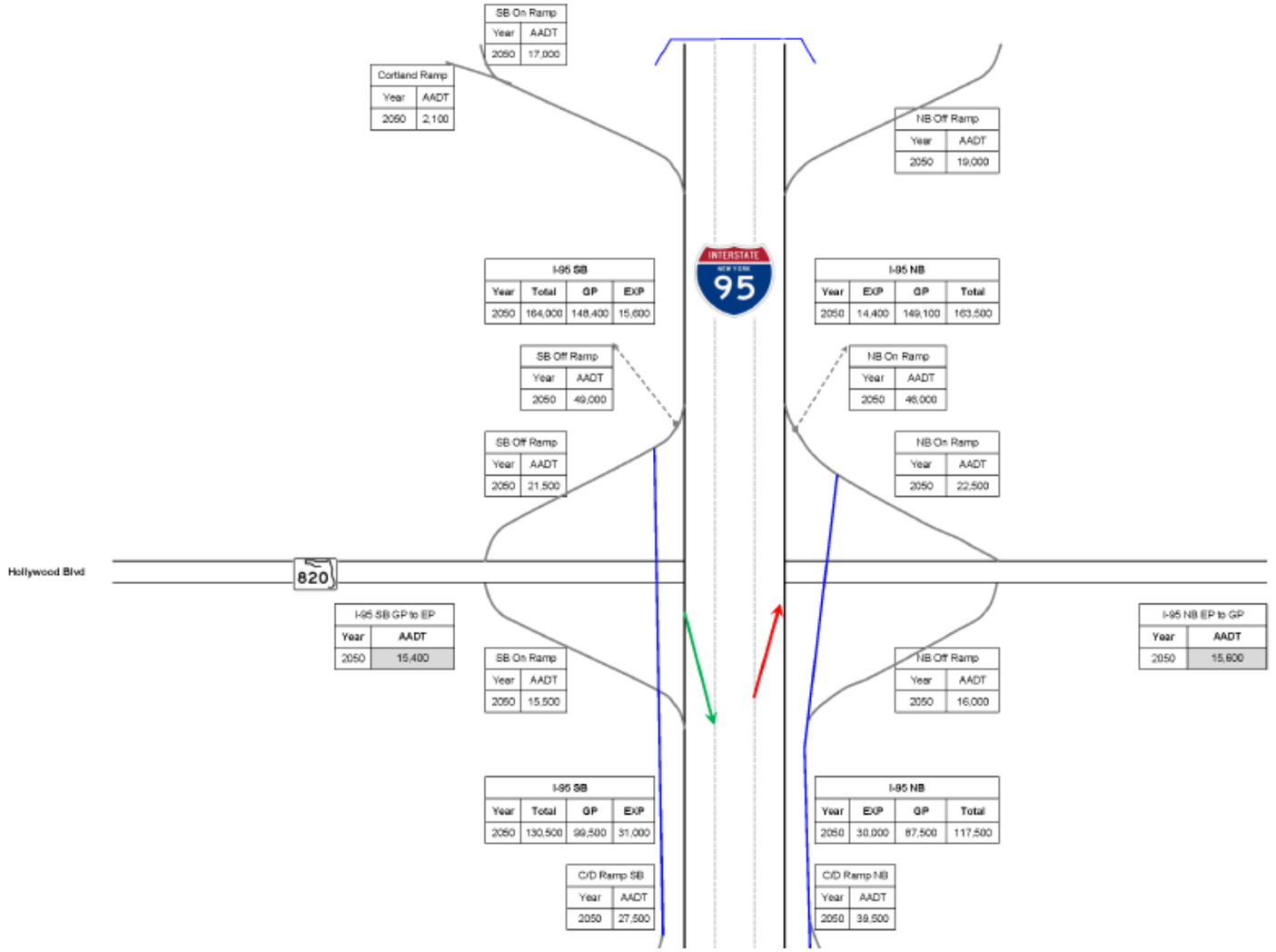
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast - AADT**
		Figure No.: 5-6 Sheet 1 of 3



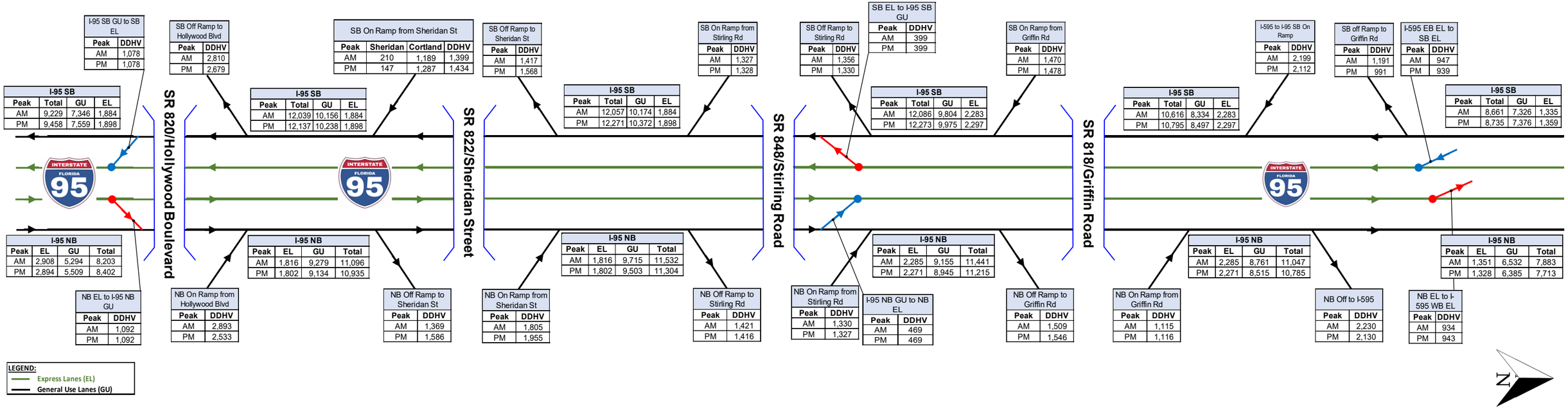
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast - AADT**
		Figure No.: 5-6 Sheet 2 of 3

Legend:

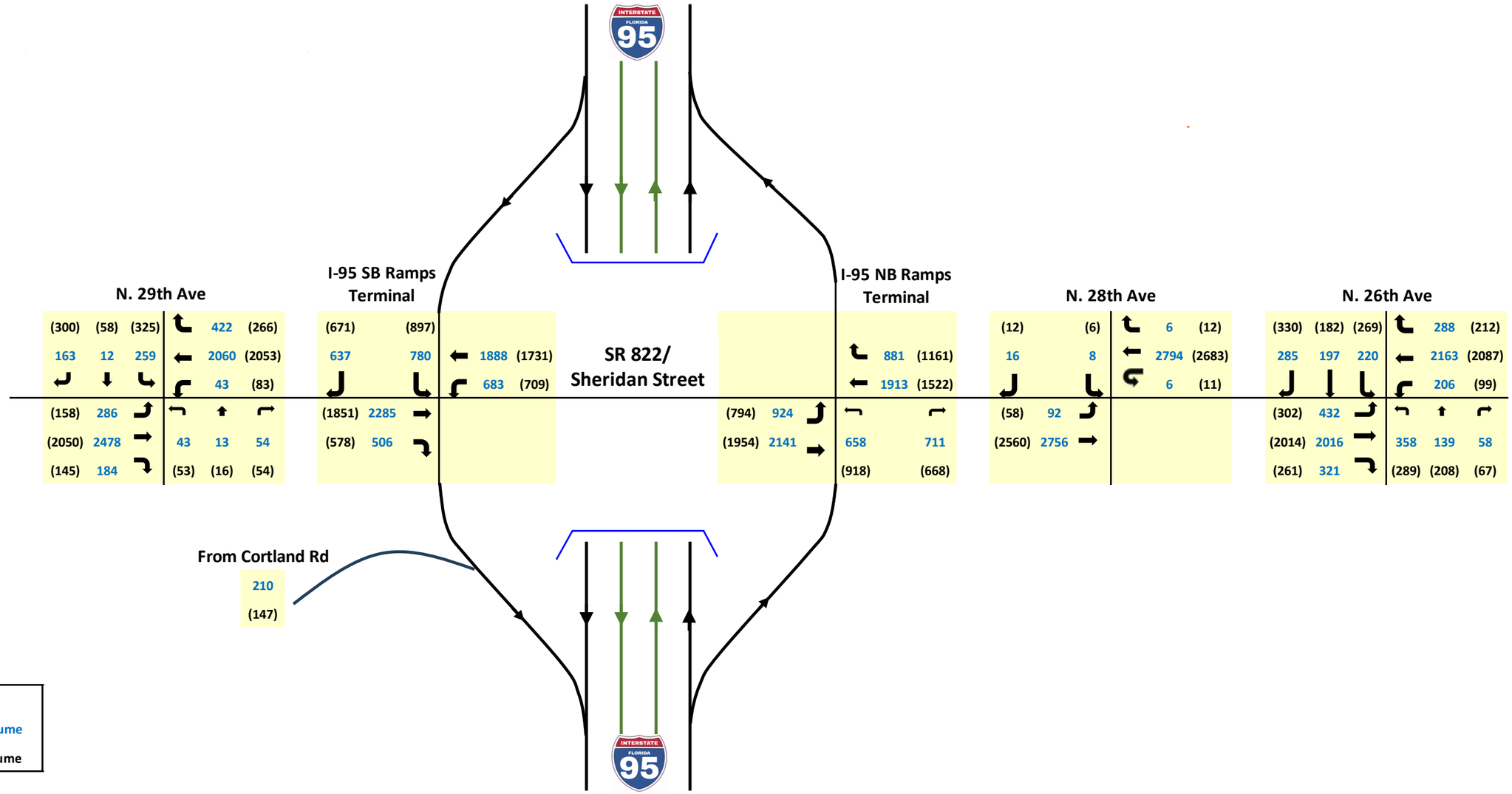
0000 2050 AADT



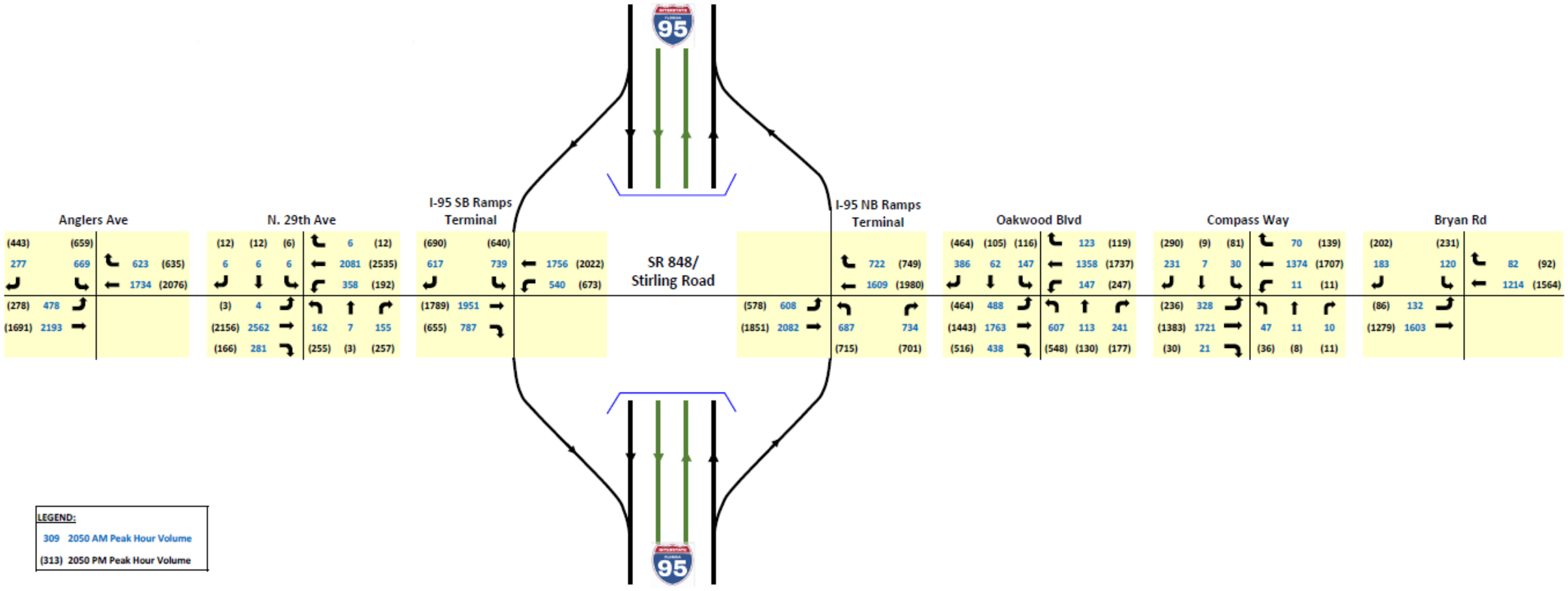
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast - AADT**	Figure No.: 5-6 Sheet 3 of 3



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast – AM and PM Peaks**	Figure No.: 5-7 Sheet 1 of 4



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast – AM and PM Peaks**	Figure No.: 5-7 Sheet 2 of 4



LEGEND:

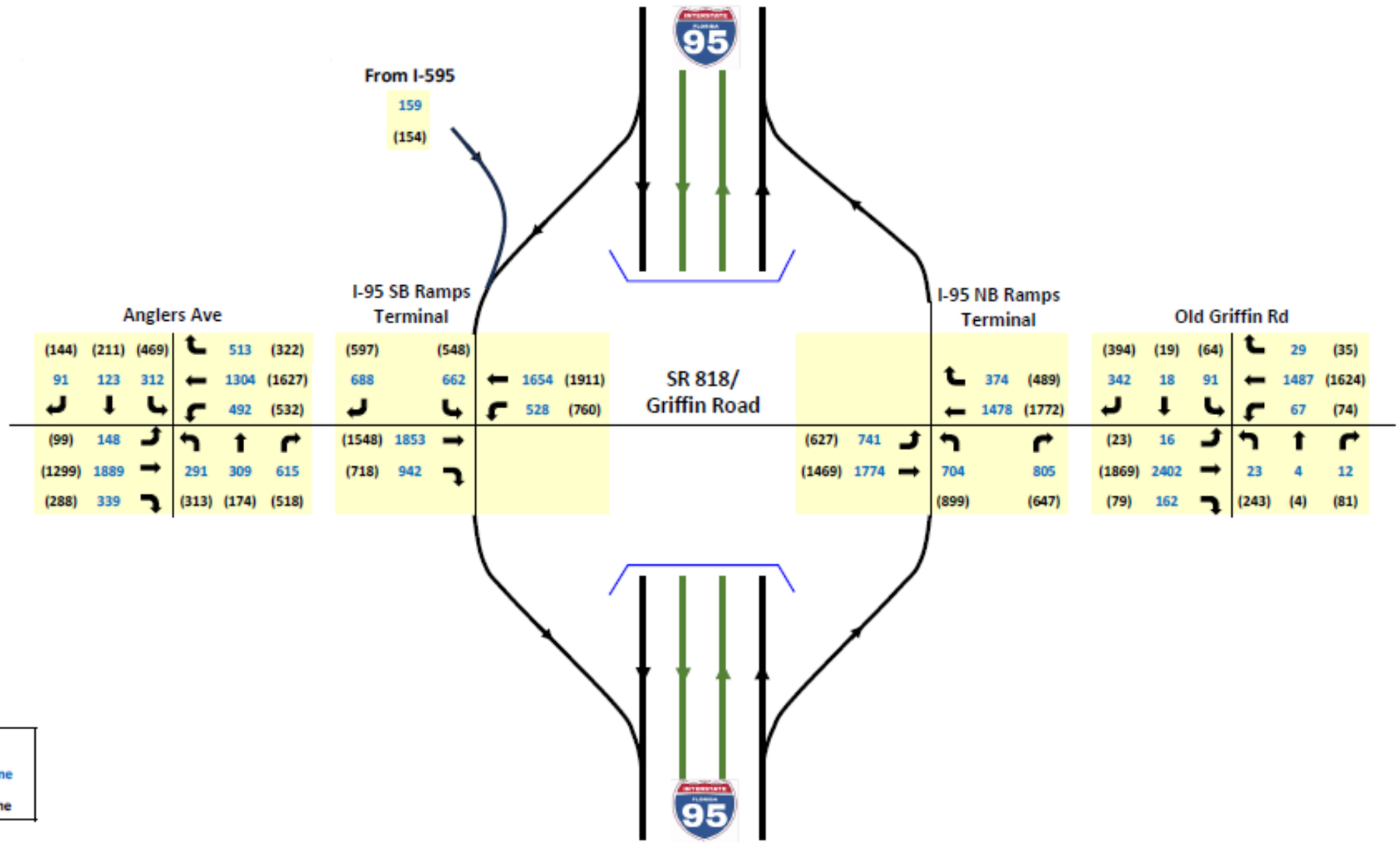
309 2050 AM Peak Hour Volume

(313) 2050 PM Peak Hour Volume

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast – AM and PM Peaks**

Figure No.: 5-7

Sheet 3 of 4



LEGEND:

309 2050 AM Peak Hour Volume

(313) 2050 PM Peak Hour Volume

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast – AM and PM Peaks**	Figure No.: 5-7 Sheet 4 of 4

6.0 ALTERNATIVES

This section offers a discussion on the alternatives considered for this SIMR. This includes considerations for I-95 mainline alternatives, interchanges (Sheridan Street, Stirling Road, and Griffin Road) and the intersection of Griffin Road and Old Griffin Road. The alternatives were analyzed to assess their effectiveness in meeting the future travel demand, safety, right-of-way, and business impacts, constructability, and input from local stakeholders.

6.1 I-95 Mainline Alternatives

Multiple mainline alternatives were examined for enhancing traffic operations along northbound and southbound I-95 through to Design Year (2050). Alternative design concepts considered for the mainline included the following:

- Adding auxiliary lanes along I-95 mainline from north of Hollywood Boulevard to north of Griffin Road. Addition of auxiliary lanes will accommodate future travel demand, enhance traffic operations, and reduce risk of congestion-related crashes.
- Widening the existing on-ramps and/or off-ramps from one to two lanes (Sheridan Street, Stirling Road and Griffin Road). Widening the ramps will facilitate future travel demand while complementing the implementation of auxiliary lanes along the mainline.
- Replacing the existing slip ramp access for the express lanes' ingress and egress points with new elevated braded ramps. This improvement would enhance operations and reduce conflicts involving vehicles weaving between the GU lanes on-ramps/off-ramps and the express lanes ingress/egress points. Considerations for the replacement of the slip ramps was a commitment agreed with the FHWA upon approval of the PD&E Studies leading to implementation of the I-95 express lanes.

Various combinations of the above improvements were considered for northbound and southbound I-95. Alternatives that were considered to be most viable are discussed in the following sections along with the No Build.

6.1.1 Northbound I-95 Mainline Alternatives

The lane schematics in **Figure 6-1** illustrate the lane configuration along NB I-95 for the No Build condition and three alternative Build configurations described below:

- **Alternative 1** adds one auxiliary lane along NB I-95 beginning at the Hollywood Boulevard On-Ramp and terminating as a drop lane at the at I-595 Off-Ramp. In addition, the Sheridan Street Off-Ramp is widened from 1 to 2 lanes. This alternative proposes no modifications to the express lanes ingress and egress points which would remain as slip ramp configurations.
- **Alternative 2** introduces an elevated braided ramp for the NB express lanes egress serving Sheridan Street and locations north of Sheridan Street. This braided ramp merges with the general use (GU) lanes north of Sheridan Street Off-Ramp where it adds an auxiliary lane to the mainline which continues north and terminates north of the I-595 Off-Ramp. In addition, an auxiliary lane is introduced between Hollywood Boulevard and Sheridan Street. The Off-Ramps at Sheridan Street, Stirling Road and Griffin Road are also widened to two lanes. This alternative proposes no modifications to the express lane ingress serving Sheridan Street which would remain as slip ramp configuration.
- **Alternative 3** introduces an elevated braided ramp for the NB express lanes egress serving Sheridan Street and locations north of Sheridan Street. This braided ramp merges with the general use (GU) lanes north of Sheridan Street Off-Ramp where it adds an auxiliary lane to the mainline which continues north and terminates as a drop lane at the I-595 Off-Ramp. In addition, an auxiliary lane is introduced between Hollywood Boulevard and Sheridan Street. The Off-Ramps at Sheridan Street, Stirling Road and Griffin Road are also widened to two lanes. This alternative also introduces an elevated braded ramp for the express lane ingress serving Sheridan Street.

A Vissim microsimulation analysis was performed to compare relative operating conditions of the three northbound mainline alternatives and the No Build alterative under 2050 traffic conditions. This Vissim analysis served only as a screening tool for the mainline alternatives. The analysis was performed using simplified Vissim models which excluded the crossing arterials (Sheridan Street, Stirling Road, Griffin Road) and ramp terminal intersections. It is understood that while the results from these simplified Vissim models provide a reasonable screening tool for comparing alternatives, the results do not reflect the anticipated operating conditions for models where the full network (mainline and arterials) is simulated. Results from the mainline microsimulation screening analysis are depicted in **Figure 6-2**.

As depicted in **Figure 6-2** the No Build Alternative experiences considerable congestion along NB I-95 mainline in both the AM and PM peak periods with operating speeds dropping below 30 mph for large segments of the corridor. All the Build alternatives generate substantially better traffic operations when compared to No Build with operating speeds above 45 mph throughout the study segment. Based om the microsimulation results, all three Build alternatives would generate similar operating speeds along I-95 mainline. From a safety perspective, Alternative 2 and Alternative 3 were preferred over Alternative 1 due to the introduction of the elevated braided ramps for the express lanes ingress/egress points. The braided ramps eliminate the weave to/from the express lanes and the adjacent on-ramps and off-ramps. This reduces conflicts and improves safety. However, based on preliminary concept plans for the alternatives, it was determined that implementation of the braided ramp for the NB ingress (per Alternative 3) would have substantial right-of-way impacts over and above what the project could support. Hence, Alternative 3, was discarded in favor of Alternative 2. Based on the above considerations, Alternative 2 was selected as the preferred design concept for NB I-95 mainline.

6.1.2 Southbound I-95 Mainline Alternatives

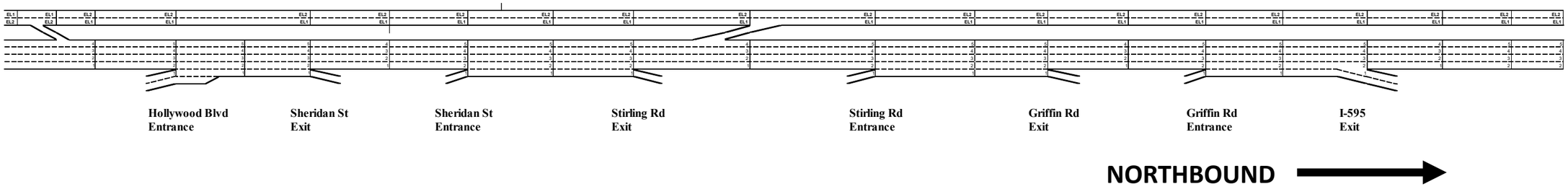
The lane schematics in **Figure 6-3** illustrate the lane configuration along SB I-95 for the No Build condition and two alternative Build configurations described below:

- **Alternative 1** adds one auxiliary lane along SB I-95 beginning at the Griffin Road Off-Ramp and terminating as a drop lane at the at Hollywood Boulevard Off-Ramp. In addition, the Sheridan Street Off-Ramp is widened from 1 to 2 lanes. This alternative proposes no modifications to the express lanes ingress and egress points which would remain as slip ramp configurations.
- **Alternative 2** introduces an elevated braided ramp for the SB express lanes egress serving Sheridan Street and locations south of Sheridan Street. This braided ramp merges with the general use (GU) lanes south of Sheridan Street Off-Ramp. Unlike the NB elevated braided ramp it was determined that it was not feasible to merge the SB braided ramp and continue it as an auxiliary lane due to extensive right-of-way impacts. This alternative also widens the Sheridan Street Off-Ramp to two lanes.

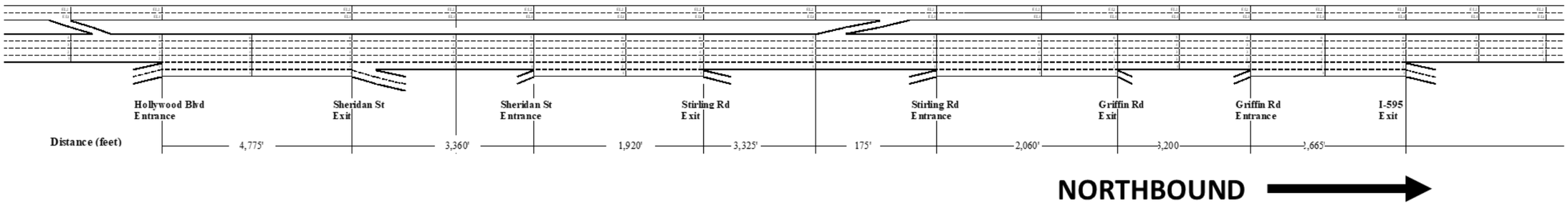
Similar to the NB I-95, a Vissim microsimulation analysis was performed to compare relative operating conditions of the two southbound mainline alternatives and the No Build alterative under 2050 traffic conditions. This Vissim analysis served as a screening tool for the mainline alternatives utilizing simplified Vissim models which excluded the crossing arterials (Sheridan Street, Stirling Road, Griffin Road) and ramp terminal intersections. The results from these simplified Vissim models provide a reasonable screening tool for comparing alternatives, but do not reflect the anticipated operating conditions for models where the full network (mainline and arterials) is simulated. Results from the mainline microsimulation screening analysis for SB I-95 Alternatives are depicted in **Figure 6-4**.

As depicted in **Figure 6-4** the No Build Alternative experiences considerable congestion along SB I-95 mainline in both the AM and PM peak periods with operating speeds dropping below 30 mph for large segments of the corridor. The two Build alternatives generate better traffic operations when compared to the No Build Condition. However, in Alternative 2, mainline speeds drop below 40 mph in the vicinity of Sheridan Street where the elevated braided ramp merges onto the mainline. Due to this significant drop in operating speeds, Alternative 2 was discarded in favor of Alternative 1 which exhibited high operating speeds above 50 mph throughout the study segment. Based on the above considerations, Alternative 1 was selected as the preferred design concept for SB I-95 mainline.

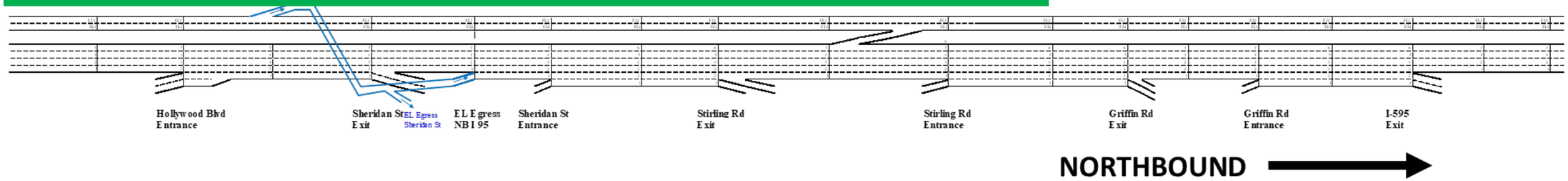
No Build – Northbound I-95



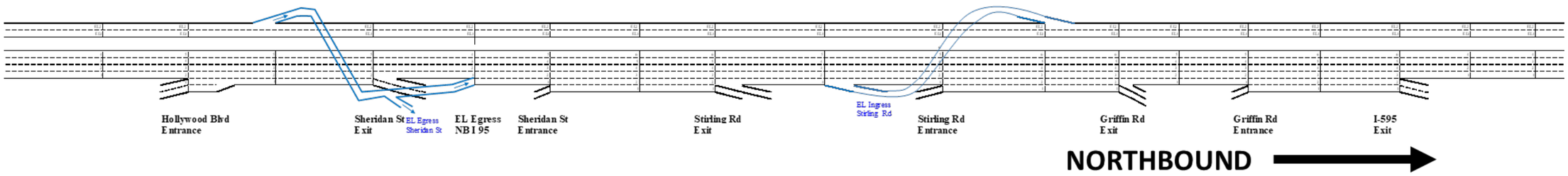
Alternative 1 – Northbound I-95: Add one aux lane



Alternative 2 – Northbound I-95: Braid EL Egress and add one aux lane – Preferred Alternative



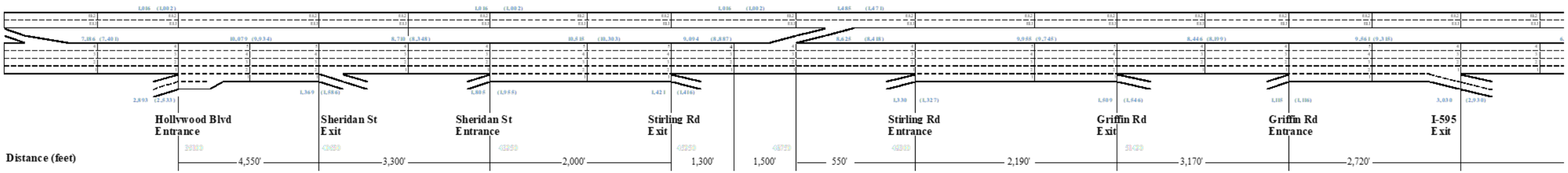
Alternative 3 – Northbound I-95: Braid EL Egress and add one aux lane + Braid EL Ingress



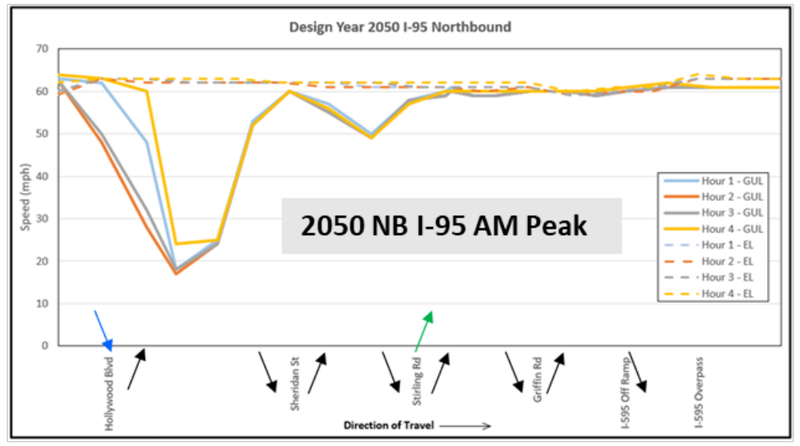
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Northbound I-95 No Build and Build Alternatives**	Figure No.: 6-1 Sheet 1 of 1

NORTHBOUND I-95

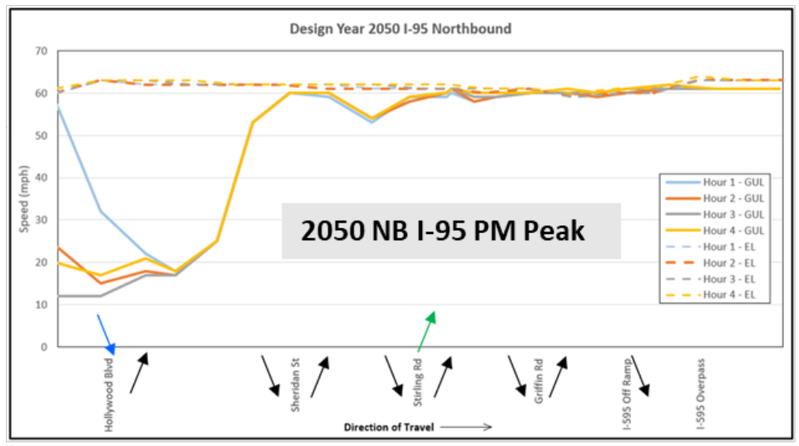
2050 No Build Lane Configuration and Traffic Operations



NORTHBOUND



NORTHBOUND



NORTHBOUND

FDOT

SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

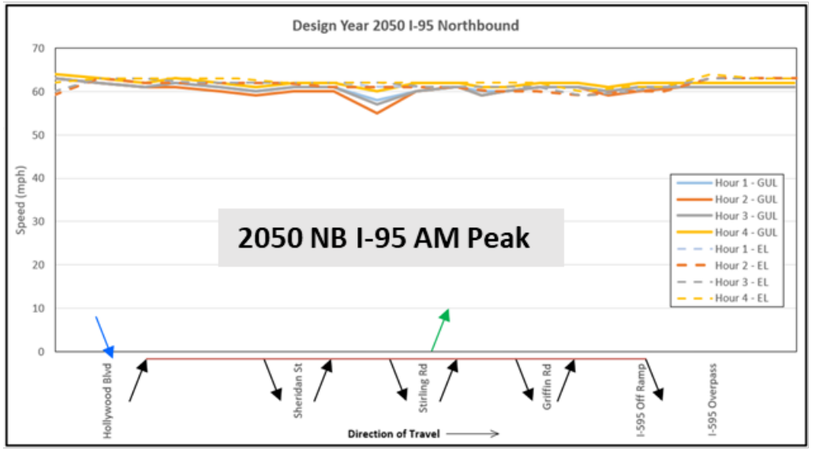
Title:
NB I-95 Mainline Microsimulation Screening Analysis

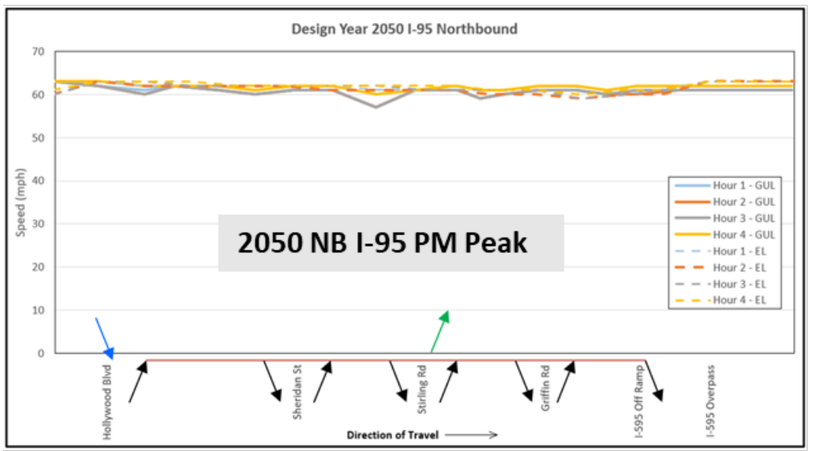
Figure No.: 6-2
Sheet 1 of 2

NORTHBOUND I-95

2050 Feasible Build Alternatives Traffic Operations

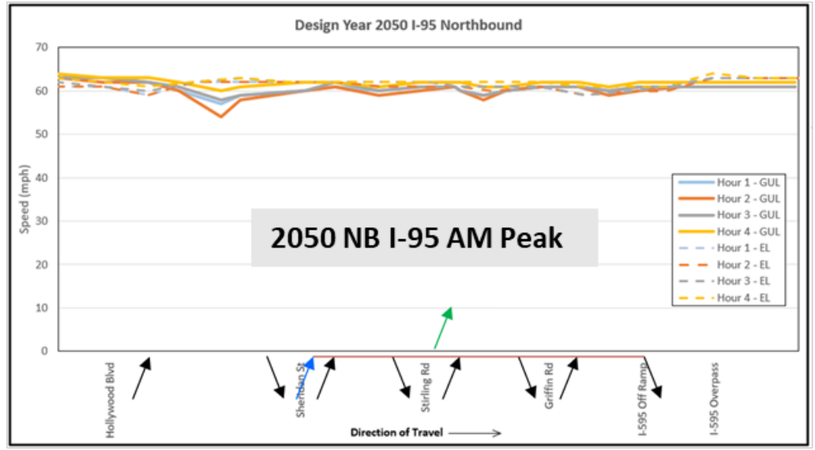
Alternative 1 – NB I-95
Add one aux lane

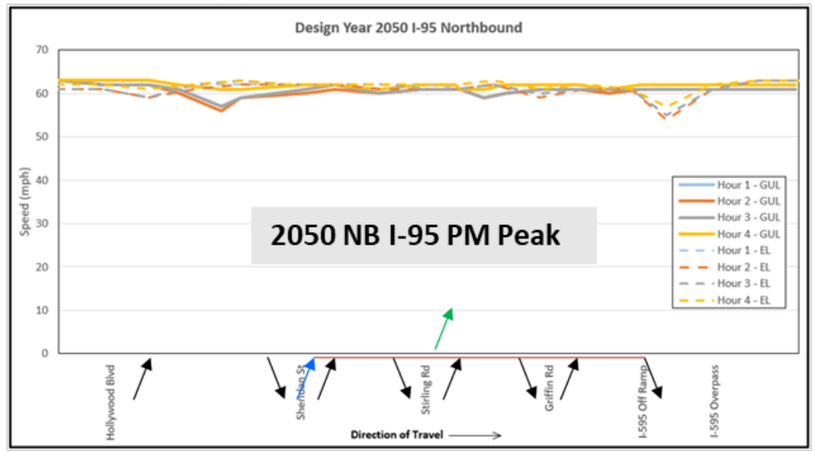




NORTHBOUND

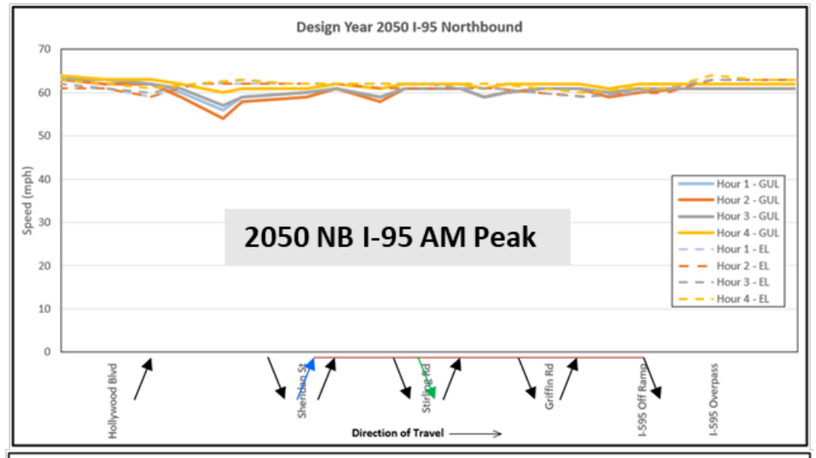
Alternative 2 – NB I-95
Braid EL Egress and add one aux lane

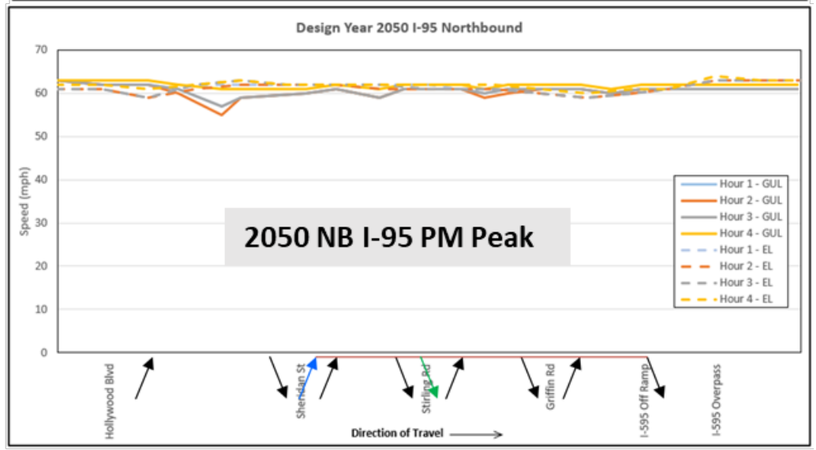




NORTHBOUND

Alternative 3 – NB I-95
Braid EL Egress and add one aux lane
+ Braid EL Ingress



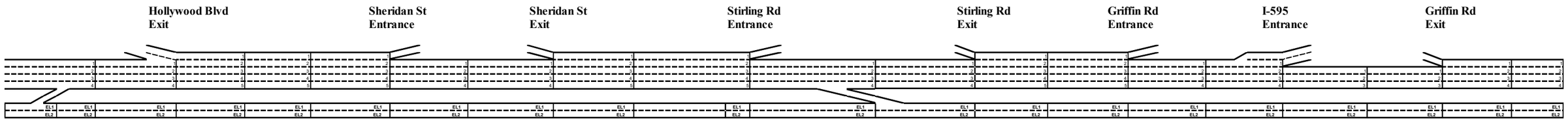


NORTHBOUND

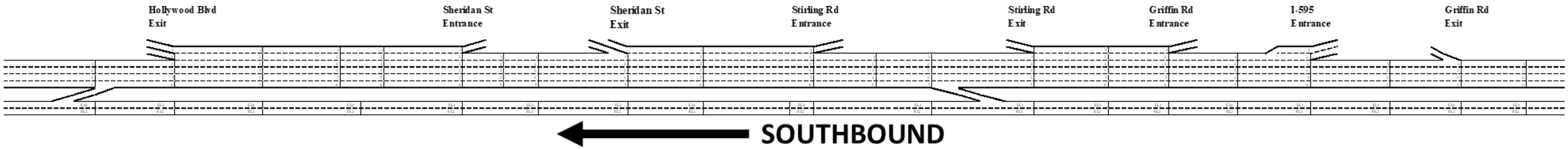
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **NB I-95 Mainline Microsimulation Screening Analysis**	Figure No.: 6-2 Sheet 2 of 2

Alternative 2 – Southbound I-95: Add aux lane at Griffin Road, drop at Hollywood Blvd, Braid EL Egress (merge)

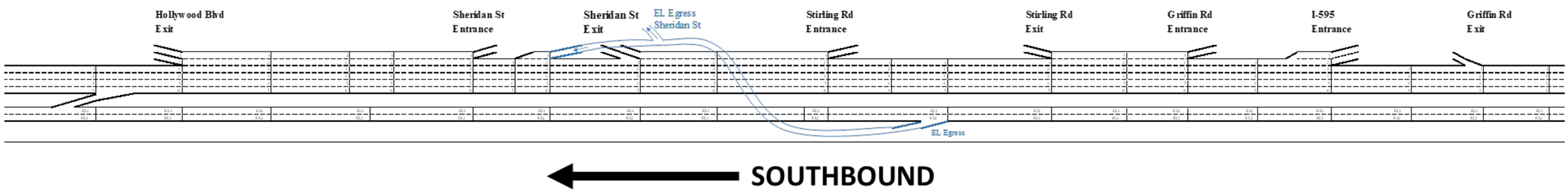
No Build – Southbound I-95



Alternative 1 – Southbound I-95: Add aux lane at Griffin Road, drop at Hollywood Boulevard



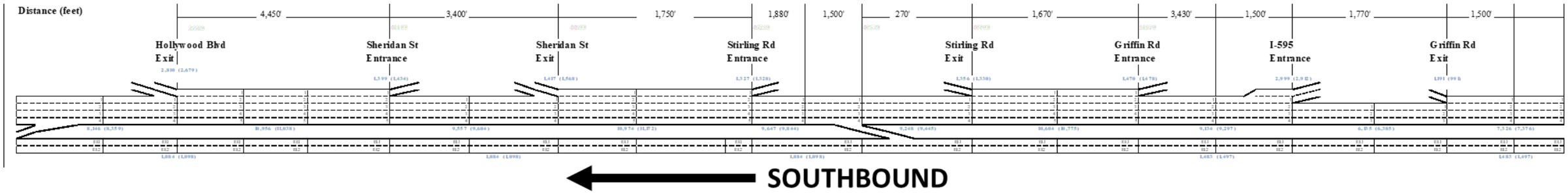
Build 12 v4 – Southbound: Add one aux lane at Griffin Rd, Drop at Hollywood, Braid EL Egress (merge lane)

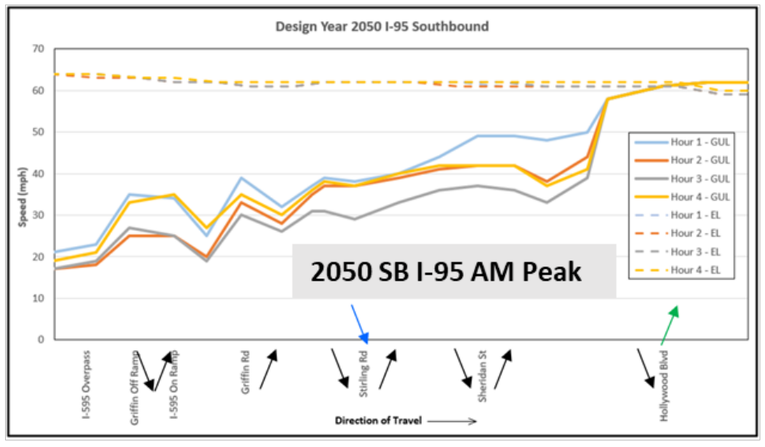


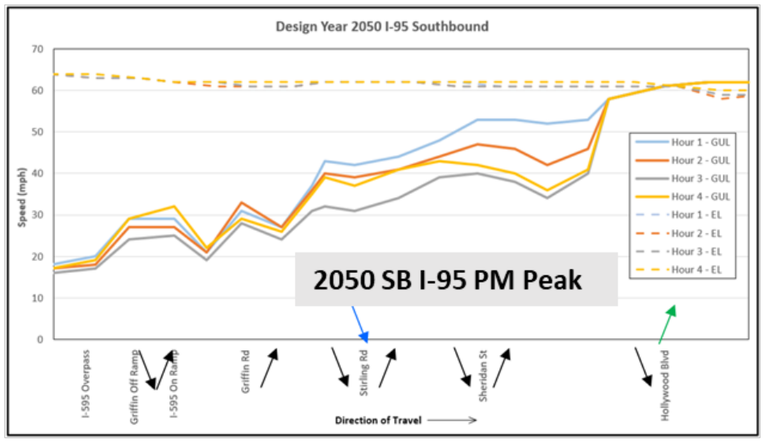
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Southbound I-95 No Build and Build Alternatives**	Figure No.: 6-3 Sheet 1 of 1

SOUTHBOUND I-95

2050 No Build Lane Configuration and Traffic Operations



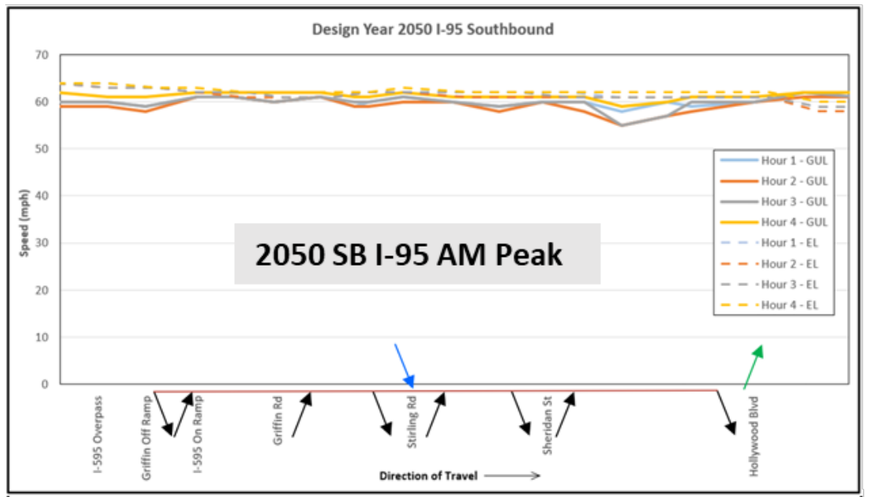


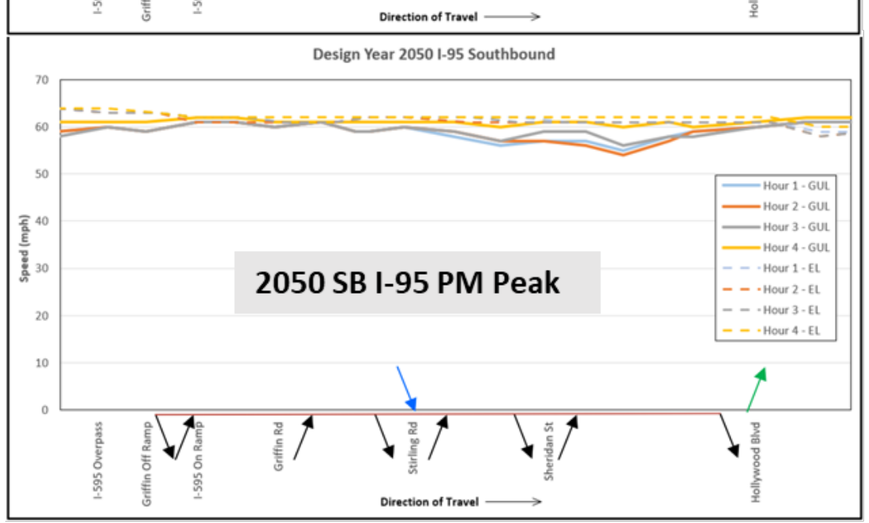


FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **SB I-95 Mainline Microsimulation Screening Analysis**	Figure No.: 6-4 Sheet 1 of 2

2050 Feasible Build Alternatives Traffic Operations

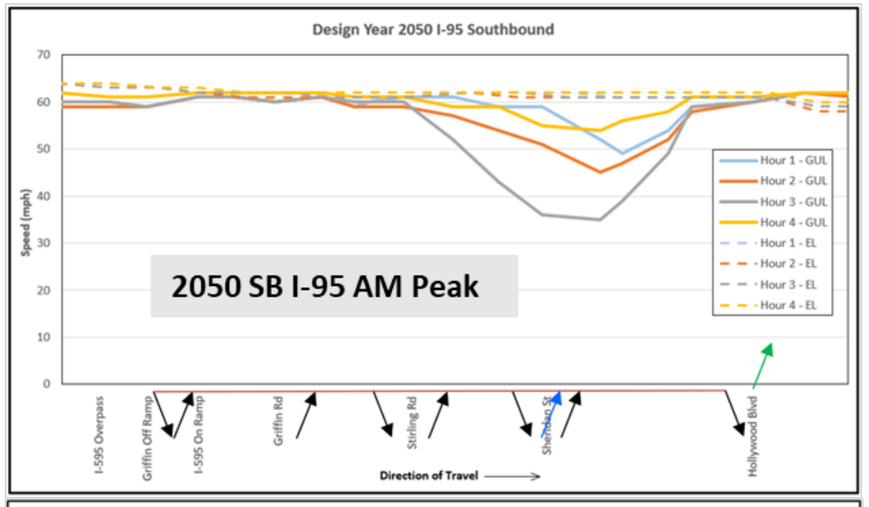
Alternative 1 – SB I-95
Add aux lane at Griffin Road, Drop at Hollywood Blvd.

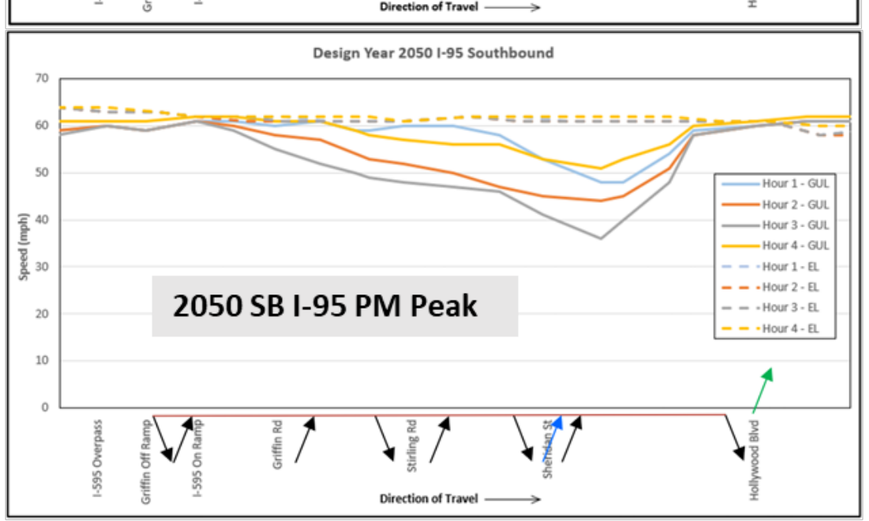




SOUTHBOUND

Alternative 2 – SB I-95
Add aux lane at Griffin Road, Drop at Hollywood Blvd.
Braid EL Egress (merge)





SOUTHBOUND

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **SB I-95 Mainline Microsimulation Screening Analysis**	Figure No.: 6-4 Sheet 2 of 2

6.2 Interchange Alternatives

The screening of interchange alternatives began with a global assessment of multiple alternative interchange configurations. The global assessment considered issues such as right-of-way restrictions given the urban setting of the corridor; constructability issues avoiding alternatives that may require closing segments of I-95 for extending periods; and implementation cost avoiding alternatives that would be extremely costly to implement. Based on these global assessments the following interchange design concepts were discarded in favor of more viable alternatives that could meet the project needs:

- Single Point Diamond (SPUI) configuration was discarded at all locations due to constructability issues. It was determined that the bridges on the cross streets all have a center pier. Implementation of a SPUI would therefore involve one of two options, none of which were considered viable.
    - Replace the bridge and reconstruct approximately ½ mile of I-95 to meet the required vertical clearance. This option was considered not viable due to the excessive cost.
    - Replace the bridge substructure and lower the cross street vertical profile to meet required vertical clearance. This option was considered not viable due to the height of the existing water table which restricts lowering the profile of the cross streets.

- Cloverleaf interchange configurations and the various combinations thereof (Full, Partial, Type A, Type B) were discarded at all locations due to the expansive right-of-way needed to implement such design configurations

Following the global screening of the interchange design concepts, a more detailed evaluation was performed for a short list of viable interchange concepts that could potentially meet the needs of the project. Synchro models based on 2050 traffic conditions were developed to aid in the assessment and screening of the viable alternatives. A discussion on the viable alternatives at each interchange follows.

6.2.1 I-95 at Sheridan Street Alternatives

Figures 6-5 through **6-7** illustrate the alternative design concepts for the I-95/Sheridan Street Interchange.

- **Alternative 1 - Modified Diamond Interchange (Figure 6-5)**. This alternative modifies the existing diamond interchange. The northbound off-ramp is widened to accommodate 3 left turn lanes and 3 right turn lanes. The southbound off-ramp is widened similarly to accommodate 3 left turn lanes and 3 right turn lanes. Operations analyses preformed using Synchro models indicate that this interchange configuration will operate at LOS E/E in the AM/PM peak periods in the Design Year (2050) traffic conditions.
- **Alternative 2 – NB to WB Flyover (Median Interchange, Figure 6-6)**. This alternative will introduce a new flyover to accommodate movements from NB I-95 to WB Sheridan Street. This proposed new flyover would be elevated at 3rd level above I-95 and follow an alignment along I-95 median before turning west to connect to WB Sheridan Street. Operations analysis performed using Synchro models indicate that this interchange configuration will operate at LOS C/D in the AM/PM peak periods in the Design Year (2050) traffic conditions.
- **Alternative 3 – NB to WB Flyover (East Interchange, Figure 6-7)**. This alternative will introduce a new flyover to accommodate movements from NB I-95 to WB Sheridan Street. This proposed new flyover would be elevated at 3rd level above I-95 and follow an alignment to the east of I-95 before turning west to connect to WB Sheridan Street. Operations analysis performed using Synchro models indicate that this interchange configuration will operate at LOS C/D in the AM/PM peak periods in the Design Year (2050) traffic conditions.

Preliminary concept plans were developed for the above three alternative design concepts. Based on the preliminary concept plans it was determined that implementation of Alternative 3 would involve considerable right-of-way impacts over and above what the project could reasonably support. Hence, Alternative 3 was discarded due to excessive right-of-way impacts. It was also assessed that implementation of Alternative 2 would present significant constructability issues with extensive impacts to I-95 operations. Alternative 2 would also have considerable right-of-way impacts over and above the requirements for implementing Alternative 1. Hence, Alternative 2 was discarded from consideration. Based on the above considerations, Alternative 1 was selected as the preferred design concept for I-95 at /Sheridan Street interchange configuration.

6.2.2 I-95 at Stirling Road Alternatives

Figures 6-8 and **Figure 6-9** illustrate the alternative design concepts for the I-95/Stirling Road Interchange.

- **Alternative 1 - Modified Diamond Interchange (Figure 6-8)**. This alternative modifies the existing diamond interchange. The northbound off-ramp is widened to accommodate 3 left turn lanes and 2 right turn lanes. The southbound off-ramp is widened to accommodate 3 left turn lanes and 2 right turn lanes. In addition, the eastbound and westbound approaches are widened to accommodate two right turn lanes. Operations analyses preformed using Synchro models indicate that this interchange configuration will operate at LOS D/D in the AM/PM peak periods in the Design Year (2050) traffic conditions.
- **Alternative 2 – Diverging Diamond Interchange (DDI, Figure 6-9)**. This alternative introduces a new Diverging Diamond Interchange (DDI) at I-95 and Stirling Road. The proposed DDI accommodates 4 eastbound lanes and 4 westbound lanes within the crossover segments of the interchange. The northbound and southbound ramp terminals each accommodate two right turn lanes and two left turn lanes. One free flowing right turn lane is provided for the eastbound and westbound right turns (on-demand pedestrian signals available to facilitate occasional pedestrian movements). Operations analysis performed using Synchro models indicate that interchange configuration will operate at LOS D/D in the AM/PM peak periods in the Design Year (2050) traffic conditions.

A review of the preliminary concept plans that were developed for the above two alternative design concepts indicate that both the DDI and Modified Diamond Interchange are expected to have similar modest right-of-way impacts. Both alternatives also have similar traffic operations in Design year (2050), meeting Target LOS D. However, the 2-phase operation of the DDI allows it to have more substantial reserve capacity when compared with the 4-phase operation of the Modified Diamond Interchange. Hence, based on this assessment. Alternative 2 (DDI) was selected as the preferred design concept for I-95 at /Stirling Road interchange configuration.

6.2.3 I-95 at Griffin Road Alternatives

Figures 6-10 and **Figure 6-11** illustrate the alternative design concepts for the I-95/Griffin Road Interchange.

- **Alternative 1 - Modified Diamond Interchange (Figure 6-10)**. This alternative modifies the existing diamond interchange. The northbound off-ramp is widened to accommodate 3 left turn lanes

and 2 right turn lanes. The southbound off-ramp is similarly widened to accommodate 3 left turn lanes and 3 right turn lanes. In addition, the eastbound and westbound approaches are widened to accommodate two right turn lanes. Operations analyses preformed using Synchro models indicate that this interchange configuration will operate at LOS D/D in the AM/PM peak periods in the Design Year (2050) traffic conditions.

- **Alternative 2 – Diverging Diamond (DDI, Figure 6-11)**. This alternative introduces a new Diverging Diamond Interchange (DDI) at I-95 and Griffin Road. The proposed DDI accommodates 4 eastbound lanes and 4 westbound lanes within the crossover segments of the interchange. The northbound and southbound ramp terminals each accommodate two right turn lanes and two left turn lanes. One free flowing right turn lane is provided for the eastbound and westbound right turns (on-demand pedestrian signals available to facilitate occasional pedestrian movements). Operations analysis performed using Synchro models indicate that interchange configuration will operate at LOS D/D in the AM/PM peak periods in the Design Year (2050) traffic conditions.

In reviewing traffic operations for Alternative 2 (DDI) it was noted that the SB ramp terminal intersection is located in close proximity (approximately 200 feet west) to the adjacent Tri-Rail railroad crossing. Based on District 4's recent experience at similar location (I-95 at Linton Boulevard) a Vissim microsimulation analysis was conducted to investigate possible safety concerns that may arise due to the proximity of the railroad crossing. Based on the microsimulation analysis, it was determined that there was a potential safety concern with the proposed DDI. The screen-capture clip in **Figure 6-11** from the Vissim analysis illustrates the safety concern. During peak periods, WB queues from Anglers Avenue may spillback across the railroad tracks and into the DDI interchange. If a train crossing event occurs under this condition, the signal sequence would be preempted to allow EB traffic on Griffin Road to clear the tracks. However, the EB queues may not be able to clear the tracks in a timely manner if the WB queues are blocking traffic flow at the DDI crossover point. This could present a serious safety risk with the DDI. This risk is mitigated in the Diamond Interchange Concept which facilitates EB and WB movements to flow concurrently without conflicts. Based on these findings, Alternative 2 (DDI) was discarded and Alternative 1 (Modified Diamond Interchange) was selected as the preferred design concept for I-95 at Griffin Road Interchange.

6.3 Griffin Road at Old Griffin Road Alternatives

Figure 6-12 and **Figure 6-13** illustrate the alternative design concepts for the intersection of Griffin Road and Old Griffin Road.

- **Alternative 1 – EB Free Flow (Figure 6-12)**. This alternative modifies the intersection configuration to provide free flow conditions for eastbound traffic on Griffin Road. The design modifications include the following:
  - The north leg of the intersection is modified to remove connections to the service road west of Old Griffin Road. This modification reduces the number of connections at the intersection from five (existing) to four (proposed). Removal of connections to the existing service road was coordinated with the Fort Lauderdale/Hollywood International Airport.
  - Restrict access on the northbound approach to right turn only. Existing northbound left turn movements are rerouted east along Old Griffin Road and utilize a proposed new U-turn facility to access westbound Griffin Road.
  - A new roadway is proposed on the north side of the intersection that will provide direct connection from WB Old Griffin Road to NB I-95.
  - Access from WB Old Griffin Road to WB I-95 is signalized. This will allow safe and efficient access for movements from WB Old Griffin Road to SB I-95 ramps as well as traffic continuing west on Griffin Road.
  - Eastbound movements on Griffin Road operate under free flow conditions. The free flow condition will optimize traffic operations along EB Griffin Road.
  - Westbound left turns from Griffin Road are modified to operate under yield control.

  Traffic operations for the proposed modified intersection were evaluated using Synchro models. The analysis indicates that the signalized movements (WB Griffin Road and WB Old Griffin Road) will operate at LOS D in the AM and PM peak periods.

- **Alternative 2 – Modified Signal Control (Figure 6-13)**. This alternative modifies the intersection configuration and maintains signal control for all movements. The design modifications include the following:
  - The north leg of the intersection is modified to remove connections to the service road west of Old Griffin Road. This modification reduces the number of connections at the intersection from five (existing) to four (proposed). Removal of connections to the existing service road was coordinated with the Fort Lauderdale/Hollywood International Airport.
  - Restrict access on the northbound approach to right turns only. Existing northbound left turn movements are rerouted east along Old Griffin Road and utilize a proposed new U-turn facility to access westbound Griffin Road.
  - A new roadway is proposed on the north side of the intersection that will provide direct connection from WB Old Griffin Road to NB I-95.
  - Access from WB Old Griffin Road to WB Griffin Road is signalized. This will allow safe and efficient access for movements from WB Old Griffin Road to SB I-95 ramps as well as traffic continuing west on Griffin Road.
  - Signal control is maintained for Griffin Road eastbound through movement, westbound left turns and right turn movements exiting the properties on the south side on the intersection.

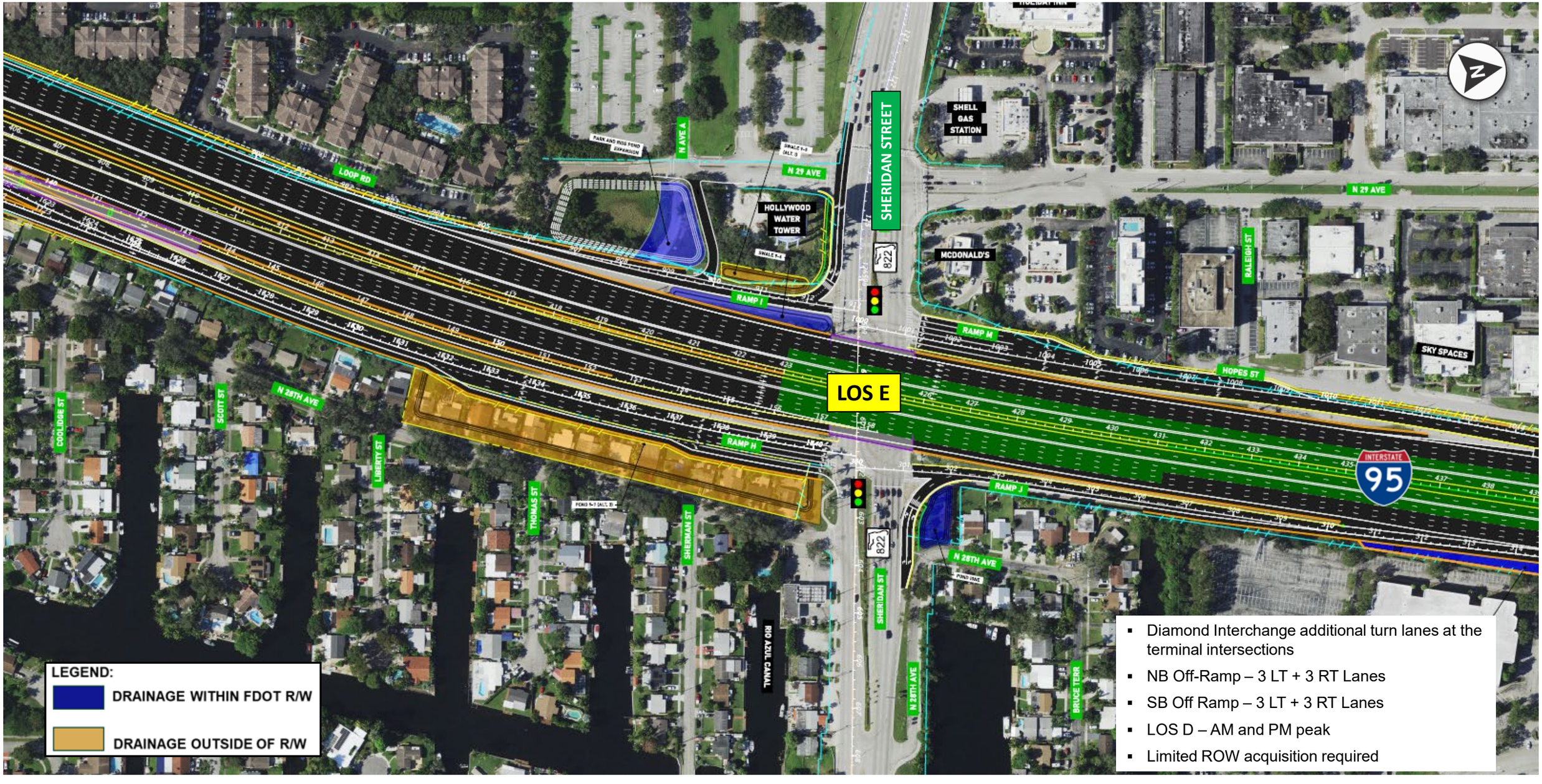
  Traffic operations for the proposed modified intersection were evaluated using Synchro models. The analysis indicates that the signalized intersections will operate at LOS D/D in the AM and PM peak periods.

The above two design alternatives were presented to various stakeholders including Broward County, Fort Lauderdale/Hollywood International Airport, City of Dania Beach, Design Center of America (DCOTA), and other property owners connecting to the south of the intersection. Based on the feedback received, and FDOT's assessment of safety and anticipated operating conditions, Alternative 2 (Modified Signal Control) was initially selected as the preferred design concept for the intersection of Old Griffin Road and Griffin Road. Through further consultation with the stakeholders and recommendations resulting from FDOT's Value Engineering review of the project, Alternative 2 was further refined to create a new Alternative 3, described below.

- **Alternative 3 – Modify Signal and Remove WBR (Figure 6-14)**. This alternative modifies the intersection configuration, modifies traffic flows and maintains signal control for all movements. The design modifications include the following:

- The north leg of the intersection is modified to remove connections to the service road west of Old Griffin Road. This modification reduces the number of connections at the intersection from five (existing) to four (proposed).
- Restrict access on the northbound approach (DCOTA) to right turns only. Existing northbound left turn movements are rerouted east along Old Griffin Road and utilize a proposed new U-turn facility to access westbound Griffin Road.
- A new roadway is proposed on the north side of the intersection that will provide direct connection from WB Old Griffin Road to NB I-95.
- Access from WB Old Griffin Road to WB Griffin Road is signalized. This will allow safe and efficient access for movements from WB Old Griffin Road to SB I-95 ramps as well as traffic continuing west on Griffin Road.
- Signal control is maintained for Griffin Road eastbound through movement, westbound left/U-turns and right turn movements exiting the properties on the south side on the intersection (DCOTA).
- Modify segment of Old Griffin Road to one-way westbound. This flow modification will improve safety by reducing conflicts for the circulating traffic coming from DCOTA and travelling to WB Griffin Road and NB I-95. In addition, drivers making this circulating movement have limited sight distance to vehicles travelling southbound on Old Griffin Road (under the Griffin Road Bridge). This creates a potential crash risk which is mitigated by restricting traffic on Old Griffin Road to one-way westbound.
- In conjunction with the proposed one-way movement on Old Griffin Road, the existing westbound right turn movement on Griffin Road is prohibited. Vehicles making the WBR movement are rerouted to make a U-turn using the left turn lanes to access southbound Old Griffin Road.

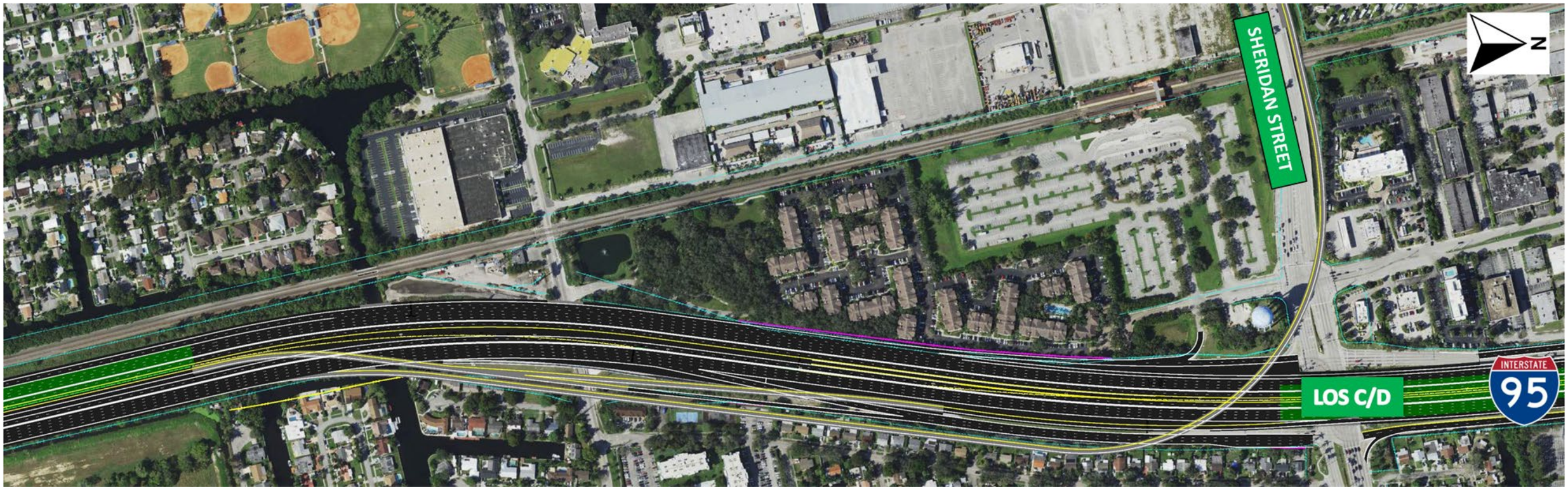
A detailed operations analysis was conducted for Alternative 3 using the Vissim microsimulation models that were developed for the project (see Section 7 of the SIMR). The results of the microsimulation analysis indicate that under Alternative 3 the signalized intersection will operate at an estimated LOS B with no extensive queueing nor delays on any approach. Based on these findings and initial feedback from stakeholders, Alternative 3 was selected as the candidate Preferred Alternative at the time of this writing. However, consultation with stakeholders was still on-going at the time of this writing. The Preferred Alternative for the Griffin Road/Old Griffin Road intersection will be updated in future project documents pending decisions reached from the on-going consultation with stakeholders.



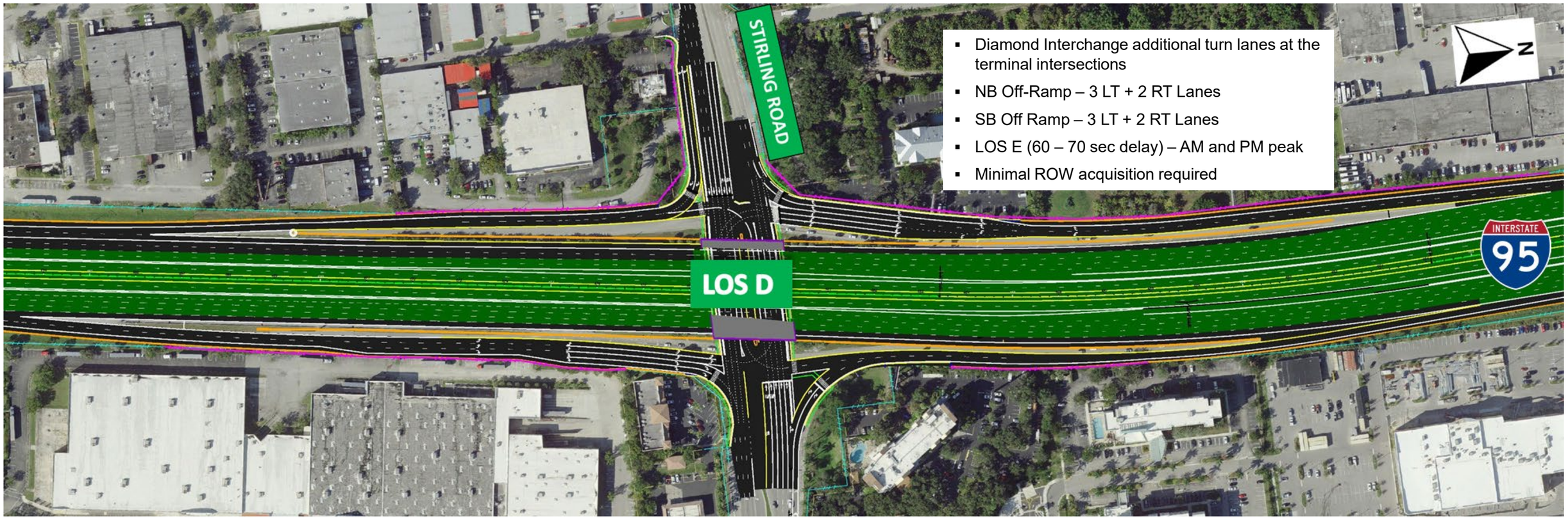
- Diamond Interchange additional turn lanes at the terminal intersections
- NB Off-Ramp – 3 LT + 3 RT Lanes
- SB Off Ramp – 3 LT + 3 RT Lanes
- LOS D – AM and PM peak
- Limited ROW acquisition required

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **I-95 at Sheridan Street Alternative 1 – Modified Diamond Interchange**	Figure No.: 6-5 Sheet 1 of 1

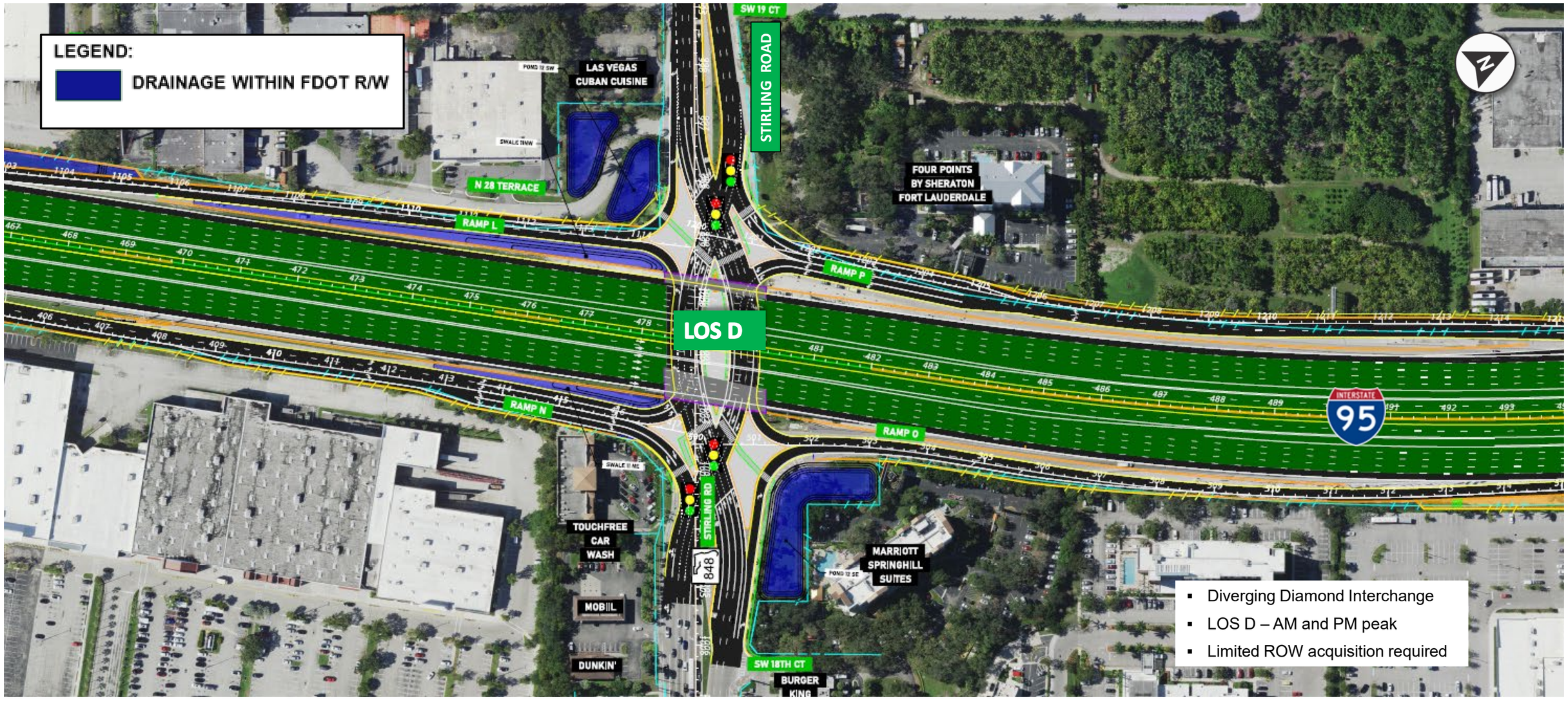
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **I-95 at Sheridan Street Alternative 2 – NB to WB Flyover (Median Alignment)**	Figure No.: 6-6 Sheet 1 of 1



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **I-95 at Sheridan Street Alternative 3 – NB to WB Flyover (East Alignment)**	Figure No.: 6-7 Sheet 1 of 1



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **I-95 at Stirling Road Alternative 1 – Modified Diamond Interchange**	Figure No.: 6-8 Sheet 1 of 1



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **I-95 at Stirling Road Alternative 2 – DDI**	Figure No.: 6-9 Sheet 1 of 1

- Diamond Interchange with additional turn lanes at the terminal intersections
- NB Off-Ramp – 3 LT + 2 RT Lanes
- SB Off-Ramp – 3 LT + 3 RT Lanes
- LOS D – AM and PM peak
- Limited ROW acquisition required

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **I-95 at Griffin Road Alternative 1 – Modified Diamond Interchange**	Figure No.: 6-10 Sheet 1 of 1

FDOT

SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

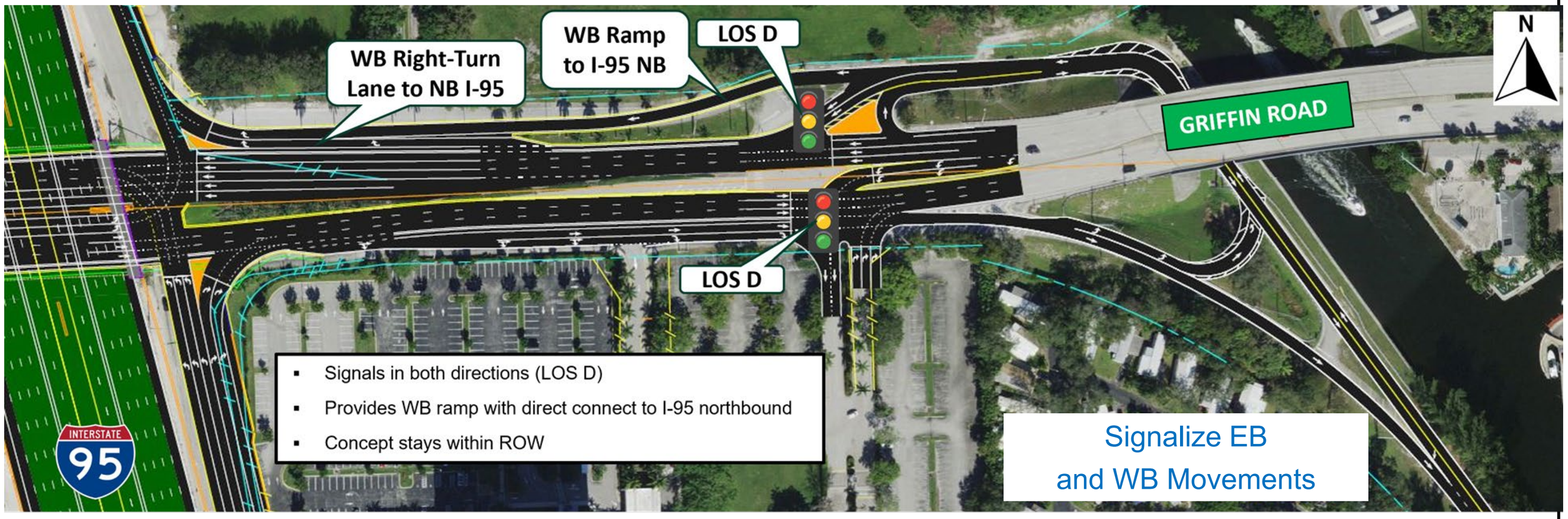
Title:

I-95 at Griffin Road Alternative 2 – DDI

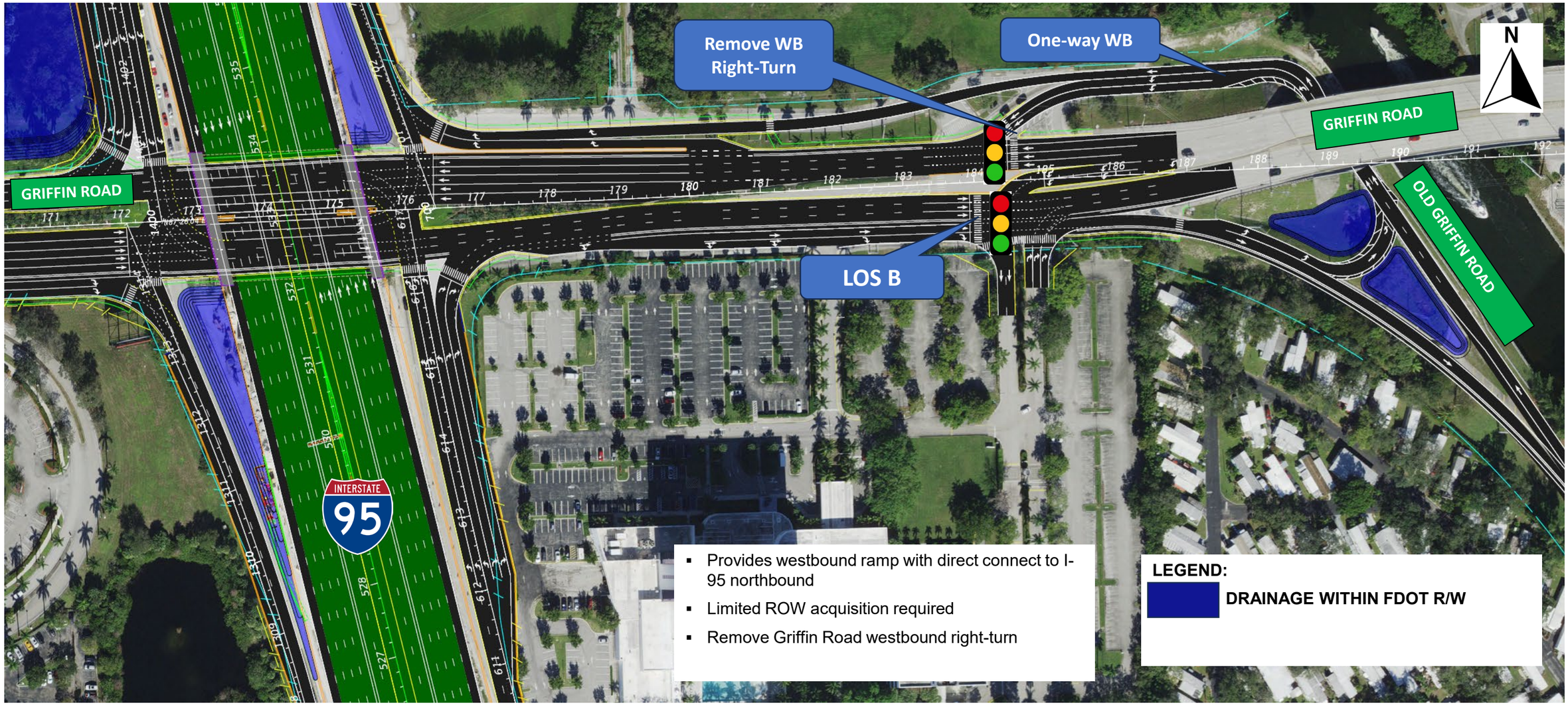
Figure No.: 6-11

Sheet 1 of 1

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Griffin Road at Old Griffin Road Alternative 1 - EB Free Flow**	Figure No.: 6-12 Sheet 1 of 1



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Griffin Road at Old Griffin Road Alternative 2- Modified Signal Control**	Figure No.: 6-13 Sheet 1 of 1



Notes: Estimated intersection LOS computed from Vissim microsimulation

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Griffin Road at Old Griffin Road Alternative 3 – Modify Signal and Remove WBR**	Figure No.: 6-14 Sheet 1 of 1

7.0 EVALUATION OF PREFERRED ALTERNATIVE AND NO BUILD

This section describes the Preferred Alternative resulting from the PD&E Study. The discussion includes a comparative assessment of the anticipated traffic operating conditions in Opening Year (2030) and Design Year (2050) for the No Build Alternative and the Preferred Alternative. Traffic Operating conditions in 2030 are assessed using the Highway Capacity Software (HCS) for I-95 freeway segments and Synchro models for intersection operations. A more detailed assessment of the 2050 conditions is provided using Vissim microsimulation models.

7.1 Preferred Alternative Road Network

Based on recommendations from the I-95 PD&E Study and the assessment of the corridor mainline and interchange and intersection alternatives presented in the preceding section of the SIMR, a Preferred Alternative was determined for road network within the area of influence of the SIMR. The road network for the Preferred Alternative is depicted in **Figure 7-1 and Figure 7-2**. Preliminary plans for the Preferred Alternative are contained under **Appendix D**. The Preferred Alternative incorporates the following proposed road improvements:

Northbound I-95: The Preferred Alternative introduces a new elevated braided ramp for the NB express lanes egress serving Sheridan Street and locations north of Sheridan Street. This braided ramp merges with the general use (GU) lanes north of Sheridan Street Off-Ramp where it adds an auxiliary lane to the mainline which continues north and terminates north of the I-595 Off-Ramp. In addition, an auxiliary lane is introduced between Hollywood Boulevard and Sheridan Street. The Off-Ramps at Sheridan Street, Stirling Road and Griffin Road are also widened to two lanes.

Southbound I-95: The Preferred Alternative adds one auxiliary lane along SB I-95 beginning at the Griffin Road Off-Ramp and terminating as a drop lane at the at Hollywood Boulevard Off-Ramp. In addition, the Sheridan Street Off-Ramp is widened from 1 to 2 lanes.

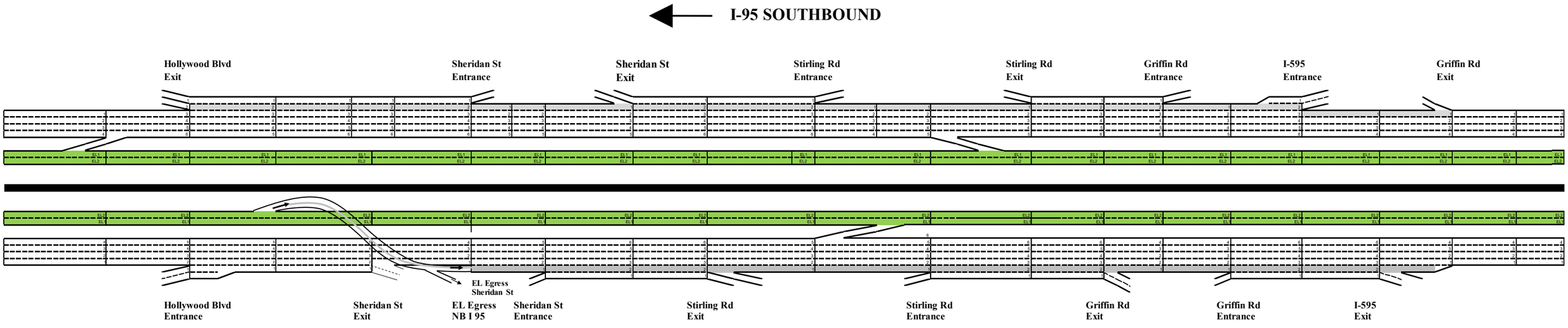
I-95 at Sheridan Street Interchange: The Preferred Alternative modifies the existing diamond interchange. The northbound off-ramp is widened to accommodate 3 left turn lanes and 3 right turn lanes. The southbound off-ramp is widened similarly to accommodate 3 left turn lanes and 3 right turn lane.

I-95 at Stirling Road Interchange: The Preferred Alternative introduces a new Diverging Diamond Interchange (DDI) at I-95 and Stirling Road. The proposed DDI accommodates 4 eastbound lanes and 4 westbound lanes within the crossover segments of the interchange. The northbound and southbound ramp terminals each accommodate two right turn lanes and two left turn lanes. One free flowing right turn lane is provided for the eastbound and westbound right turns (on-demand pedestrian signals available to facilitate occasional pedestrian movements).

I-95 at Griffin Road Interchange: The Preferred Alternative modifies the existing diamond interchange. The northbound off-ramp is widened to accommodate 3 left turn lanes and 2 right turn lanes. The southbound off-ramp is similarly widened to accommodate 3 left turn lanes and 2 right turn lanes. In addition, the eastbound and westbound approaches are widened to accommodate two right turn lanes.

Griffin Road at Old Griffin Road Intersection: The Preferred Alternative modifies the intersection configuration to provide free flow conditions for eastbound traffic on Griffin Road. The design modifications include the following:

- The north leg of the intersection is modified to remove connections to the service road west of Old Griffin Road. This modification reduces the number of connections at the intersection from five (existing) to four (proposed). Removal of connections to the existing service road was coordinated with the Fort Lauderdale/Hollywood International Airport.
- Restrict access on the northbound approach to right turn only. Existing northbound left turn movements are rerouted east along Old Griffin Road and utilize a proposed new U-turn facility to access westbound Griffin Road.
- A new roadway is proposed on the north side of the intersection that will provide direct connection from WB Old Griffin Road to NB I-95.
- Access from WB Old Griffin Road to WB I-95 is signalized. This will allow safe and efficient access for movements from WB Old Griffin Road to SB I-95 ramps as well as traffic continuing west on Griffin Road.
- Eastbound movements on Griffin Road operate under free flow conditions. The free flow condition will optimize traffic operations along EB Griffin Road.
- Westbound left turns from Griffin Road are modified to operate under yield control.

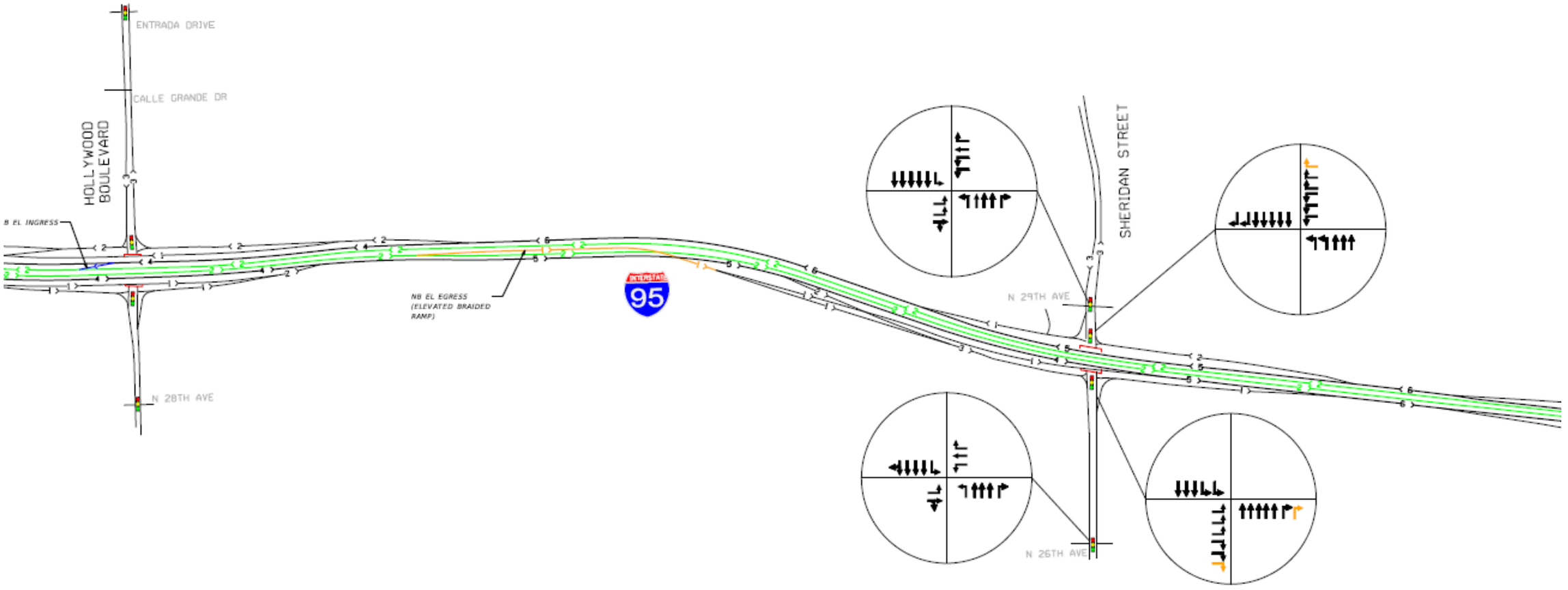


Proposed Aux Lane

Express Lane

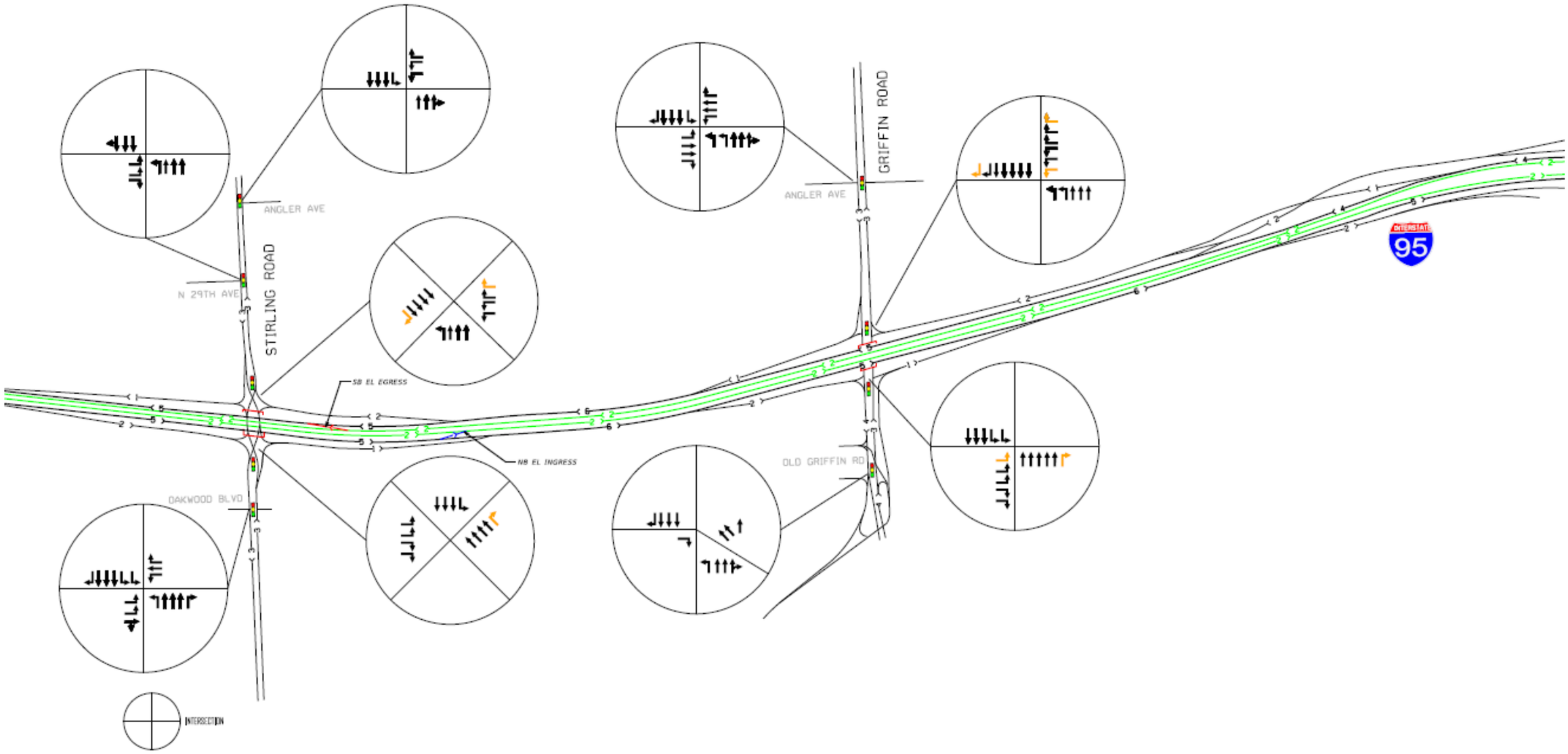
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Preferred Alternative Lane Schematic**	Figure No.: 7-1 Sheet 1 of 1

NTS



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Preferred Alternative Line Diagram**	Figure No.: 7-2 Sheet 1 of 2

NTS



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **Preferred Alternative Line Diagram**	Figure No.: 7-2 Sheet 2 of 2

7.2 2030 Traffic Operations Analysis

This following describes the anticipated 2030 traffic operating conditions for the No Build and the Preferred Alternative. Traffic analyses were performed using Highway Capacity Software (HCS) for freeway segments and Synchro models for intersections.

2030 Traffic Volumes

Operations analysis for the Opening Year (2030) were performed utilizing traffic forecast presented in Section 5.0 of the SIMR for the No Build Alternative. Travel Demand for the Preferred Alternative is assumed to match the traffic forecast for the No Build Alternative. Link volumes are reassigned accordingly in the Preferred Alternative to match proposed design modifications. **Figure 7-3** illustrates the resulting 2030 AM and PM hour volumes along I-95 mainline for the Preferred Alternative with No Build volumes reassigned to match the proposed northbound elevated braided ramp in the build condition.

2030 I-95 Mainline Traffic Operations

The Highway Capacity Software (HCS) was used to evaluate the I-95 operating conditions for the No Build and Preferred Alternative under 2030 traffic conditions. The mainline was segmented into basic segments, merge, diverge and weaving segments per HCM procedures. Traffic densities and associated level of service for the freeway segments were extracted from the HCS models. Outputs from HCS are contained under **Appendix E** and results for the No Build Alternative and Preferred Alternative are summarized in **Figure 7-4** and **Figure 7-5,** respectively.

Results of the HCS operations analysis indicate that several segments of I-95 mainline will experience failing conditions (LOS F) by Opening Year (2030) under No Build conditions. These locations include.

- Northbound I-95 weaving segment between Sheridan Street On-Ramp and Stirling Road Off-Ramp. Traffic operations within this weaving segment are at LOS F in both the AM and PM peak periods.
- Northbound weaving segment between Stirling Road On-Ramp and Griffin Road Off-Ramp. Traffic operations within this weaving segment are at LOS F in both the AM and PM peak periods.
- Southbound I-95 at I-595 On-Ramp. Traffic operations within this merging segment are at LOS F in both the AM and PM peak periods,
- Southbound I-95 weaving segment between Griffin Road On-Ramp and Stirling Road Off-Ramp. Traffic operations within this weaving segment are at LOS F in both the PM peak period.

Results from the 2030 HCS traffic operations analysis indicate that operating conditions along I-95 are substantially improved with the Preferred Alternative. As depicted in the lane schematic (**Figure 7-5**), no failing segments (LOS F) are expected along I-95 in the AM nor PM peak periods. Traffic operations are at LOS D or better throughout NB and SB I-95 except for the weaving segment between Sheridan Street On-Ramp and Stirling Road Off-Ramp (LOS E).

2030 Intersection Traffic Operations

Synchro models were used to evaluate 2030 traffic operating conditions at the ramp terminal intersections and adjacent intersections within the area of influence of the SIMR for the No Build and Preferred Alternative. The Synchro models apply HCM procedures for evaluating intersection LOS analysis. It should be noted that whereas HCM 7th Edition procedures were applied as the default for LOS calculations in many circumstances the HCM 7th Edition procedures were not capable of analyzing conditions at the study locations. In these circumstances, HCM 2000 results were reported. Several intersection MOEs were gathered from the Synchro models including LOS, delay, v/c ratios, and queue lengths. These results are summarized in **Tables 7-1** through **7-6**. Detailed output from the Synchro files are contained under **Appendix F**.

Results from the Synchro analysis indicate that several intersections will experience failing conditions (LOS F) by Opening Year 2030 under No Build conditions. These include the following:

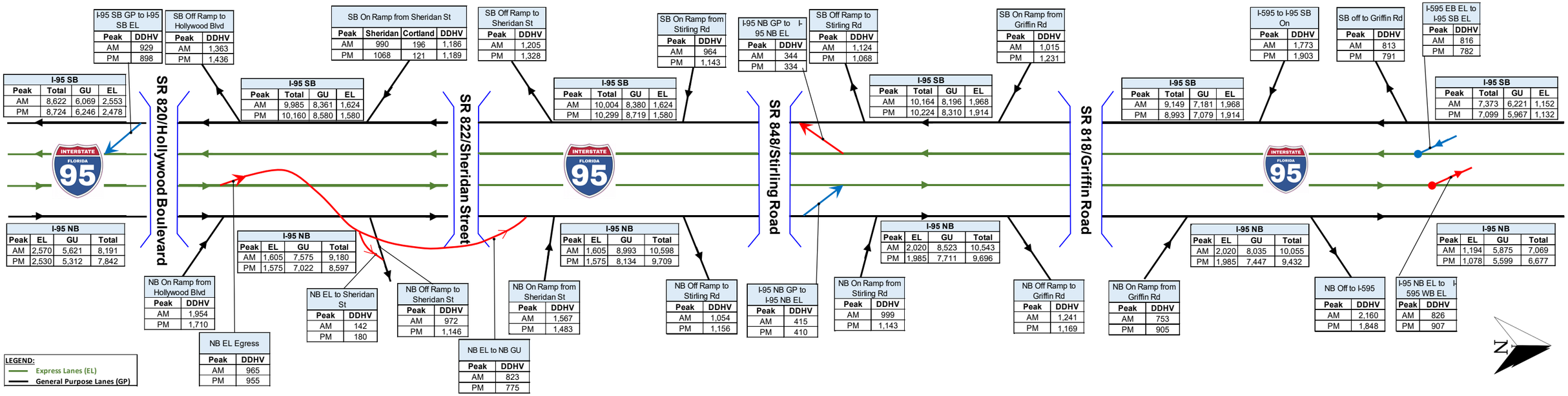
I-95 Ramp Terminal Intersections:

- Sheridan Street NB Ramp Terminal Intersection: This intersection will operate at LOS F in the AM and PM peak periods.
- Sheridan Street SB Ramp Terminal Intersection: This intersection will operate at LOS F in the AM and PM peak periods.
- Stirling Road SB Ramp Terminal Intersection: This intersection will operate at LOS F in the AM peak period.
- Griffin Road SB Ramp Terminal Intersection: This intersection will operate at LOS F in the AM and PM peak periods.

Adjacent Intersections

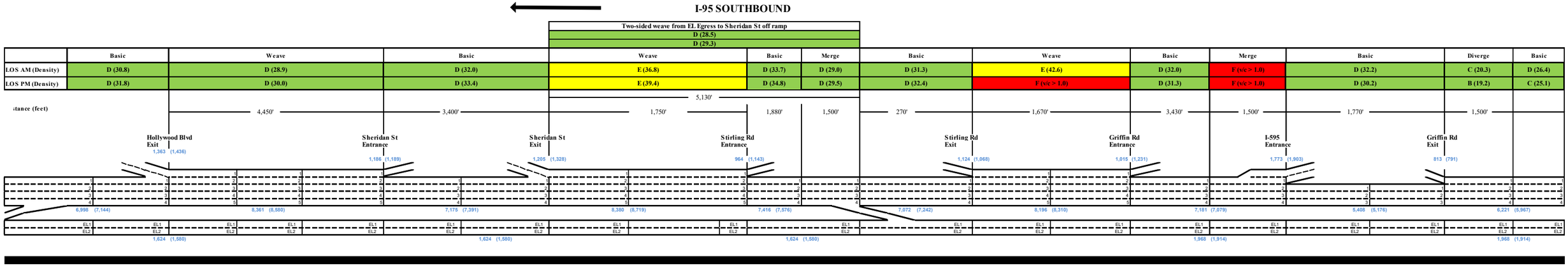
- Stirling Road at South Compass Way: This intersection will operate at LOS F in the AM peak period.
- Stirling Road at SW 18th Avenue: This intersection will operate at LOS F in the PM peak period.
- Griffin Road at Old Griffin Road: This intersection will operate at LOS F in the AM peak period.

Results of the Synchro Analysis indicate that traffic operations are substantially improved under the Preferred Alternative at the intersections where improvements are proposed. This includes all the I-95 ramp terminal intersections and the intersection of Griffin Road and Old Griffin Road. Under the Preferred Alternative, all ramp terminal intersections operate at LOS D or better in the AM and PM peaks and Griffin Road/Old Griffin Road intersection operates at LOS A/B in the AM/PM peaks. The LOS at other adjacent project intersections where no improvements are proposed remain the same under No Build and the Preferred Alternative.

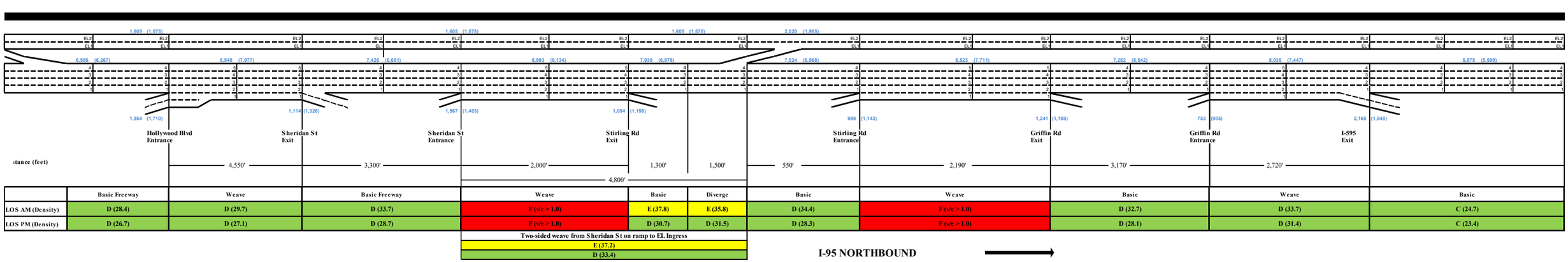


FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 Build Traffic Forecast**
		Figure No.: 7-3 Sheet 1 of 1

I-95 SOUTHBOUND



	Basic	Weave	Basic	Weave	Basic	Merge	Basic	Weave	Basic	Merge	Basic	Diverge	Basic
LOS AM (Density)	D (30.8)	D (28.9)	D (32.0)	E (36.8)	D (33.7)	D (29.0)	D (31.3)	E (42.6)	D (32.0)	F (v/c > 1.0)	D (32.2)	C (20.3)	D (26.4)
LOS PM (Density)	D (31.8)	D (30.0)	D (33.4)	E (39.4)	D (34.8)	D (29.5)	D (32.4)	F (v/c > 1.0)	D (31.3)	F (v/c > 1.0)	D (30.2)	B (19.2)	C (25.1)



	Basic Freeway	Weave	Basic Freeway	Weave	Basic	Diverge	Basic	Weave	Basic	Weave	Basic
LOS AM (Density)	D (28.4)	D (29.7)	D (33.7)	F (v/c > 1.0)	E (37.8)	E (35.8)	D (34.4)	F (v/c > 1.0)	D (32.7)	D (33.7)	C (24.7)
LOS PM (Density)	D (26.7)	D (27.1)	D (28.7)	F (v/c > 1.0)	D (30.7)	D (31.5)	D (28.3)	F (v/c > 1.0)	D (28.1)	D (31.4)	C (23.4)

I-95 NORTHBOUND

SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

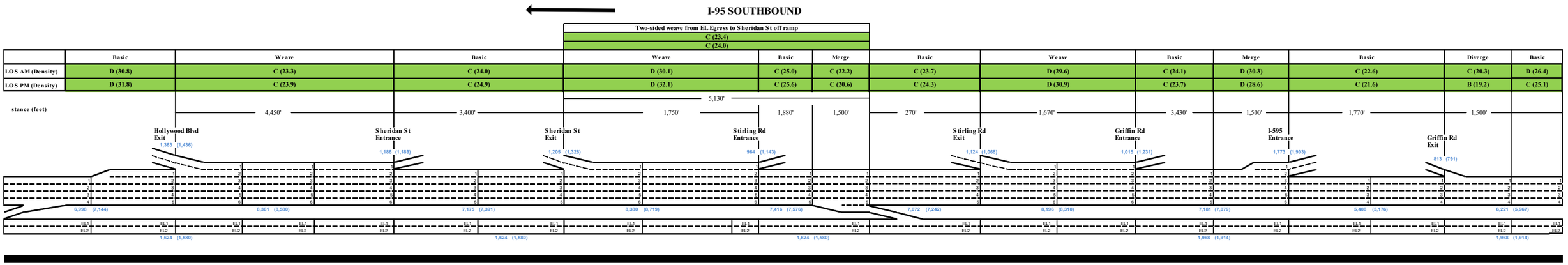
Title:

Opening Year 2030 No-Build Alternative AM and PM HCS Analysis

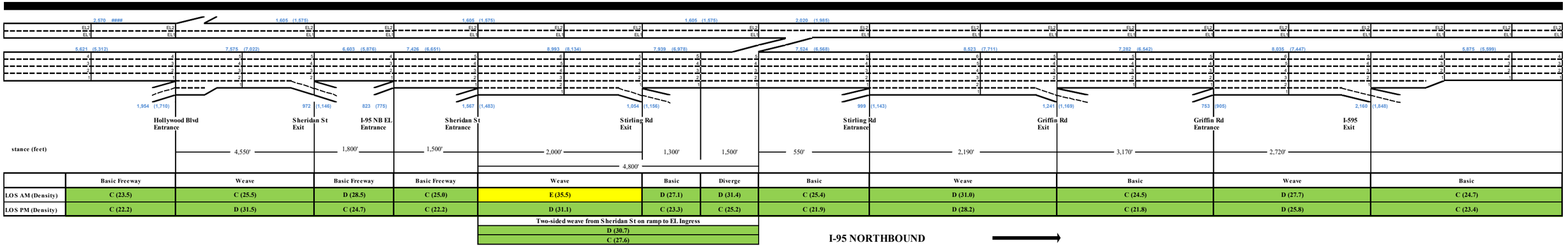
Figure No.: 7-4

Sheet 1 of 1

I-95 SOUTHBOUND



	Basic	Weave	Basic	Weave	Basic	Merge	Basic	Weave	Basic	Merge	Basic	Diverge	Basic
LOS AM (Density)	D (30.8)	C (23.3)	C (24.0)	D (30.1)	C (25.0)	C (22.2)	C (23.7)	D (29.6)	C (24.1)	D (30.3)	C (22.6)	C (20.3)	D (26.4)
LOS PM (Density)	D (31.8)	C (23.9)	C (24.9)	D (32.1)	C (25.6)	C (20.6)	C (24.3)	D (30.9)	C (23.7)	D (28.6)	C (21.6)	B (19.2)	C (25.1)



	Basic Freeway	Weave	Basic Freeway	Basic Freeway	Weave	Basic	Diverge	Basic	Weave	Basic	Weave	Basic
LOS AM (Density)	C (23.5)	C (25.5)	D (28.5)	C (25.0)	E (35.5)	D (27.1)	D (31.4)	C (25.4)	D (31.0)	C (24.5)	D (27.7)	C (24.7)
LOS PM (Density)	C (22.2)	D (31.5)	C (24.7)	C (22.2)	D (31.1)	C (23.3)	C (25.2)	C (21.9)	D (28.2)	C (21.8)	D (25.8)	C (23.4)

Two-sided weave from Sheridan St on ramp to EL Ingress
D (30.7)
C (27.6)

I-95 NORTHBOUND

SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

Title:

Opening Year 2030 Preferred Alternative AM and PM HCS Analysis

Figure No.: 7-5

Sheet 1 of 1

Table 7-1 2030 No Build LOS Summary Table – Sheridan Street

Sheridan Street- 2030 No Build										
Intersection	Approach	Movement	AM Peak				PM Peak			
			LOS	Delay	V/C Ratio	95th Queue	LOS	Delay	V/C Ratio	95th Queue
N 26th Avenue (2)	Eastbound	LT	D	53.7	0.56	394	E	64.6	0.71	#465
		TH	D	47.6	0.88	756	D	44.0	0.88	800
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	C	25	0.28	112	C	31.4	0.26	67
		TH *	E	76.1	1.00	#771	F	85.3	1.03	#837
		RT *	E	66.7	0.45	148	E	57.4	0.24	109
	Northbound	LT	F	119.5	1.05	#385	E	70.3	0.86	319
		TH *	E	78.7	0.76	272	F	80.6	0.83	356
		RT *	-	-	-	-	-	-	-	-
	Southbound	LT	E	58.7	0.64	194	F	110.2	1.01	#350
		TH	E	66.9	0.48	161	E	61.5	0.54	239
		RT	E	63.6	0.12	73	E	57	0.2	88
Intersection Overall			***E***	***65.0***			***E***	***65.4***		
Northbound Ramp Terminal (2)	Eastbound	LT	A	7.4	0.57	289	A	8.2	0.47	m164
		TH	B	11.1	0.69	644	B	15.0	0.75	593
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH	F	173.5	1.17	#637	F	171.5	1.18	#605
		RT	F	454.1	1.78	#1192	F	528.9	1.96	#1259
	Northbound	LT ****	F	225.1	1.27	#687	F	315.7	1.49	#848
		TH ****	F	105.1	0.81	#458	F	141.6	0.99	#580
		RT ****	D	52.7	0.42	306	D	51.4	0.49	362
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***F***	***135.7***			***F***	***166.9***		
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	C	21.9	0.66	587	C	20.7	0.62	m476
		RT	F	1860.5	4.51	m#1007	F	1709.8	4.10	m#888
	Westbound	LT	A	9.7	0.47	m26	B	10.8	0.50	m30
		TH	A	5.2	0.79	m35	A	4.8	0.81	m8
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	F	90.5	0.84	388	F	99.8	0.94	#440
		TH	-	-	-	-	-	-	-	-
		RT	D	36.8	0.44	296	D	38.2	0.50	331
Intersection Overall			***F***	***197.5***			***F***	***190.7***		
N 29th Avenue (2)	Eastbound	LT	F	135.2	0.96	#517	F	87.70	0.62	246
		TH	E	55.9	0.75	654	D	52.00	0.67	541
		RT	F	95.3	0.24	#136	F	89.70	0.08	0
	Westbound	LT	E	65.4	0.06	m58	E	63.40	0.13	m115
		TH *	B	13.9	0.59	221	B	14.00	0.68	257
		RT *	B	11.3	0.36	83	B	10.4	0.2	m46
	Northbound	LT	F	90.5	0.16	48	F	91.40	0.32	58
		TH	F	90.5	0.14	73	F	91.10	0.21	74
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	F	124.8	0.89	#231	F	133.20	0.98	#339
		TH	F	89.7	0.09	43	F	82.80	0.32	126
		RT	F	89.6	0.08	0	F	97.20	0.71	#297
Intersection Overall			***D***	***48.0***			***D***	***46.7***		

NOTES:
(1) Results reported from Synchro 12 HCM6th Edition report.
(2) Results reported from Synchro 12 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 12 Lanes, Volumes, Timings report, since HCM6th Ed report not capable of reporting results.
- 95th percentile volume exceeds capacity, queue may be longer.
m - Volume for 95th percentile queue is metered by upstream signal.
* - shared right and through lane
** - shared left and through lane
*** - shared left and right turn lane
**** - shared left, through and right turn lane

Table 7-2 2030 No Build LOS Summary Table – Stirling Road

Stirling Road- 2030 No Build										
Intersection	Approach	Movement	AM Peak				PM Peak			
			LOS	Delay	V/C Ratio	95th Queue	LOS	Delay	V/C Ratio	95th Queue
Bryan Road	Eastbound	LT	B	16.2	0.05	0	C	25.8	0.05	52
		TH	A	2.3	0.28	0	A	3.3	0.30	540
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH *	E	59.9	0.87	436	D	52.8	0.88	541
		RT *	E	62.3	0.87		E	55.7	0.88	
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	E	73.4	0.53	96	E	72.1	0.73	167
		TH	-	-	-	-	-	-	-	-
		RT	B	13.1	0.18	0	C	20.5	0.25	0
Intersection Overall			***C***	***30.9***			***C***	***33.3***		
S Compass Way (2)	Eastbound	LT	A	6.7	0.16	m82	B	13.6	0.16	86
		TH	E	71.6	0.76	586	D	48.2	0.58	547
		RT	E	68.9	0.01	m0	E	74.6	0.02	m0
	Westbound	LT	A	4.5	0.02	m4	B	16.8	0.02	m9
		TH *	E	68.9	0.79	535	E	68.0	0.85	700
		RT *	F	1093.5	0.05	84	F	546.4	0.09	106
	Northbound	LT	E	65.3	0.27	59	E	71.9	0.28	55
		TH *	E	69.2	0.06	27	E	75.0	0.11	25
		RT *	D	39.4	0.01	0	C	31.8	0.01	0
	Southbound	LT	E	67.1	0.18	52	E	67.6	0.54	124
		TH	E	72.3	0.33	108	E	71.8	0.22	100
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***F***	***90.3***			***E***	***75.9***		
SW 18th Avenue	Eastbound	LT	C	34.7	0.28	160	D	48.1	0.52	243
		TH	E	72.3	0.87	390	E	67.0	0.77	254
		RT	-	0	-	99	-	0	-	57
	Westbound	LT	D	45.3	0.29	34	E	56.0	0.57	m#388
		TH	F	80.4	1.03	#871	F	174.7	1.27	#1278
		RT	D	38	0.12	77	D	35.9	0.17	m59
	Northbound	LT	D	49.7	0.51	213	D	46.6	0.66	245
		TH *	-	0	0.00	202	-	0.0	0.00	341
		RT *	E	59.2	0.58	-	E	62	0.74	-
	Southbound	LT	F	81.1	0.8	131	F	89.1	0.82	161
		TH	E	60.1	0.14	73	E	60.3	0.33	151
		RT	E	73.6	0.91	81	F	343	1.57	#320
Intersection Overall			***E***	***67.8***			***F***	***118.4***		
Northbound Ramp Terminal (2)	Eastbound	LT	B	10.7	0.36	m76	A	9.2	0.40	m86
		TH	A	6.7	0.67	453	A	7.1	0.69	525
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH	D	38.2	0.56	m297	D	43.5	0.85	m410
		RT	F	250.4	0.21	m161	E	79.9	0.39	m157
	Northbound	LT	E	73.6	0.87	#402	F	94.4	0.98	#493
		TH	-	-	-	-	-	-	-	-
		RT	C	28.9	0.40	235	C	29.4	0.42	255
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***D***	***54.1***			***D***	***54.1***		

Table 7-2: 2030 No Build LOS Summary Table – Stirling Road (Cont'd)

Stirling Road- 2030 No Build										
Intersection	Approach	Movement	AM Peak				PM Peak			
			LOS	Delay	V/C Ratio	95th Queue	LOS	Delay	V/C Ratio	95th Queue
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	E	66.7	0.70	332	D	41.0	0.75	359
		RT	F	131.5	0.61	385	E	66.2	0.72	553
	Westbound	LT	B	11.1	0.29	m67	B	10.7	0.45	m92
		TH	A	4.5	0.37	387	A	5.0	0.49	m0
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	F	80.2	0.92	#442	E	73.6	0.87	#402
		TH	-	-	-	-	-	-	-	-
		RT	F	329.9	1.56	#961	F	290.4	1.46	#899
Intersection Overall			***F***	***87.8***			***E***	***57.9***		
N 29th Avenue	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	B	16.1	0.63	718	B	19.10	0.61	563
		RT	B	17.5	0.63		C	20.30	0.61	
	Westbound	LT	F	107.8	1.10	m348	D	40.00	0.90	m161
		TH	A	0.2	0.39	m327	A	0.50	0.59	m146
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	E	68.6	0.32	86	E	56.50	0.32	153
		TH	-	-	-	-	-	-	-	-
		RT	F	80.8	0.84	9	F	92.2	0.93	17
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***C***	***20.7***			***B***	***17.4***		
Anglers Avenue	Eastbound	LT	E	56.7	0.94	359	E	75.30	0.91	278
		TH	A	5.4	0.45	288	B	11.90	0.46	257
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH *	B	15.8	0.53	595	D	38.10	0.87	912
		RT *	B	16.8	0.54	-	D	47.2	0.9	-
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	E	70.5	0.86	252	D	53.30	0.53	284
		TH	-	-	-	-	-	-	-	-
		RT	E	71.9	0.84	20	F	83.90	0.93	28
Intersection Overall			***C***	***21.5***			***D***	***37.5***		

NOTES:
(1) Results reported from Synchro 12 HCM6th Edition report.
(2) Results reported from Synchro 12 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 12 Lanes, Volumes, Timings report, since HCM6th Ed report not capable of reporting results.
- 95th percentile volume exceeds capacity, queue may be longer.
m - Volume for 95th percentile queue is metered by upstream signal.
* - shared right and through lane
** - shared left and through lane
*** - shared left and right turn lane
**** - shared left, through and right turn lane

Table 7-3 2030 No Build LOS Summary Table – Griffin Road

Griffin Road- 2030 No Build										
Intersection	Approach	Movement	AM Peak				PM Peak			
			LOS	Delay	V/C Ratio	95th Queue	LOS	Delay	V/C Ratio	95th Queue
Old Griffin Road (2)	Eastbound	LT	C	29.9	0.02	30	E	55.1	0.07	52
		TH	F	193.7	1.28	#774	E	64.8	0.91	511
		RT	E	60.3	0.11	68	D	48.4	0.03	0
	Westbound	LT	C	29.9	0.03	31	D	54.7	0.06	39
		TH *	E	64.1	0.81	393	E	79.8	0.99	#619
		RT *	-	-	-	-	-	-	-	-
	Northbound	LT**	E	77.8	0.28	38	F	80.3	0.71	201
		TH **	E	77.8	0.28	38	F	81.9	0.72	203
		RT	E	78.1	0.3	37	E	69.1	0.5	134
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	F	85.7	0.83	309	E	57.4	0.6	344
		RT	-	-	-	-	-	-	-	-
	Southwestbound	LT	F	81.9	0.47	41	E	78.7	0.43	53
		TH	-	-	-	-	-	-	-	-
		RT	D	49.3	0.04	35	D	44.1	0.05	41
Intersection Overall			***F***	***135.8***			***E***	***70.0***		
Northbound Ramp Terminal (2)	Eastbound	LT	B	11.7	0.41	158	B	10.8	0.41	173
		TH	A	5.2	0.37	0	A	4.7	0.32	0
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH	D	44.6	0.45	219	D	48.2	0.68	359
		RT	D	41.0	0.16	69	D	41.6	0.28	89
	Northbound	LT	F	90.9	0.99	#475	F	146.9	1.15	#562
		TH	-	-	-	-	-	-	-	-
		RT	E	69.0	0.96	#786	D	39.5	0.70	441
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***D***	***39.6***			***D***	***47.5***		
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	D	46.7	0.61	318	D	45.6	0.56	285
		RT	F	441.4	1.57	#311	F	1116.7	3.14	#411
	Westbound	LT	B	19.4	0.25	m85	B	17.9	0.47	m156
		TH	B	10.9	0.60	m#1015	B	12.2	0.75	m#1214
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	F	102.8	1.00	314	F	81.9	0.90	284
		TH	-	-	-	-	-	-	-	-
		RT	C	31.1	0.41	36	C	32.0	0.46	37
Intersection Overall			***F***	***103.3***			***F***	***179.6***		
Anglers Avenue (2)	Eastbound	LT	D	41.2	0.21	161	D	51.10	0.19	131
		TH	E	66.8	0.95	#661	E	60.00	0.83	468
		RT	D	43.2	0.33	190	D	47.40	0.28	150
	Westbound	LT	D	43.9	0.31	199	D	42.70	0.36	243
		TH *	E	76.1	0.98	#655	E	69.90	0.99	#794
		RT *	-	-	-	-	-	-	-	-
	Northbound	LT	E	58.5	0.58	216	E	69.40	0.84	337
		TH	E	72.7	0.66	167	E	67.60	0.44	118
		RT	E	69.5	0.52	175	E	78.20	0.69	211
	Southbound	LT	E	66.5	0.82	305	F	139.90	1.12	#615
		TH	E	62.5	0.21	74	E	67.80	0.53	144
		RT	E	61.2	0.04	3	E	64.10	0.10	56
Intersection Overall			***E***	***66.3***			***E***	***70.4***		

NOTES:
(1) Results reported from Synchro 12 HCM6th Edition report.
(2) Results reported from Synchro 12 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 12 Lanes, Volumes, Timings report, since HCM6th Ed report not capable of reporting results.
- 95th percentile volume exceeds capacity, queue may be longer.
m - Volume for 95th percentile queue is metered by upstream signal.
* - shared right and through lane
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*** - shared left and right turn lane
**** - shared left, through and right turn lane

Table 7-4 2030 Preferred Alternative LOS Summary Table – Sheridan Street

Sheridan Street- 2030 Preferred Build										
Intersection	Approach	Movement	AM Peak				PM Peak			
			LOS	Delay	V/C Ratio	95th Queue	LOS	Delay	V/C Ratio	95th Queue
N 26th Avenue (2) (No Improvements Proposed)	Eastbound	LT	D	53.7	0.56	394	E	64.6	0.71	#465
		TH	D	47.6	0.88	756	D	44	0.88	800
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	C	25	0.28	112	C	31.4	0.26	67
		TH *	E	76.1	1	#771	F	85.3	1.03	#837
		RT *	E	66.7	0.45	148	E	57.4	0.24	109
	Northbound	LT	F	119.5	1.05	#385	E	70.3	0.86	319
		TH *	E	78.7	0.76	272	F	80.6	0.83	356
		RT *	-	-	-	-	-	-	-	-
	Southbound	LT	E	58.7	0.64	194	F	110.2	1.01	#350
		TH	E	66.9	0.48	161	E	61.5	0.54	239
		RT	E	63.6	0.12	73	E	57	0.2	88
Intersection Overall			***E***	***65***			***E***	***65.4***		
Northbound Ramp Terminal (2)	Eastbound	LT	B	14.1	0.61	m274	B	10.5	0.51	m160
		TH	B	17.7	0.74	m560	B	18.1	0.81	m584
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH	E	77.1	0.78	481	F	85.3	0.89	478
		RT	D	49.2	0.52	350	D	46.9	0.53	339
	Northbound	LT ****	F	163.2	1.11	#436	F	119.4	1.01	#469
		TH ****	-	-	-	-	-	-	-	-
		RT ****	D	44	0.28	162	D	42.4	0.33	192
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***D***	***53.6***			***D***	***52***		
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	D	53.2	0.64	502	E	56.3	0.65	462
		RT	D	44.8	0.27	121	D	48.3	0.28	116
	Westbound	LT	B	10.7	0.4	m38	A	7.9	0.43	m35
		TH	A	1.6	0.69	m0	A	1.4	0.7	m1
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	F	161.1	1.11	#468	F	122.4	1.02	#461
		TH	-	-	-	-	-	-	-	-
		RT	D	40.4	0.36	225	D	41.9	0.41	252
Intersection Overall			***D***	***46.5***			***D***	***42.7***		
N 29th Avenue (2) (No Improvements Proposed)	Eastbound	LT	F	135.2	0.96	#517	F	87.7	0.62	246
		TH	E	55.9	0.75	654	D	52	0.67	541
		RT	F	95.3	0.24	#136	F	89.7	0.08	0
	Westbound	LT	E	65.4	0.06	m58	E	63.4	0.13	m115
		TH *	B	13.9	0.59	221	B	14	0.68	257
		RT *	B	11.3	0.36	83	B	10.4	0.2	m46
	Northbound	LT	F	90.5	0.16	48	F	91.4	0.32	58
		TH	F	90.5	0.14	73	F	91.1	0.21	74
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	F	124.8	0.89	#231	F	133.2	0.98	#339
		TH	F	89.7	0.09	43	F	82.8	0.32	126
		RT	F	89.6	0.08	0	F	97.2	0.71	#297
Intersection Overall			***D***	***48***			***D***	***46.7***		

NOTES:
(1) Results reported from Synchro 12 HCM6th Edition report.
(2) Results reported from Synchro 12 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 12 Lanes, Volumes, Timings report, since HCM6th Ed report not capable of reporting results.
- 95th percentile volume exceeds capacity, queue may be longer.
m - Volume for 95th percentile queue is metered by upstream signal.
* - shared right and through lane
** - shared left and through lane
*** - shared left and right turn lane
**** - shared left, through and right turn lane

Table 7-5 2030 Preferred Alternative LOS Summary Table – Stirling Road

Stirling Road- 2030 Preferred Build										
Intersection	Approach	Movement	AM Peak				PM Peak			
			LOS	Delay	V/C Ratio	95th Queue	LOS	Delay	V/C Ratio	95th Queue
Bryan Road (No Improvements Proposed)	Eastbound	LT	B	16.2	0.05	0	C	25.8	0.05	52
		TH	A	2.3	0.28	0	A	3.3	0.30	540
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH *	E	59.9	0.87	436	D	52.8	0.88	541
		RT *	E	62.3	0.87		E	55.7	0.88	0
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	E	73.4	0.53	96	E	72.1	0.73	167
		TH	-	-	-	-	-	-	-	-
		RT	B	13.1	0.18	0	C	20.5	0.25	0
Intersection Overall			***C***	***30.9***			***C***	***33.3***		
S Compass Way (2) (No Improvements Proposed)	Eastbound	LT	A	6.7	0.16	m82	B	13.6	0.16	86
		TH	E	71.6	0.76	586	D	48.2	0.58	547
		RT	E	68.9	0.01	m0	E	74.6	0.02	m0
	Westbound	LT	A	4.5	0.02	m4	B	16.8	0.02	m9
		TH *	E	68.9	0.79	535	E	68.0	0.85	700
		RT *	F	1093.5	0.05	84	F	546.4	0.09	106
	Northbound	LT	E	65.3	0.27	59	E	71.9	0.28	55
		TH *	E	69.2	0.06	27	E	75.0	0.11	25
		RT *	D	39.4	0.01	0	C	31.8	0.01	0
	Southbound	LT	E	67.1	0.18	52	E	67.6	0.54	124
		TH	E	72.3	0.33	108	E	71.8	0.22	100
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***F***	***90.3***			***E***	***75.9***		
SW 18th Avenue (No Improvements Proposed)	Eastbound	LT	C	34.7	0.28	160	D	48.1	0.52	243
		TH	E	72.3	0.87	390	E	67.0	0.77	254
		RT	-	0	-	99	-	0	-	57
	Westbound	LT	D	45.3	0.29	34	E	56.0	0.57	m#388
		TH	F	80.4	1.03	#871	F	174.7	1.27	#1278
		RT	D	38	0.12	77	D	35.9	0.17	m59
	Northbound	LT	D	49.7	0.51	213	D	46.6	0.66	245
		TH *	-	0	0.00	202	-	0.0	0.00	341
		RT *	E	59.2	0.58	-	E	62	0.74	-
	Southbound	LT	F	81.1	0.8	131	F	89.1	0.82	161
		TH	E	60.1	0.14	73	E	60.3	0.33	151
		RT	E	73.6	0.91	81	F	343	1.57	#320
Intersection Overall			***E***	***67.8***			***F***	***118.4***		
Northbound Off-Ramp Terminal -NBL (2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH	A	0.1	0.18	0	A	0.1	0.27	0
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	B	18.1	0.29	190	B	18.7	0.32	218
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***A***	***6.1***			***A***	***5.1***		
Northbound Off-Ramp Terminal-NBR (2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH	D	46.1	0.55	326	D	54.7	0.83	537
		RT	-	-	-	-	-	-	-	-
		RT2	A	0.7	0.36	0	A	0.8	0.43	0
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	D	49.6	0.62	358	D	50.8	0.66	382
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southeastbound	LT	B	17.6	0.51	264	B	18	0.52	284
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***C***	***28.2***			***C***	***33.5***		

Table 7-5: 2030 No Build LOS Summary Table – Stirling Road (Cont'd)

Stirling Road- 2030 Preferred Build										
Intersection	Approach	Movement	AM Peak				PM Peak			
			LOS	Delay	V/C Ratio	95th Queue	LOS	Delay	V/C Ratio	95th Queue
Southbound Off-Ramp Terminal - SBL(2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	A	0.1	0.22	0	A	0.24	0.24	0
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	B	18.4	0.30	201	B	18.1	0.29	190
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***A***	***5.5***			***A***	***4.9***		
Southbound Off-Ramp Terminal - SBR(2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	D	49.4	0.69	422	D	51.1	0.74	464
		RT	-	-	-	-	-	-	-	-
		RT2	A	0.8	0.40	0	A	0.7	0.38	0
	Westbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-		-	-	-	-
		RT	D	51.2	0.67	390	D	50.1	0.64	369
	Northwestbound	LT	A	7.5	0.44	108	A	7.1	0.58	128
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***C***	***28.0***			***C***	***26.9***		
N 29th Avenue (No Improvements Proposed)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	B	16.1	0.63	718	B	19.10	0.61	563
		RT	B	17.5	0.63		C	20.30	0.61	
	Westbound	LT	F	107.8	1.10	m348	D	40.00	0.90	m161
		TH	A	0.2	0.39	m327	A	0.50	0.59	m146
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	E	68.6	0.32	86	E	56.50	0.32	153
		TH	-	-	-	-	-	-	-	-
		RT	F	80.8	0.84	9	F	92.2	0.93	17
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***C***	***20.7***			***B***	***17.4***		
Anglers Avenue (No Improvements Proposed)	Eastbound	LT	E	56.7	0.94	359	E	75.30	0.91	278
		TH	A	5.4	0.45	288	B	11.90	0.46	257
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH *	B	15.8	0.53	595	D	38.10	0.87	912
		RT *	B	16.8	0.54	-	D	47.2	0.9	-
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	E	70.5	0.86	252	D	53.30	0.53	284
		TH	-	-	-	-	-	-	-	-
		RT	E	71.9	0.84	20	F	83.90	0.93	28
Intersection Overall			***C***	***21.5***			***D***	***37.5***		

NOTES:
(1) Results reported from Synchro 12 HCM6th Edition report.
(2) Results reported from Synchro 12 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 12 Lanes, Volumes, Timings report, since HCM6th Ed report not capable of reporting results.
- 95th percentile volume exceeds capacity, queue may be longer.
m - Volume for 95th percentile queue is metered by upstream signal.
* - shared right and through lane
** - shared left and through lane
*** - shared left and right turn lane
**** - shared left, through and right turn lane

Table 7-6 2030 Preferred Alternative LOS Summary Table – Griffin Road

Griffin Road- 2030 Preferred Build										
Intersection	Approach	Movement	AM Peak				PM Peak			
			LOS	Delay	V/C Ratio	95th Queue	LOS	Delay	V/C Ratio	95th Queue
Old Griffin Road (2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	A	0.1	0.25	0	A	0.1	0.22	0
		RT	A	0.6	0.36	0	A	0.5	0.31	0
	Westbound	LT	-	-	-	-	-	-	-	-
		TH *	B	12.7	0.37	129	C	20.4	0.64	242
		RT *	-	-	-	-	-	-	-	-
	Northbound	LT**	-	-	-	-	-	-	-	-
		TH **	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
		RT2	A	0	0.02	0	A	0.2	0.16	0
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southwestbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	C	21	0.35	122	C	25.7	0.74	338
Intersection Overall			***A***	***5.9***			***B***	***11.1***		
Northbound Ramp Terminal (2)	Eastbound	LT	A	8.6	0.39	218	A	5.6	0.43	72
		TH	A	8.8	0.37	336	A	4.7	0.33	0
		RT	-	-	-	-	-	-	-	-
	Westbound	LT	-	-	-	-	-	-	-	-
		TH	D	48.6	0.50	226	D	49.8	0.70	356
		RT	D	44.4	0.16	74	D	42.9	0.27	90
	Northbound	LT	D	54.0	0.60	250	D	53.3	0.64	276
		TH	-	-	-	-	-	-	-	-
		RT	C	34.8	0.51	258	C	28.0	0.32	137
	Southbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
Intersection Overall			***C***	***30.3***			***C***	***32.0***		
Southbound Ramp Terminal (2)	Eastbound	LT	-	-	-	-	-	-	-	-
		TH	D	40.3	0.52	288	D	49.0	0.60	289
		RT	D	36.7	0.27	49	D	44.0	0.25	53
	Westbound	LT	B	15.2	0.28	86	A	5.9	0.43	93
		TH	A	4.9	0.36	278	A	5.3	0.45	0
		RT	-	-	-	-	-	-	-	-
	Northbound	LT	-	-	-	-	-	-	-	-
		TH	-	-	-	-	-	-	-	-
		RT	-	-	-	-	-	-	-	-
	Southbound	LT	E	62.4	0.67	198	E	61.0	0.61	180
		TH	-	-	-	-	-	-	-	-
		RT	E	60.4	0.57	157	E	72.8	0.84	234
Intersection Overall			***C***	***33.1***			***C***	***33.6***		
Anglers Avenue (2)	Eastbound	LT	D	41.2	0.21	161	D	51.10	0.19	131
		TH	E	66.8	0.95	#661	E	60.00	0.83	468
		RT	D	43.2	0.33	190	D	47.40	0.28	150
	Westbound	LT	D	43.9	0.31	199	D	42.70	0.36	243
		TH *	E	76.1	0.98	#655	E	69.90	0.99	#794
		RT *	-	-	-	-	-	-	-	-
	Northbound	LT	E	58.5	0.58	216	E	69.40	0.84	337
		TH	E	72.7	0.66	167	E	67.60	0.44	118
		RT	E	69.5	0.52	175	E	78.20	0.69	211
	Southbound	LT	E	66.5	0.82	305	F	139.90	1.12	#615
		TH	E	62.5	0.21	74	E	67.80	0.53	144
		RT	E	61.2	0.04	3	E	64.10	0.10	56
Intersection Overall			***E***	***66.3***			***E***	***70.4***		

NOTES:
(1) Results reported from Synchro 12 HCM6th Edition report.
(2) Results reported from Synchro 12 HCM2000 report, since HCM6th Ed and HCM2010 reports not capable of reporting results.
(3) Results reported from Synchro 12 Lanes, Volumes, Timings report, since HCM6th Ed report not capable of reporting results.
- 95th percentile volume exceeds capacity, queue may be longer.
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* - shared right and through lane
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**** - shared left, through and right turn lane

7.3 2050 Traffic Operations Analysis

This following describes the anticipated 2050 traffic operating conditions for the No Build and the Preferred Alternative. Traffic analyses were performed using Vissim microsimulation modes.

The Design Year 2050 Vissim models analyzed four-hour AM and PM peak periods. Peak-hour traffic forecasts were developed using SERPM as discussed in Section 5.3. Travel Demand for the Preferred Alternative is assumed to match the traffic forecast for the No Build Alternative. Link volumes were reassigned accordingly in the Preferred Alternative to match proposed design modifications. **Figure 7-6** illustrates the resulting 2050 AM and PM hour volumes along I-95 mainline for the Preferred Alternative with No Build volumes reassigned to match the proposed northbound elevated braided ramp in the build condition.

Fifteen-minute flow rates were used to develop the four-hour AM and PM peak period Vissim models. The Design Year 2050 simulation model parameters are based on those used for the Existing Year 2021 calibrated model. The simulation time consisted of a 30-minute seed time to load traffic into the network, followed by a 4-hour peak period consisting of a preceding shoulder hour, the peak hour, and two subsequent off-peak hours. The purpose of the off-peak hours was to allow all or most of the congestion built during the peak hour to subside during the simulation period.

An additional update to the Design Year 2050 Vissim models is the Tri-Rail train schedule. The Existing Year 2021 Vissim analysis utilized a 2015 Tri-Rail train schedule. A 2025 Tri-Rail train schedule has since been released. The Design Year 2050 Vissim analyses utilize the 2025 Tri-Rail train schedule which resulted in an increase of one train in the AM Peak Period and two trains in the PM peak period when compared to the 2015 Tri-Rail train schedule. The 2025 Tri-Rail train schedule is contained in **Appendix G**.

The following MOEs were used to evaluate the network's operational performance:

- Freeways
  - Travel Speed
  - Simulated (Throughput) Volume
  - Estimated Density
  - Estimated LOS
- Intersections
  - Volume
  - Delay
  - Max Queue Length
- Network-Wide Performance
  - Total Travel Time
  - Total Delay Time
  - Average Delay
  - Latent Delay
  - Vehicle-miles of Travel
  - Average Speed
  - Latent Demand
  - Vehicles Arrived
  - Total Stops

The MOEs listed above were used to compare the operational performance of the 2050 No-Build and Preferred alternatives. **Appendix H** contains supplemental simulation output related to the intersection performance for each analysis alternative. The following sections provide a summary of the operational performance based on the Vissim modeling results.

2050 Peak Period Results Overview

The lane schematics presented in the following discussion provide an operational overview of the freeway facilities during the peak hours of each simulation. Therefore, the speed, density and throughput presented in these figures only represents data collected during the peak hour (Hour 2) of the simulations. The speed and volume profiles also presented in the following discussion provide operational results for all four hours of simulation to illustrate buildup and dissipation of the congestion that occurs during the peak period.

Figure 7-7 shows the 2050 No-Build results for the AM peak hour. During the AM peak hour, a bottleneck occurs at the first on ramp, the Hollywood Boulevard/ Pembroke Road C-D system on ramp. Speeds as low as 18 mph occur in all four hours of simulation (See **Figure 7-8**) and approximately 10% of downstream I-95 mainline traffic volume is metered by this location. The weave segment between the Sheridan Street on ramp and Stirling Road off ramp also experiences turbulence with speeds reaching approximately 51 mph in all four hours of simulation.

In the southbound direction, a bottleneck occurs at the first off ramp to Griffin Road. The off ramp to Griffin Road drops a lane and reduces the I-95 mainline to three lanes. Speeds as low as 19 mph occur in Hour 1 of simulation, worsen to 14 mph and 13 mph in Hours 2 and 3, respectively, and only recover to 18 mph in Hour 4. The Stirling Road off ramp also queues on the mainline causing speeds as low as 23 mph in Hours 2 and 3. Approximately 15-20% of downstream I-95 mainline traffic volume is metered by the congestion generated by the Griffin Road off ramp bottleneck and Stirling Road off ramp queueing.

During the PM peak hour (as shown in **Figure 7-9**), a bottleneck similar to the AM Peak Period occurs at the first on ramp, the Hollywood Boulevard/ Pembroke Road C-D system on ramp. Speeds as low as 11-12 mph occur in Hours 2-4 (See **Figure 7-10**) and approximately 8-9% of downstream I-95 mainline traffic volume is metered by this location. The Sheridan Street northbound off ramp queues onto the mainline within Hour 1 and the congestion between the Hollywood Boulevard/ Pembroke Road C-D system on ramp and Sheridan Street off ramp does not recover within the simulation period. The weave segment between the Sheridan Street on ramp and Stirling Road off ramp experiences turbulence with a low speed of 53 mph in Hour 2. The Griffin Road off ramp experiences queueing on the mainline primarily when there is a train event restricting the northbound left green time.

In the southbound direction, similar to the AM Peak Period, a bottleneck occurs at the first off ramp to Griffin Road. The off ramp to Griffin Road drops a lane and reduces the I-95 mainline to three lanes. Speeds as low as 15 mph occur in Hour 1 of simulation, worsen to 13 mph in Hours 2 and 3, and only recover to 15 mph in Hour 4. Approximately 15-20% of downstream I-95 mainline traffic volume is metered by the congestion generated by the Griffin Road off ramp bottleneck. Despite the volume metering, each weave segment experiences turbulence within Hour 1. By the end of Hour 1, the shockwave of congestion primarily created by the Sheridan Street to Hollywood Boulevard/Pembroke Road C-D system weave segment cascades upstream and does not recover within the simulation period. Speeds as low as 30 mph were observed within

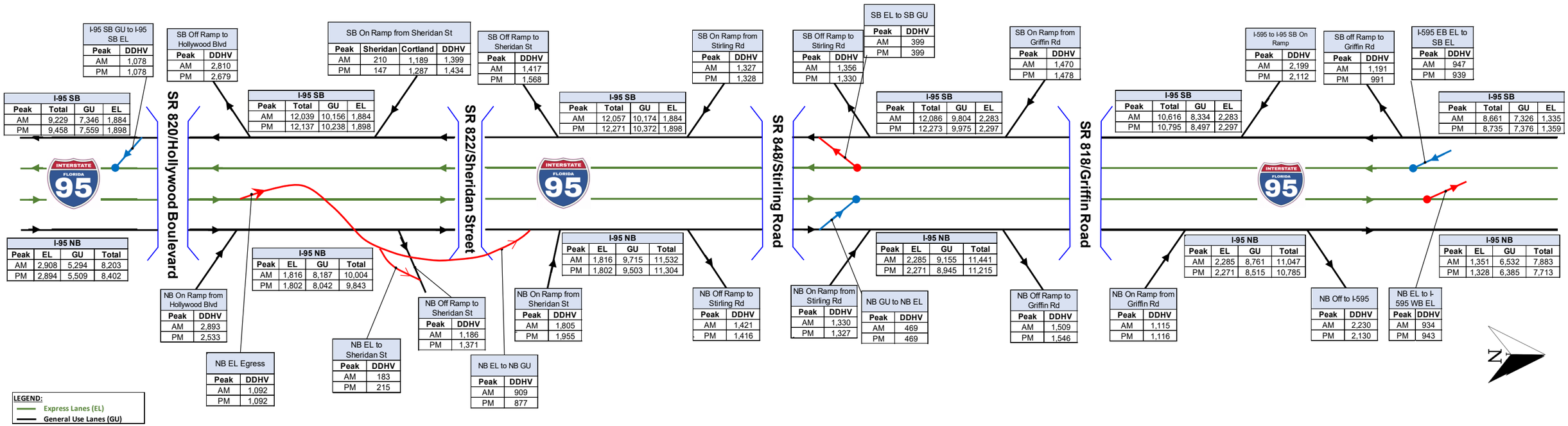
the Sheridan Street to Hollywood Boulevard/ Pembroke Road C-D system weave segment and the Stirling Road to Sheridan Street weave segment. Speeds as low as 23 mph were observed within the Griffin Road to Stirling Road weave segment influence area.

Figure 7-11 shows the 2050 Preferred Alternative results for the AM peak hour. These results show significant improvements over the No-Build Alternative resulting from the proposed improvements to I-95 mainline and interchanges. I-95 northbound operates at 55 mph or better for all four hours of simulation throughout the project area (see **Figure 7-12**). The bottleneck at the Hollywood Boulevard/ Pembroke Road C-D system on ramp was relieved by braiding and shifting the express lane egress that releases upstream of the C-D system on ramp in the No-Build Alternative to the right side of I-95 and downstream of the Sheridan Street off ramp in the Preferred Build. The right side ramp also adds an auxiliary lane that terminates at the I-595 off ramp. The braided express lane ramp removes approximately 1,100 vehicles from the I-95 mainline in the peak hour from the Hollywood Boulevard/ Pembroke Road C-D system to Sheridan Street weave segment. Approximately 97% of the I-95 mainline and express lane demand is processed at the northern end of the network.

In the southbound direction, I-95 operates at 58 mph or better. The bottleneck at the Griffin Road off ramp was relieved by not dropping a travel lane at the Griffin Road off ramp and instead continuing it as an auxiliary lane to be dropped at the Hollywood Boulevard/ Pembroke Road C-D system off ramp. The Stirling Road off ramp does not queue on the mainline due to the improvement of converting the interchange configuration into a diverging diamond interchange (DDI). Approximately 99% of the I-95 mainline and express lane demand is processed at the southern end of the network.

During the 2050 PM peak (as presented in **Figure 7-13**), the Preferred Alternative results show significant improvements over the No-Build Alternative with I-95 northbound operating speeds at 57 mph or better for all four hours of simulation throughout the project area (see **Figure 7-14**). The bottleneck at the Hollywood Boulevard/ Pembroke Road C-D system on ramp was relieved by the braided express lane ramp and its relocated right side merge north of the Sheridan Street off ramp. The braided express lane ramp removes approximately 1,100 vehicles from the I-95 mainline in the peak hour from the Hollywood Boulevard/ Pembroke Road C-D system to Sheridan Street weave segment. The Sheridan Street off ramp does not queue on the mainline due to adding an additional left and right turn lane at the northbound ramp terminal resulting in three left turn lanes and three right turn lanes. The Griffin Road off ramp average maximum queue length no longer reaches the mainline due to the addition of a left turn lane and increased storage with the improvement of a two-lane off ramp enabling train event induced queueing to be better maintained on the ramp. Approximately 99% of the I-95 mainline and express lane demand is processed at the northern end of the network.

In the southbound direction, I-95 operates at 55 mph or better for all four hours of simulation. The bottleneck at the Griffin Road off ramp was relieved by not dropping a travel lane at the Griffin Road off ramp and instead continuing it as an auxiliary lane to be dropped at the Hollywood Boulevard/ Pembroke Road C-D system off ramp. Approximately 99% of the I-95 mainline and express lane demand is processed at the southern end of the network.



SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
Project Development and Environment Study
FPID: 430170-1-22-02

Title:

2050 Preferred Alternative AM and PM Peak Hour Volumes

Figure No.: 7-6

Sheet 1 of 1

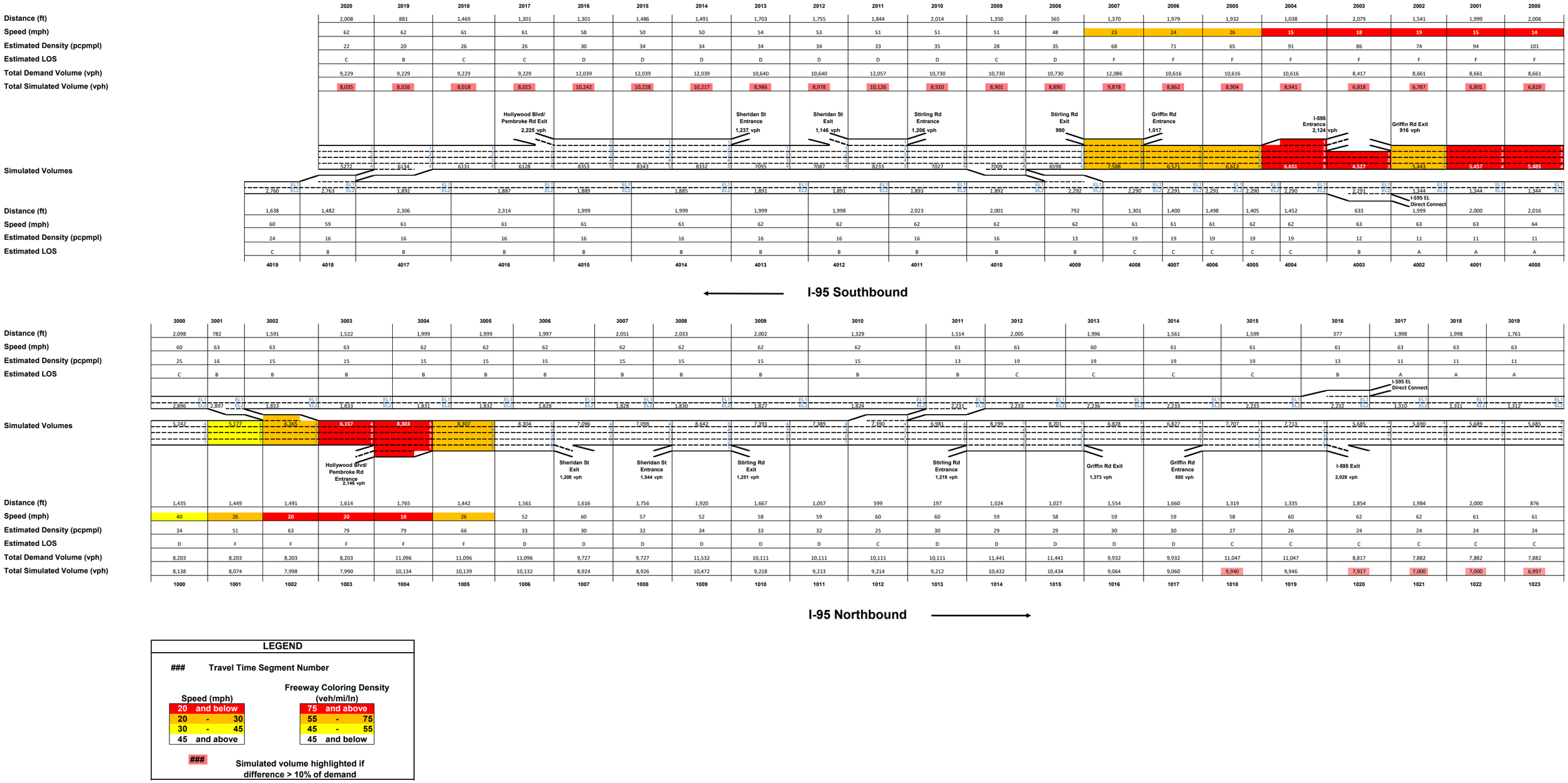
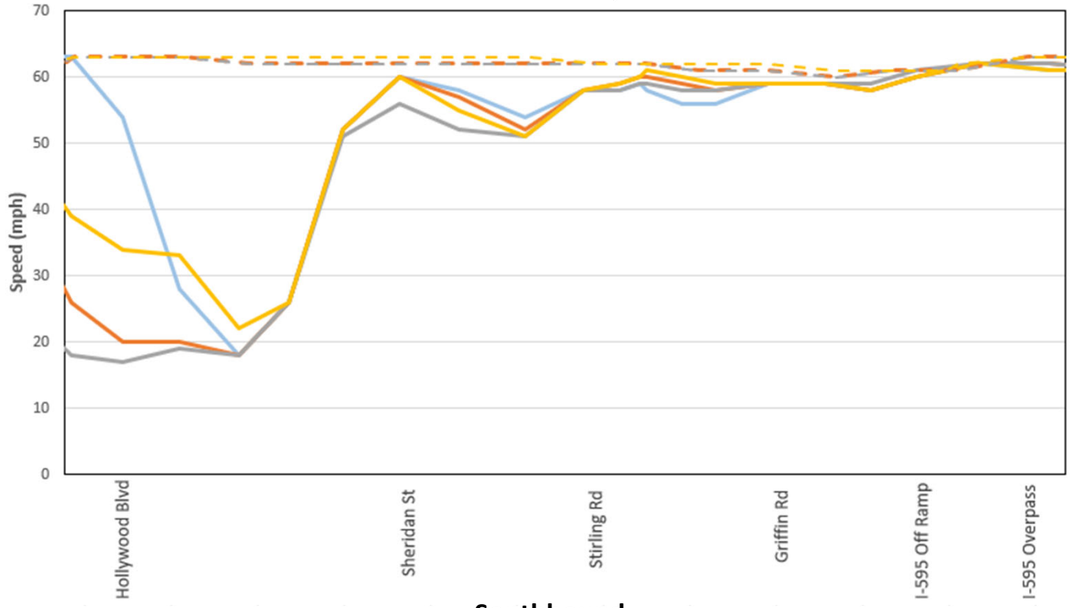


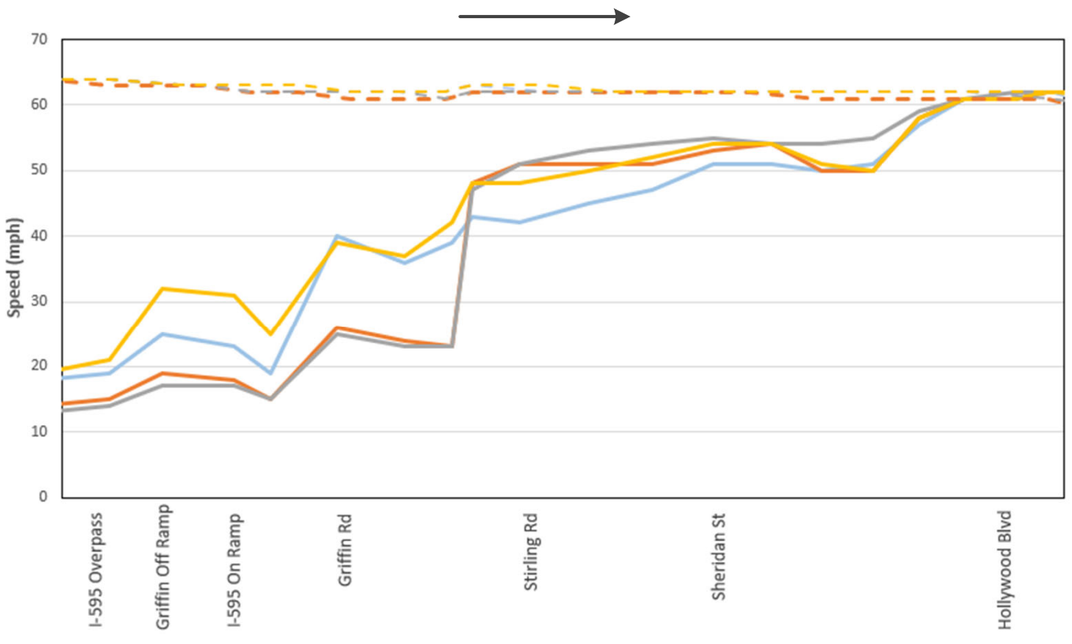
Figure 7-7 - Design Year 2050 No-Build Alternative AM Peak Lane Schematic

Speed Profile

Northbound

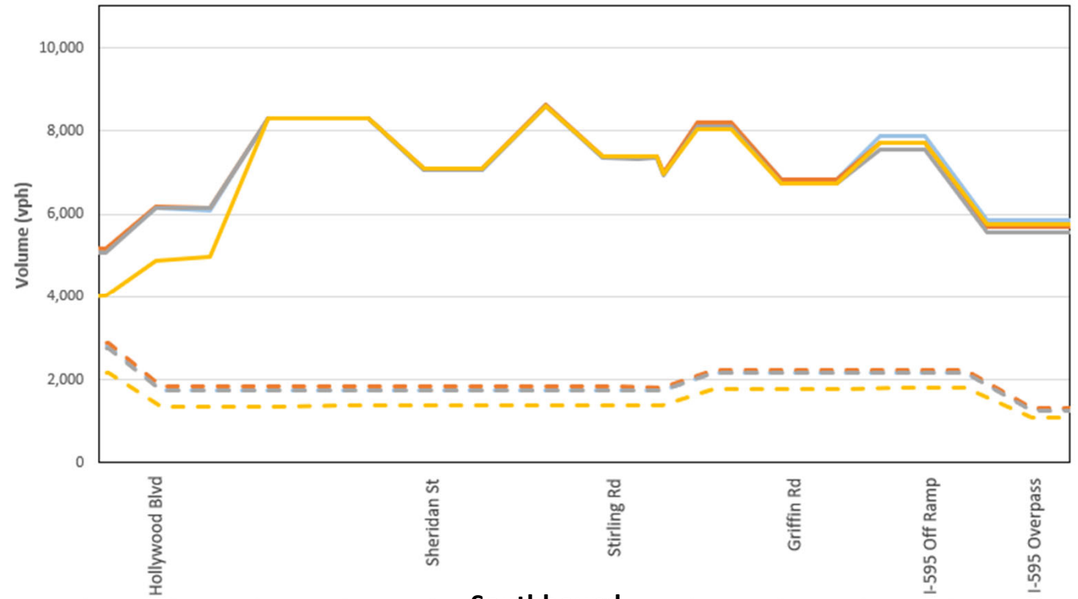


Southbound

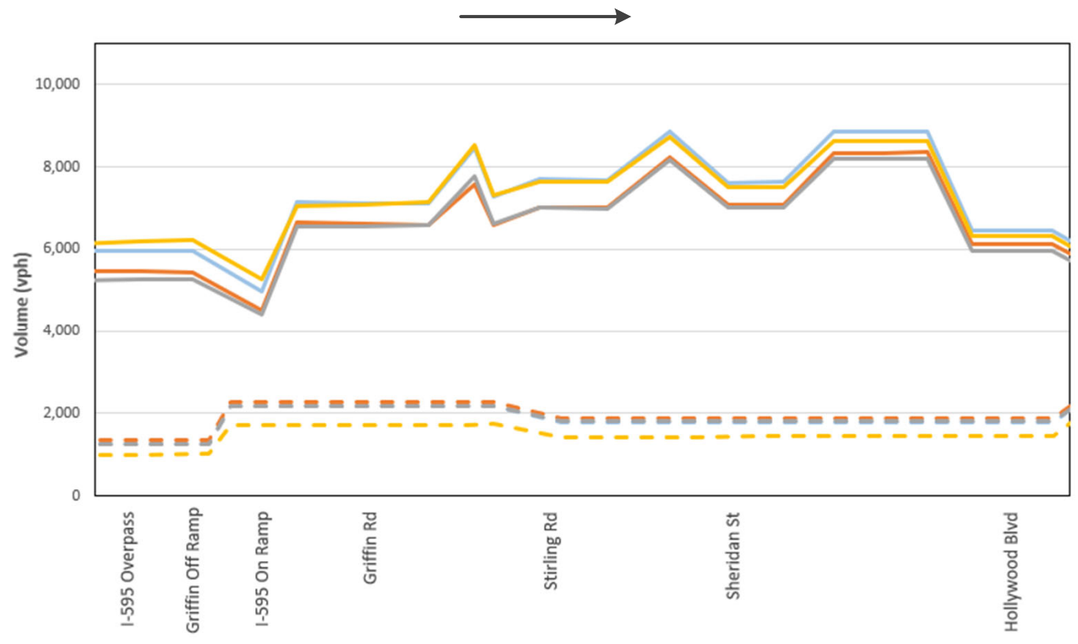


Volume Profile

Northbound



Southbound



Hour 1 - GUL
Hour 2 - GUL
Hour 3 - GUL
Hour 4 - GUL
Hour 1 - EL
Hour 2 - EL
Hour 3 - EL
Hour 4 - EL

Figure 7-8 – Design Year 2050 No-Build Alternative AM Peak Period Speed and Volume Profiles

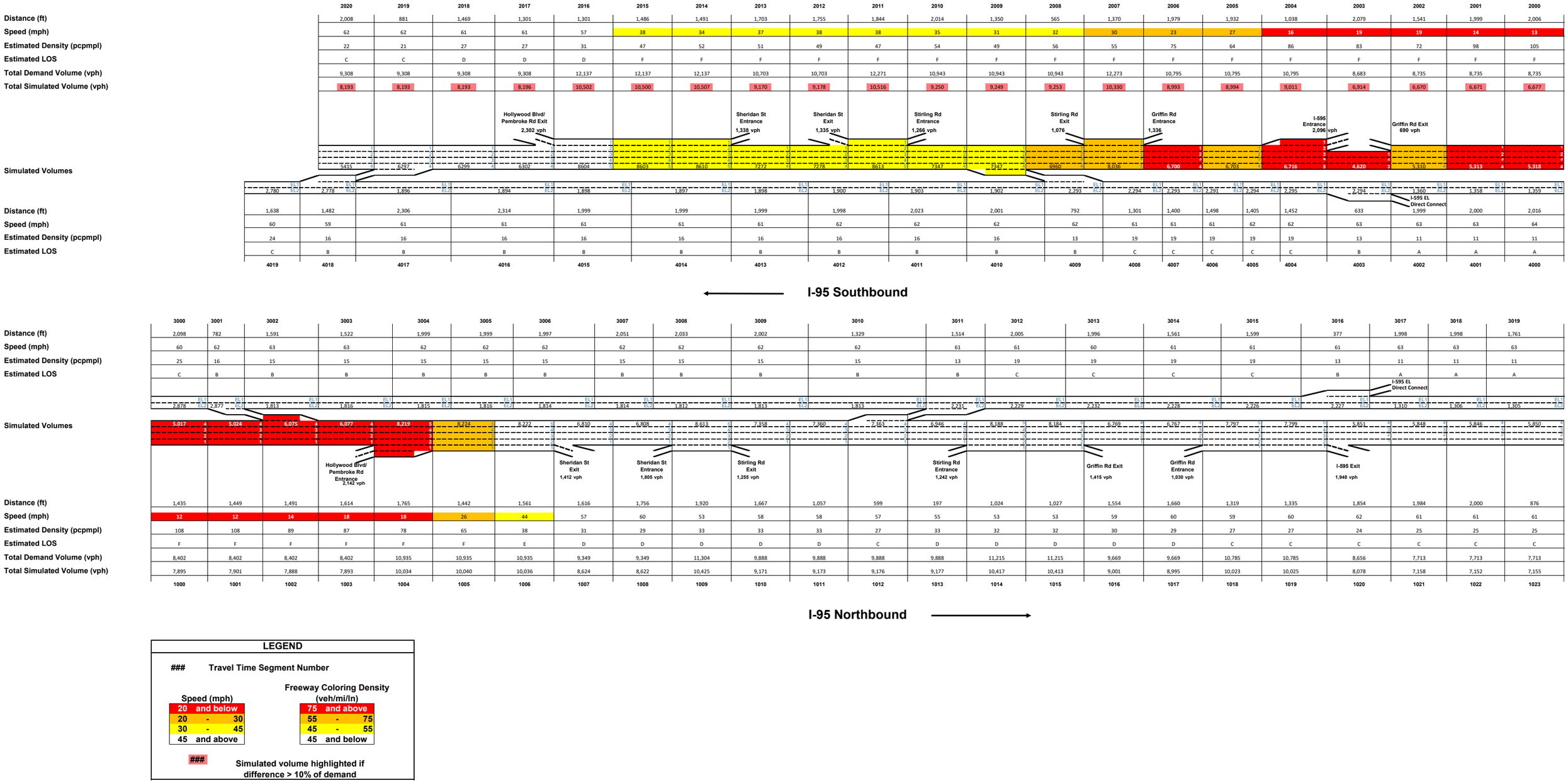
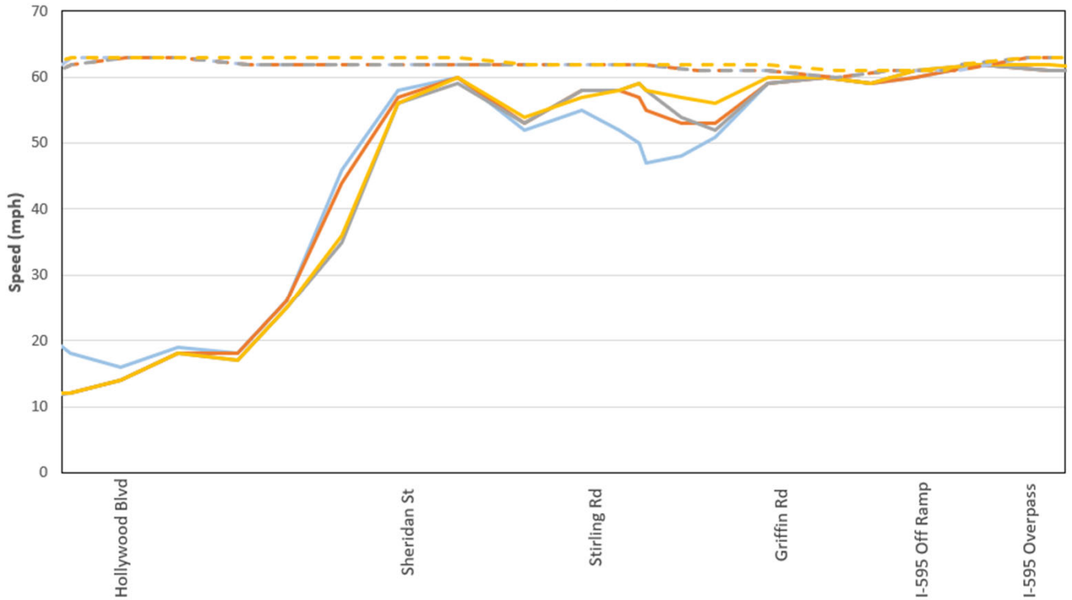


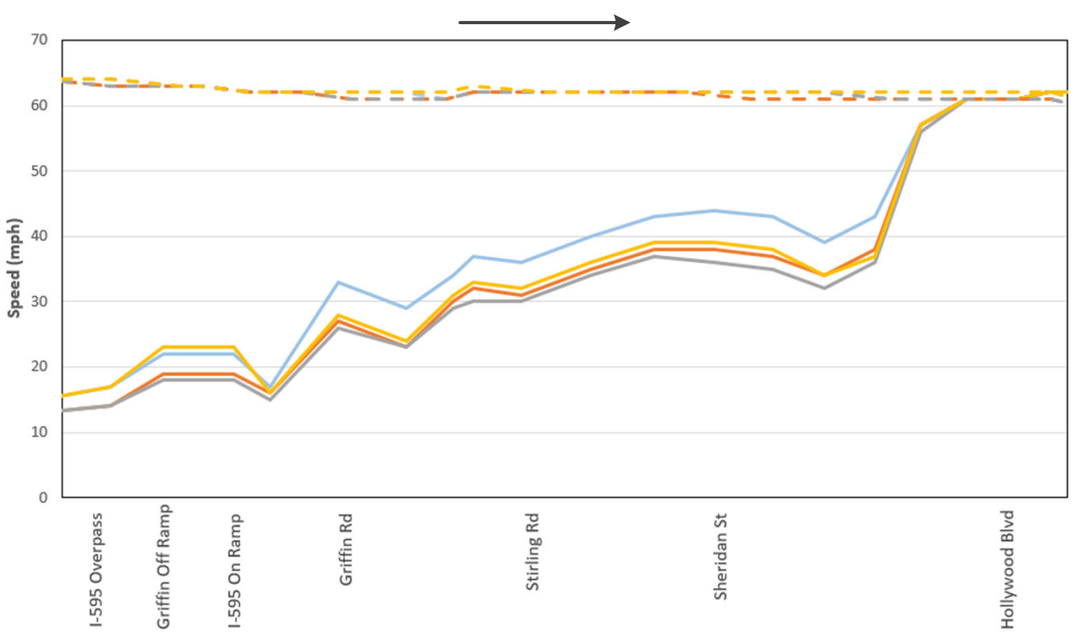
Figure 7-9 - Design Year 2050 No-Build Alternative PM Peak Lane Schematic

Speed Profile

Northbound

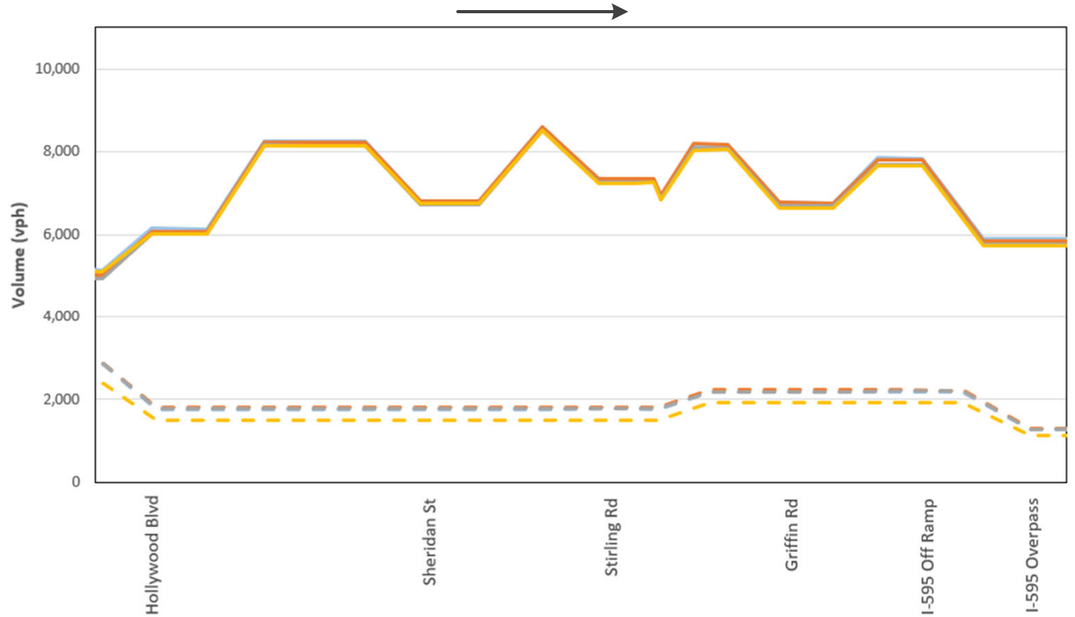


Southbound



Volume Profile

Northbound



Southbound

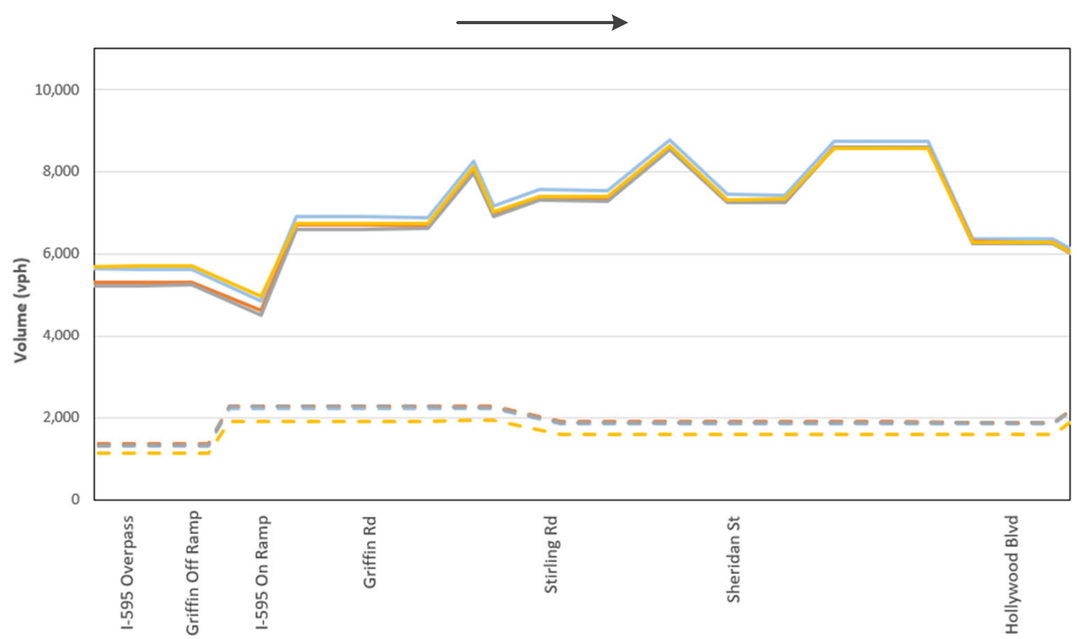
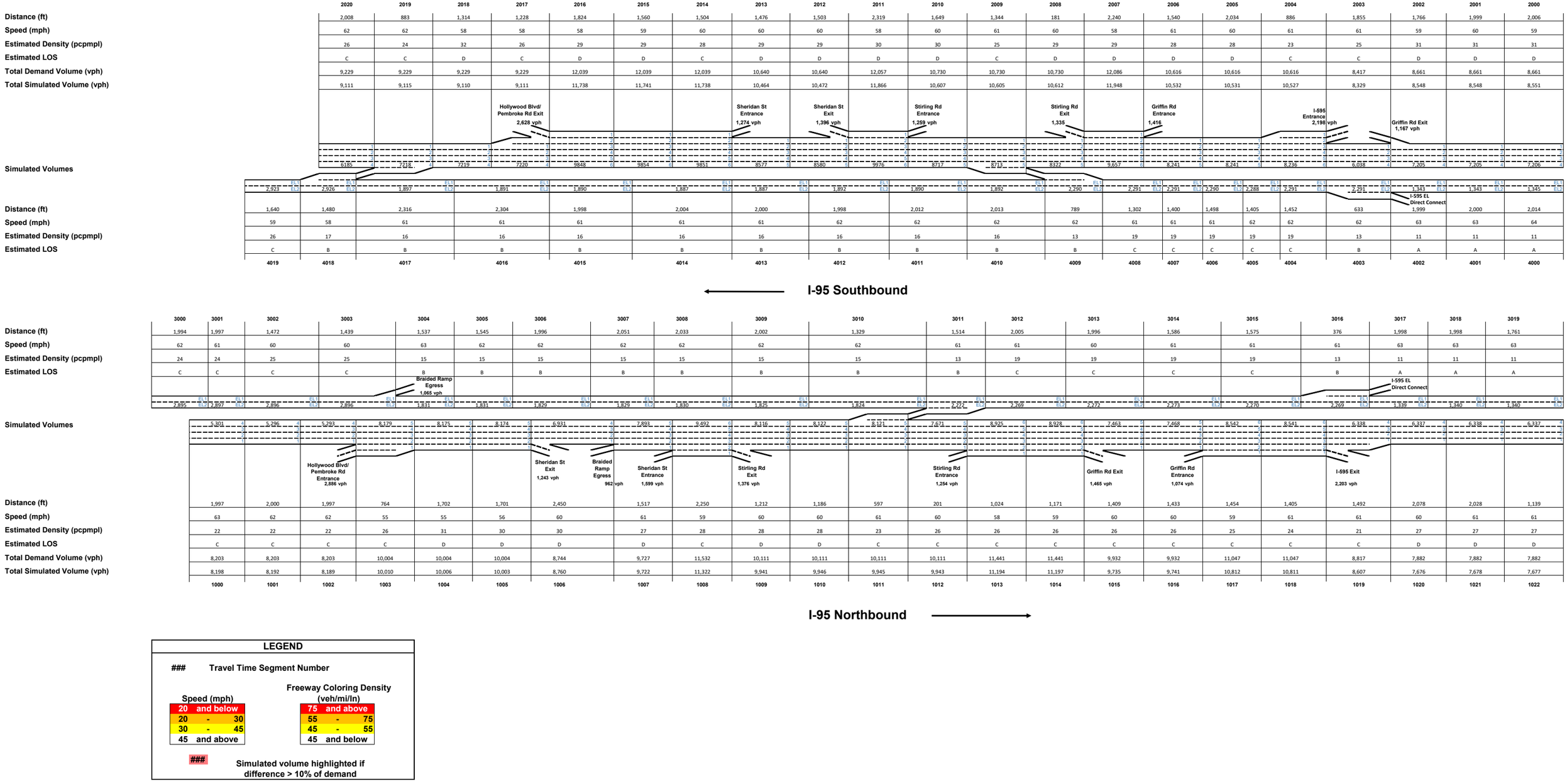


Figure 7-10 – Design Year 2050 No-Build Alternative PM Peak Period Speed and Volume Profiles



	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000
Distance (ft)	2,008	883	1,314	1,228	1,824	1,560	1,504	1,476	1,503	2,319	1,649	1,344	181	2,240	1,540	2,034	886	1,855	1,766	1,999	2,006
Speed (mph)	62	62	58	58	58	59	60	60	60	58	60	61	60	58	61	60	61	61	59	60	59
Estimated Density (pcpmpl)	26	24	32	26	29	29	28	29	29	30	30	25	29	29	28	28	23	25	31	31	31
Estimated LOS	C	C	D	C	D	D	C	D	D	D	D	C	D	D	D	D	C	C	D	D	D
Total Demand Volume (vph)	9,229	9,229	9,229	9,229	12,039	12,039	12,039	10,640	10,640	12,057	10,730	10,730	10,730	12,086	10,616	10,616	10,616	8,417	8,661	8,661	8,661
Total Simulated Volume (vph)	9,111	9,115	9,110	9,111	11,738	11,741	11,738	10,464	10,472	11,866	10,607	10,605	10,612	11,948	10,532	10,531	10,527	8,329	8,548	8,548	8,551
Simulated Volumes	6,185	7,218	7,219	7,220	9848	9854	9851	8577	8580	9976	8717	8713	8322	9,657	8,241	8,241	8,236	6,038	7,205	7,205	7,206

	4019	4018	4017	4016	4015	4014	4013	4012	4011	4010	4009	4008	4007	4006	4005	4004	4003	4002	4001	4000
Distance (ft)	1,640	1,480	2,316	2,304	1,998	2,004	2,000	1,998	2,012	2,013	789	1,302	1,400	1,498	1,405	1,452	633	1,999	2,000	2,014
Speed (mph)	59	58	61	61	61	61	61	62	62	62	62	61	61	61	62	62	62	63	63	64
Estimated Density (pcpmpl)	26	17	16	16	16	16	16	16	16	16	13	19	19	19	19	19	13	11	11	11
Estimated LOS	C	B	B	B	B	B	B	B	B	B	B	C	C	C	C	C	B	A	A	A

	3000	3001	3002	3003	3004	3005	3006	3007	3008	3009	3010	3011	3012	3013	3014	3015	3016	3017	3018	3019
Distance (ft)	1,994	1,997	1,472	1,439	1,537	1,545	1,996	2,051	2,033	2,002	1,329	1,514	2,005	1,996	1,586	1,575	376	1,998	1,998	1,761
Speed (mph)	62	61	60	60	63	62	62	62	62	62	62	61	61	60	61	61	61	63	63	63
Estimated Density (pcpmpl)	24	24	25	25	15	15	15	15	15	15	15	13	19	19	19	19	13	11	11	11
Estimated LOS	C	C	C	C	B	B	B	B	B	B	B	B	C	C	C	C	B	A	A	A
Simulated Volumes	5,301	5,296	5,293	8,179	8,175	8,174	6,931	7,893	9,492	8,116	8,122	8,121	7,671	8,925	8,928	7,463	7,468	8,542	8,541	6,338	6,337	6,338	6,337

	1000	1001	1002	1003	1004	1005	1006	1007	1008	1009	1010	1011	1012	1013	1014	1015	1016	1017	1018	1019	1020	1021	1022
Distance (ft)	1,997	2,000	1,997	764	1,702	1,701	2,450	1,517	2,250	1,212	1,186	597	201	1,024	1,171	1,409	1,433	1,454	1,405	1,492	2,078	2,028	1,139
Speed (mph)	63	62	62	55	55	56	60	61	59	60	60	61	60	58	59	60	60	59	61	61	60	61	61
Estimated Density (pcpmpl)	22	22	22	26	31	30	30	27	28	28	28	23	26	26	26	26	26	25	24	21	27	27	27
Estimated LOS	C	C	C	C	D	D	D	D	C	D	D	C	C	C	C	C	C	C	C	C	D	D	D
Total Demand Volume (vph)	8,203	8,203	8,203	10,004	10,004	10,004	8,744	9,727	11,532	10,111	10,111	10,111	10,111	11,441	11,441	9,932	9,932	11,047	11,047	8,817	7,882	7,882	7,882
Total Simulated Volume (vph)	8,198	8,192	8,189	10,010	10,006	10,003	8,760	9,722	11,322	9,941	9,946	9,945	9,943	11,194	11,197	9,735	9,741	10,812	10,811	8,607	7,676	7,678	7,677

LEGEND

Travel Time Segment Number

Speed (mph)

20 and below		
20	-	30
30	-	45
45 and above		

Freeway Coloring Density (veh/mi/ln)

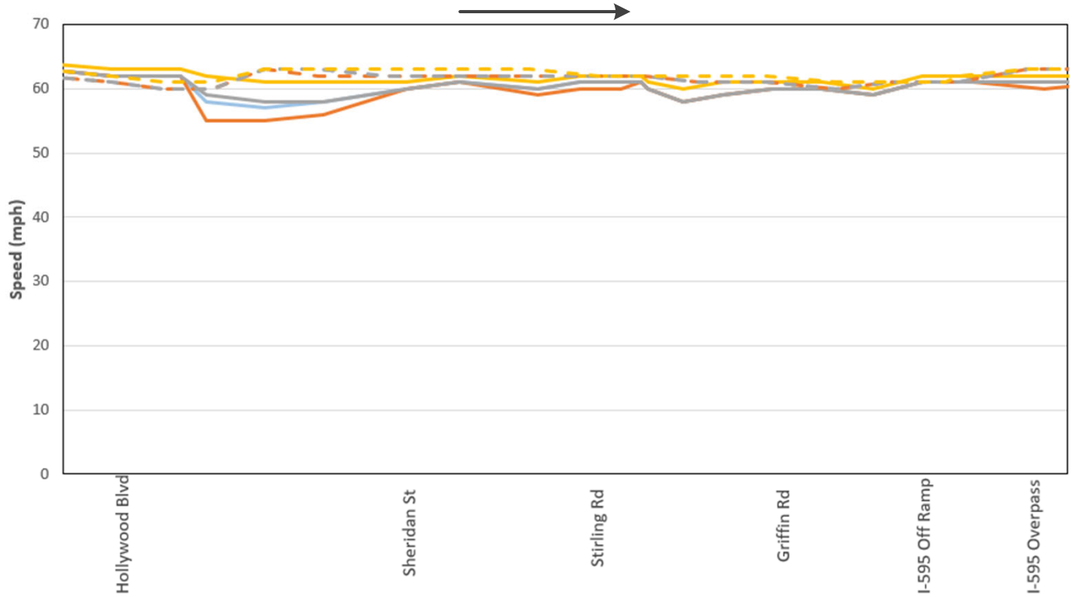
75 and above		
55	-	75
45	-	55
45 and below		

Simulated volume highlighted if difference > 10% of demand

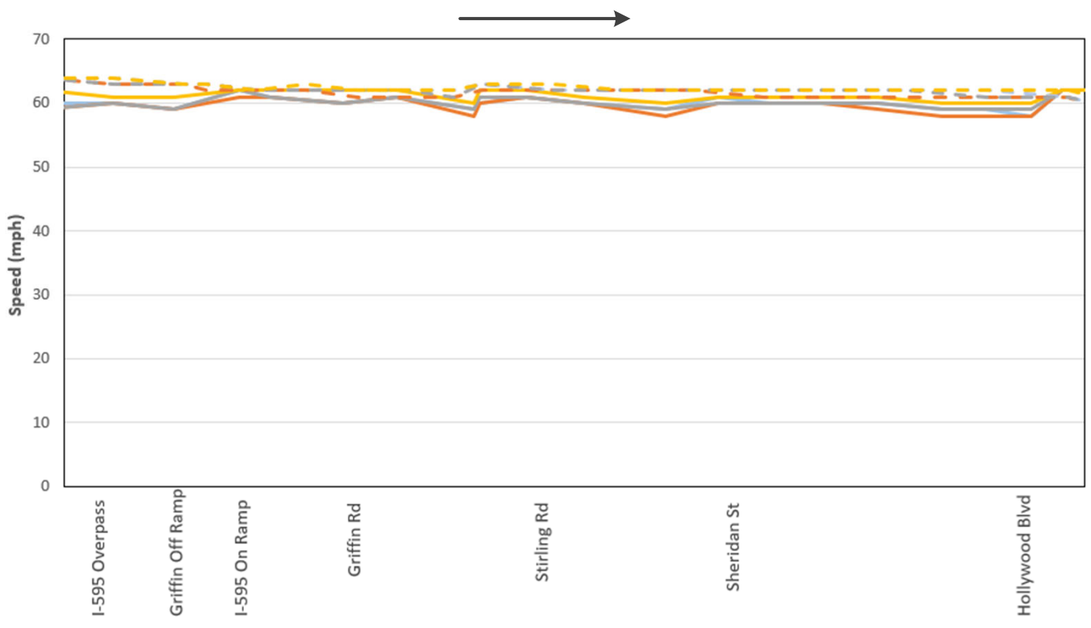
Figure 7-11 - Design Year 2050 Preferred Alternative AM Peak Lane Schematic

Speed Profile

Northbound

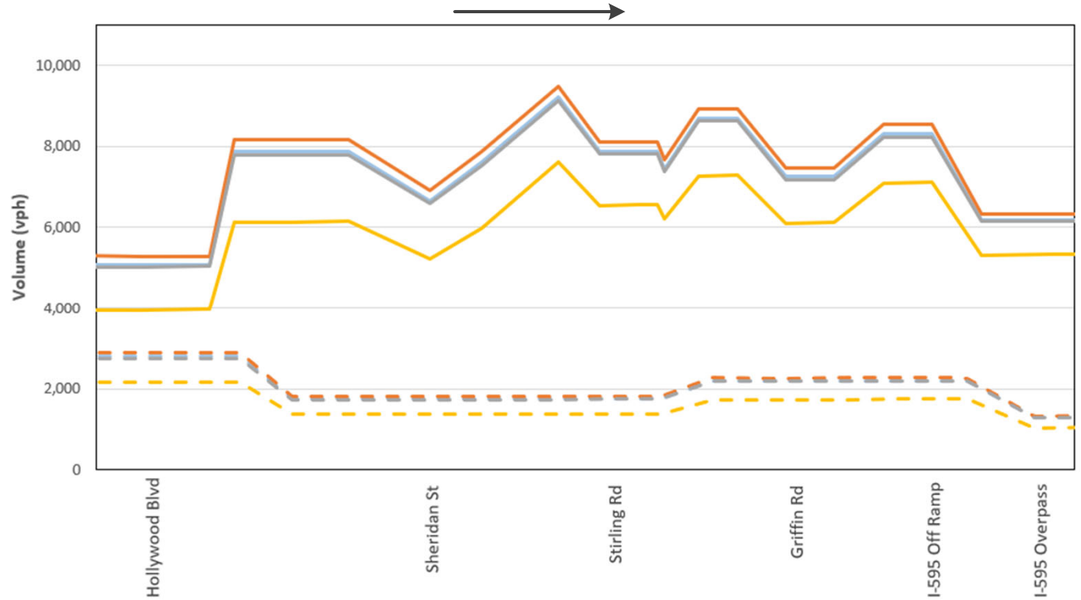


Southbound

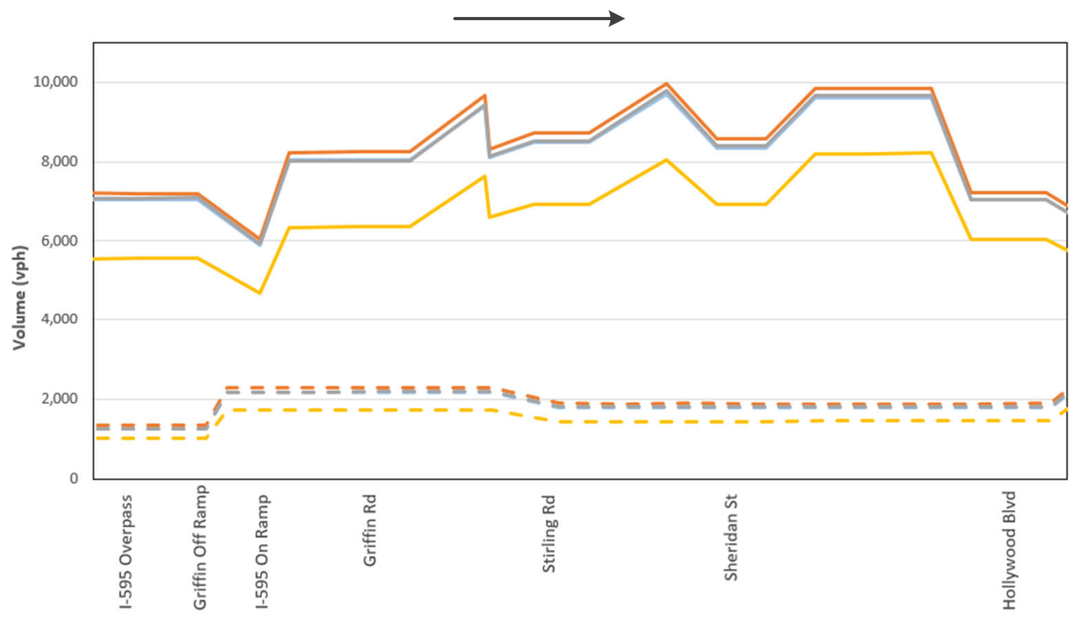


Volume Profile

Northbound

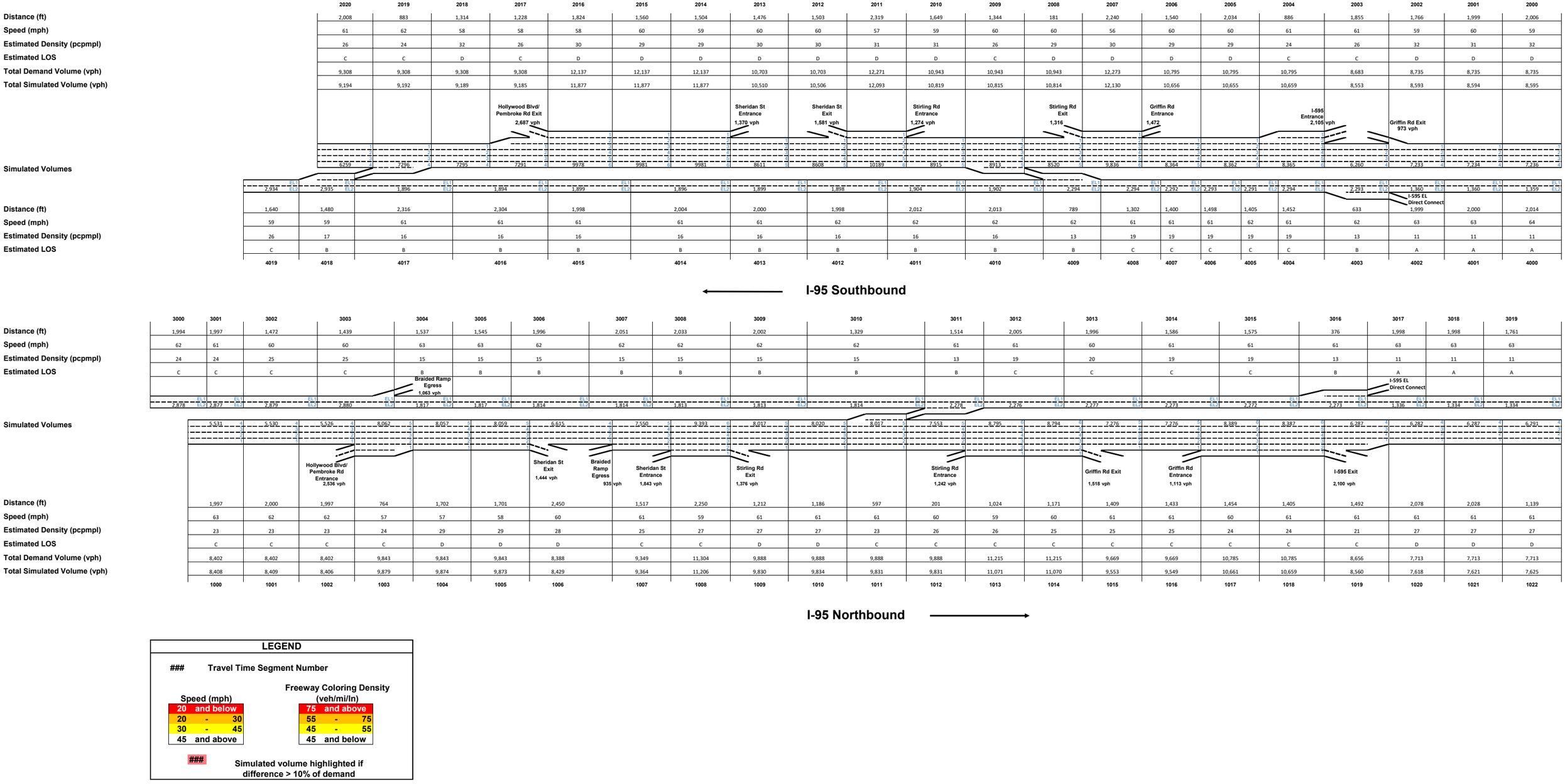


Southbound



Hour 1 - GUL Hour 2 - GUL Hour 3 - GUL Hour 4 - GUL
Hour 1 - EL Hour 2 - EL Hour 3 - EL Hour 4 - EL

Figure 7-12 – Design Year 2050 Preferred Alternative AM Peak Period Speed and Volume Profiles



I-95 Southbound

I-95 Northbound

LEGEND

Travel Time Segment Number

Speed (mph)

20	and below	
20	-	30
30	-	45
45	and above	

Freeway Coloring Density (veh/mi/ln)

75	and above	
55	-	75
45	-	55
45	and below	

Simulated volume highlighted if difference > 10% of demand

Figure 7-13 - Design Year 2050 Preferred Alternative PM Peak Lane Schematic

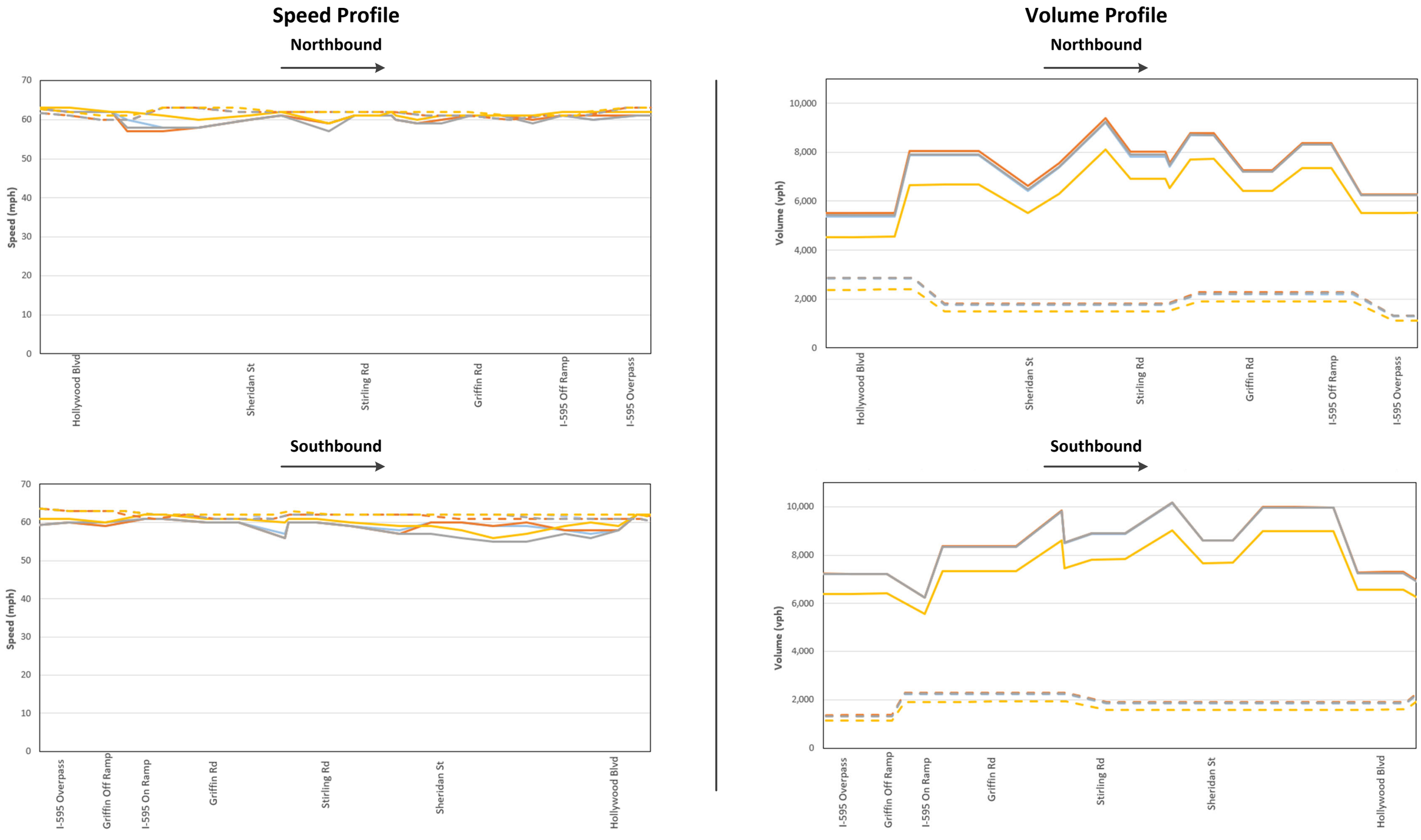


Figure 7-14 – Design Year 2050 Preferred Alternative PM Peak Period Speed and Volume Profiles

2050 Interchange Queue Length Analysis

Tables 7-7 and **Table 7-8** contain the No-Build and Preferred alternatives queue length comparison, respectively. In the tables, the ramp length is measured from the stop bar to the gore point with the freeway with adjustment for deceleration, where applicable. If the off-ramp consists of an auxiliary lane which is adequate to accommodate deceleration from freeway speed to stop condition, then no adjustments were made to the ramp length. This condition is typical for parallel type off-ramps. If the off-ramp type does not accommodate deceleration, then the total ramp length was reduced by the minimum deceleration distance, in accordance with AASHTO Greenbook, **Table 10-5**. This condition is typical for taper type off-ramps.

In the No-Build Alternative, three ramps have maximum queues that are not contained within the ramp length in either the AM peak hour or PM peak hour. These queues exceed the ramp length and spill onto I-95 which compromises the safety of vehicles traveling on the mainline.

- Sheridan Street northbound off ramp (PM Peak)
- Stirling Road southbound off ramp (AM Peak)
- Griffin Road northbound off ramp (PM Peak)

In the Preferred Alternative, all maximum queue lengths are contained within the ramp length in both peak hours.

Table 7-8 2050 Preferred Alternative Interchange Queue Length

Ramp Location	Approach/ Movement		Ramp Length (ft)	2050 AM Peak			2050 PM Peak		
				Max. Queue Length (ft)	% of Demand Volume Simulated	Queue Extend to I-95 Mainline?	Max. Queue Length (ft)	% of Demand Volume Simulated	Queue Extend to I-95 Mainline?
I-95 at Sheridan Street	NB	L	2,330	404	98%	No	1,056	97%	No
	NB	R	2,330	357	97%	No	993	98%	No
	SB	L	1,700	459	99%	No	744	99%	No
	SB	R	1,700	255	99%	No	415	100%	No
I-95 at Stirling Road	NB	L	1,530	501	99%	No	459	98%	No
	NB	R	1,530	768	96%	No	406	96%	No
	SB	L	1,750	949	99%	No	294	97%	No
	SB	R	1,750	262	100%	No	311	100%	No
I-95 at Griffin Road	NB	L	1,470	464	99%	No	976	100%	No
	NB	R	1,470	393	97%	No	323	99%	No
	SB	L	4,290	446	97%	No	350	99%	No
	SB	R	4,290	559	98%	No	478	100%	No

Table 7-7 2050 No-Build Alternative Interchange Queue Length

Ramp Location	Approach/ Movement		Ramp Length (ft)	2050 AM Peak			2050 PM Peak		
				Max. Queue Length (ft)	% of Demand Volume Simulated	Queue Extend to I-95 Mainline?	Max. Queue Length (ft)	% of Demand Volume Simulated	Queue Extend to I-95 Mainline?
I-95 at Sheridan Street	NB	L	1,700	795	88%	No	4,714	90%	**Yes**
	NB	R	1,700	795	88%	No	4,714	88%	**Yes**
	SB	L	1,830	392	83%	No	476	84%	No
	SB	R	1,830	383	82%	No	476	84%	No
I-95 at Stirling Road	NB	L	1,900	925	91%	No	534	91%	No
	NB	R	1,900	395	89%	No	335	89%	No
	SB	L	2,170	3,069	71%	**Yes**	480	78%	No
	SB	R	2,170	5,088	72%	**Yes**	1,834	80%	No
I-95 at Griffin Road	NB	L	1,670	1,172	94%	No	3,402	95%	**Yes**
	NB	R	1,670	1,188	91%	No	1,479	93%	No
	SB	L	5,190	726	75%	No	568	76%	No
	SB	R	5,190	717	77%	No	559	77%	No

2050 Study Intersection Performance

The performance of the study area intersections was evaluated as part of the VISSIM analysis. Signal optimization was performed to account for the 2050 peak-hour volumes. The Design Year 2050 intersection delay results are summarized in **Table 7-9**. Additional details for the intersection analysis are provided in **Appendix H.** It should be noted that the level of service (LOS) reported from the Vissim analysis are approximate values based on delays gathered from the Vissim models and using the Highway Capacity Manual (HCM) LOS thresholds. Since delays are computed differently in Vissim and HCM, the LOS estimates reported using Vissim data may differ from LOS computed using HCM procedures.

Table 7-9 2050 Intersection/Interchange Analysis Summary

Intersection[1]	No-Build Alternative				Preferred Alternative			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS	Delay (sec/veh)	Estimated LOS
Sheridan Street at 29th Avenue	156.2	F	72.5	E	**158.9**	F	70.2	E
Sheridan Street at I-95 SB Terminal	19.4	B	25.6	C	**22.7**	C	**33.1**	C
Sheridan Street at I-95 NB Terminal	56.4	E	89.3	F	45.9	D	59.1	E
Sheridan Street at 28th Avenue[2]	120.2	F	80.7	F	82.0	F	63.9	F
Sheridan Street at 26th Avenue	141.7	F	142.8	F	126.8	F	127.3	F
Stirling Road at Anglers Avenue	105.5	F	51.1	D	96.8	F	**57.9**	E
Stirling Road at 29th Avenue	77.2	E	34.9	C	42.6	D	34.4	C
Stirling Road at I-95 SB Terminal	112.8	F	59.8	E	39.3	D	33.6	C
Stirling Road at I-95 NB Terminal	37.2	D	33.6	C	35.4	D	28.1	C
Stirling Road at Oakwood Boulevard	75.8	E	98.8	F	68.2	E	91.8	F
Stirling Road at Compass Way	18.0	B	56.5	E	16.2	B	45.7	D
Stirling Road at Bryan Road	10.1	B	90.1	F	**10.2**	B	52.6	D
Griffin Road at Anglers Avenue	166.2	F	152.0	F	124.9	F	55.0	D
Griffin Road at I-95 SB Terminal	65.4	E	62.2	E	41.4	D	38.6	D
Griffin Road at I-95 NB Terminal	34.1	C	48.9	D	31.5	C	38.0	D
Griffin Road at Old Griffin Road	26.6	C	40.0	D	8.9	A	14.3	B

[1]Values that have red, bolded text are instances where the Preferred Alternative intersection delay is greater than the No-Build intersection delay.
[2]Indicates an unsignalized intersection reporting the highest movement delay (LOS) for the stopped controlled approach.

Delays are reduced at almost all I-95 ramp terminal intersections in the Preferred Alternative when compared to the No-Build Alternative. The I-95 southbound ramp terminal at Sheridan Street increases by less than 10 seconds of intersection delay in both peak hours. However, the No-Build Alternative meters traffic volume on I-95 southbound from reaching the Sheridan Street interchange. The Preferred Alternative processes 99% of the southbound ramp approach volume depending on the peak hour which results in 15-16% more processed volume than the No-Build Alternative.

In addition, all but three arterial intersections adjacent to the ramp terminals in the Preferred Alternative operate with lower intersection delay than the No-Build Alternative. Of the three adjacent intersections that have higher intersection delay in the Preferred Alternative, the difference is not operationally significant. Additionally, there is a small increase in traffic volume (average approximately 6%) processed at each of these intersections in the Preferred Alternative, which contributes to slightly higher delays.

2050 Network-Wide Performance

Table 7-10 summarizes the network-wide performance results for the No-Build and Preferred alternatives during the 2050 AM and PM peak periods. Comparison of the alternatives shows that the Preferred Alternative consistently exhibited better performance than the No-Build Alternative in terms of delay, average speed, number of stops and latent demand.

In terms of average speed, the Preferred Alternative shows better performance than the No-Build during both peak periods with speed increases of 28% (AM) and 46% (PM). Total delay time reductions for the Preferred Alternative were 42% (AM) and 53% (PM). Significant improvements were realized for the total travel time, latent delay/demand, and total stops. This upholds the results observed in the previous sections, in which the Preferred Alternative alleviated the majority of the congestion present in the No-Build simulations.

Table 7-10 2050 Network-Wide Performance

AM PEAK	No Build	Preferred Alternative	Percent Difference
Average Speed (mph)	29	37	28%
Total Delay (hr)	10,132	5,881	-42%
Latent Delay (hr)	31,563	6,852	-78%
Latent Demand	10,511	1,535	-85%
Total Travel Time (hr)	19,917	16,484	-17%
Total Stops	1,139,831	415,190	-64%
Vehicles Arrived	153,203	162,199	6%
Vehicle Miles Traveled	567,548	612,190	8%
Average Delay (s)	233	129	-45%
PM PEAK	**No Build**	**Preferred Alternative**	**Percent Difference**
Average Speed (mph)	26	38	46%
Total Delay (hr)	11,771	5,563	-53%
Latent Delay (hr)	27,176	4,097	-85%
Latent Demand	9,870	753	-92%
Total Travel Time (hr)	21,685	16,489	-24%
Total Stops	1,455,299	374,138	-74%
Vehicles Arrived	156,508	166,240	6%
Vehicle Miles Traveled	573,449	630,645	10%
Average Delay (s)	263	118	-55%

8.0 SAFETY

This section discusses the anticipated safety performance of the Preferred Alternative and No Build. It includes a qualitative safety assessment and a quantitative safety assessment based on the Highway Safety Manual (HSM) predictive crash procedures.

8.1 Qualitative Safety Assessment

A qualitative safety assessment was performed comparing the Preferred Alternative and the Build Condition. The qualitative assessment considered various improvements introduced in the Preferred Alternative and their anticipated impact on safety when compared to No Build. Notable design changes in the Preferred Alternative which are expected to have a positive impact on safety included the following:

1. Modifying the I-95 interchanges to improve traffic operations at the ramp terminal intersections. The improvements in traffic operations at the ramp terminal intersections will reduce queuing along the ramps and provide additional storage. These improvements will mitigate the risk of queues spilling back from the ramp terminals onto I-95 mainline which occurs under the No Build condition. This will provide significant operational and safety improvements along the I-95 corridor, particularly reducing the risk of rear-end collisions. It is also notable that rear-end crashes involving standing queues on the mainline have a high crash severity risk due to high speed differentials. Hence, the interchange improvements are expected to have a positive impact on reducing fatalities and serious injury crashes along the I-95 corridor.
2. Widening I-95 mainline to introduce new auxiliary lanes along NB I-95 (Sheridan Street to I-595 Off-Ramp) and SB I-95 (Griffin Road off-ramp to Hollywood Boulevard off-ramp). The traffic analyses presented in the preceding section of the SIMR confirm that addition of these auxiliary lanes will provide congestion relief along I-95 mainline with substantially improvement in traffic operating conditions when compared to No Build. These improvements in traffic operations will yield a corresponding reduction in congestion-related crashes, particularly rear-end crashes and side-swipe crashes which are the leading crash types on the I-95 corridor.

   The improvement in traffic operations in I-95 GU lanes will also provide substantial safety benefits for traffic operations in the express lanes with the Preferred Alternative. Under No Build Condition, congestion in the GU lanes create queueing at the express lanes egress points which spillback and impact traffic operations in the express lanes. The presence of standing queues in the express lanes create a potential high crash risk condition. The Preferred Alternative mitigates this crash risk by alleviating congestion in the GU lanes.

3. Widening the off-ramps at the service interchanges from one to two lanes with the inside lane at the gore point being a choice lane to either exit I-95 or continue through along the mainline. This improvement reduces the number of lane change maneuvers within the weaving segments between adjacent on-ramps and downstream off-ramps along I-95. Hence, it is anticipated that this improvement will enhance traffic operations and reduce crash risk within the weaving segments, particularly sideswipe crashes and rear-end crashes.
4. Modifying the northbound express lane slip egress serving Sheridan Street from a slip ramp design (No Build) to an elevated braided ramp (Preferred Alternative). The slip ramp design requires vehicles exiting the express lanes to make multiple lane changes (4 total) to access Sheridan Street Off-Ramp. These multiple lane changes impact traffic operations and increase crash risk within the I-95 corridor. These operational impacts and crash risk are mitigated by the braided ramp incorporated in the Preferred Alternative.

Based on the discussion presented above, it is expected that implementation of the Preferred Alternative will yield a substantial reduction in crashes when compared to the No Build Alternative.

8.2 Quantitative Safety Assessment

A quantitative safety analysis was performed for the I-95 mainline, ramps and interchanges per the Highway Safety Manual (HSM) predictive crash procedures. Consistent with the FDOT's Interchange Access Request (IAR) User's Guide Safety Analysis Guidance, an initial step in the process was to assess the applicability of the Predictive Method for evaluating the future safety performance of the project study area under No Build and Build conditions. This assessment included detailed reviews of the FDOT's IAR User Guide Safety Analysis Guidance, the HSM Part C Methodology and current publications from NCHRP and FHWA related to the Predictive Method and analysis tools. From this assessment, a key limitation of the Predictive Method was noted which limits its applicability for evaluating the future No Build and Build conditions. The limitation is the following:

- The procedure does not perform safety analysis for freeway segments that are managed lanes. This limitation is relevant to this project given that express lanes will be present in both No Build and Build conditions.

In addition to the above, the current HSM procedures cannot capture congestion experienced in the express lanes at the slip ramp egress locations where congestion in the GU lanes may spill back into the express lanes and create a potential high crash risk involving standing queues in the express lanes. This condition is particularly concerning for the No Build condition. Due to these limitations, analysis of the express lanes was excluded in the quantitative safety assessment.

Another relevant limitation noted in the Predictive Method, involved the AADTs along segments, ramps and interchanges within the study area which exceeded the applicable range of the safety performance functions currently developed for the Predictive Method. It should also be noted that the Empirical Bayes method is not applicable for this study as the Existing (2021) Conditions differ significantly from the No Build and Preferred Alternative. Application of the Empirical Bayes Method and calibration factors would enhance the accuracy of the crash prediction process.

Based on the above limitations, for the purposes of this study, the application of the Predictive Method was taken to serve only as an indicator to assess the relative safety performance of the study area under the future No Build and Preferred Alternative scenarios.

Crash predictions for the future No Build and Preferred Alternative scenarios were computed using the Interactive Highway Safety Design Module (IHSDM). This software tool automates the calculations in Part C of the HSM. The analysis required gathering various input data for the study area segments ranging from geometric elements, alignments, cross section data, roadside and ramp access data and annual average daily traffic (AADT) data for facilities that included I-95, I-95 Ramp Sections and the arterial segments of Sheridan Street, Stirling Road and Griffin Road. These procedures were used to compare the predicted crashes for a

20-year period between Opening Year (2030) and Design Year (2050) under No Build and Preferred Alternative scenarios.

It should be noted that two key Crash Modification Factors (CMFs) were incorporated into the Predictive Method analysis to account for the Preferred Alternative improvements. These CMFs were applied at the interchange level to capture the following improvements.

- **CMF 3948 – Install left-turn lane**: Applicable at the Griffin Road Interchange and Sheridan Street Interchange
- **CMF 10761** – Convert a Diamond Interchange to a Diverging Diamond Interchange (DDI): Applicable at the Stirling Road Interchange

Conducting the predictive analysis for the study area requires segmentation of the study area into homogeneous segments per the HSM methodology. Segmentation is automated based on user inputs when utilizing the IHSDM tool. Details regarding the segmentation can be found in the IHSDM output reports contained in **Appendix I.** The results are summarized in Table 8-1 below.

The results of the predictive crash analysis indicate that the Preferred Alternative will perform better than the No Build conditions with an estimated 14% reduction in crashes. This result is consistent with the expectations due to the following points:

- Proposed added lane along northbound and southbound I-95 triggers the use of a safety performance function with greater capacity which improves predicted safety along the mainline.
- Proposed two-lane off-ramps along northbound and southbound I-95 triggers the use of a safety performance function with greater capacity to Sheridan Street, Stirling Road, and Griffin Road, which improves predicted safety.
- Proposed improvements at the interchanges of Sheridan Street, Stirling Road and Griffin Road improve predicted safety. The proposed DDI at Stirling Road has fewer conflict points (18) when compared to existing diamond interchange and the DDI also has less lanes (reduced exposure) when compared to the diamond interchange.
- The removal of the weaving area from the northbound express lane egress to the northbound Sheridan Street Off-Ramp improves predicted safety.

The results from the quantitative safety analysis are consistent with the qualitative safety assessment confirming that the proposed improvements under the Preferred Alternative are expected to reduce crashes throughout the I-95 corridor when compared with the No Build Condition.

Table 8-1: Predicted Crashes - No Build and Preferred Alternative

Facility	Facility Type	No-Build Predicted Crashes 2030 - 2050	Preferred Alternative Predicted Crashes 2030 - 2050	Comparison (% crash reduction)
I-95	Freeway	9,374	8,658	-8%
Hollywood Blvd	Service Ramps	252	247	-2%
Sheridan Street Ramps		164	165	1%
Stirling Road Ramps		150	131	-12%
Griffin Road Ramps		155	138	-11%
Ramps to I-595		341	341	0%
Sheridan Street Interchange	Arterial and Terminal Intersections	1298	572	-56%
Stirling Road Interchange		905	879	-3%
Griffin Road Interchange		1235	803	-35%
Total		**13,875**	**11,935**	**-14%**

9.0 OTHER CONSIDERATIONS

9.1 Planning Consistency

The improvements proposed in the SIMR for the Preferred Alternative are consistent with improvement plans incorporated in Florida's Strategic Intermodal System (SIS) Second Five Year (2030 – 2035) and the 2026 – 2029 State Transportation Improvement Program (STIP). The proposed improvements are also included in the current 2050 Cost Feasible Metropolitan Transportation Plan (MTP), adopted by Broward County, Metropolitan Planning Organization (MPO), December 12, 2024. In addition, the improvements are also incorporated in the MPO's 2026 – 2030 Transportation Improvement Program (TIP).

9.2 Anticipated Design Exceptions and Variations

The Preferred Alternative is being evaluated to identify any anticipated design exceptions and variations for implementing the proposed improvements. At the time of this writing, this evaluation was still on-going. Based on preliminary analysis conducted to date, potential design variances and exceptions are:

- Shoulder width variation
- Shoulder width exception
- Lane width exception
- Length of crest vertical curve within an interchange variation
- Border width variation
- Potential ramp horizontal curve length variation.

9.3 Conceptual Signing Master Plan

A conceptual signing master plan is being prepared to support the proposed improvements in the Preferred Alternative. At the time of this writing, the conceptual signing master plan was still under development. It will be included in subsequent update of this SIMR.

10.0 JUSTIFICATION FOR PROJECT

The section offers a discussion on the justification for the proposed improvements for compliance with Title 23 CFR Part 624.7 Interstate System (23 CFR Part 624). Compliance with 23 CFR Part 624 is required for FHWA approval of proposed modifications to the Interstate System.

10.1 Compliance with Title 23 CFR Part 624.7 Interstate System Requirements

The following Title 23 CFR Part 624.7 Interstate System Requirements serve as the primary decision criteria used in the approval of interchange modification projects. Responses to each of the requirements, as applicable, are provided to show that the proposed modification for the study interchange is viable based on the conceptual analysis performed to date.

10.1.1 Requirement a

The proposed change in access to the Interstate System shall not result in a significant adverse impact on the Interstate System traffic operations or the safety for all users of the transportation system in the project's area of influence, as demonstrated by operational and safety analyses based on both the current and future traffic projections using traffic data that is no more than 5 years old and at least the most recent 3 years of available safety data

An in-depth operational and safety analysis was conducted to study the impacts of the proposed modifications at the I-95 system within the limits of the SIMR extending from the Hollywood Boulevard to north of Griffin Road and including the interchanges at Sheridan Street, Stirling Road, and Griffin Road. The operational analysis was performed using traffic that was validated to ensure reasonableness of the Southeast Regional Planning Model (SERPM). The safety analysis was performed for the most recent safety data available at the initiation of this PD&E Study. A qualitative safety analysis and quantitative safety analysis following the High Safety Manual procedures were used for comparing the anticipated safety performance of the No Build and Preferred Alternative. Several performance measures were used to compare the traffic operations of the No-Build and Preferred Alternative. Microsimulation analysis was performed to compare traffic operations of the alternatives in Design Year 2050 while the Highway Capacity Manual procedures were used for Opening Year (2030) analysis.

From an operational perspective, simulation results indicate that the Preferred Alternative provides substantially better traffic operating conditions when compared to the No Build Alternative through to Design Year 2050.

Interchange Operations: In the Preferred Alternative LOS is improved at all the ramp terminal intersections and delays are reduced. Anticipated traffic operations in the design year (2050) at the ramp terminal intersections are as follows (highest delays reported):

- **Sheridan Street Interchange:** Delays at the ramp terminal intersections in the AM/PM peak hours are reduced from approximately 56.4/86.8 secs/veh. (LOS E/LOS F) under No Build to approximately 46.5/59.0 secs./veh (LOS D/LOS E) under the Preferred Alternative. In addition, under the No Build Alternative queues on the NB ramp will exceed the available storage in the PM peak whereas under the Preferred Alternative queues on the ramps are contained within the available storage in both AM and PM peak periods.
- **Stirling Road Interchange**: Delays at the ramp terminal intersections in the AM/PM peak hours are reduced from approximately 112.8/59.5 secs/veh. (LOS F/LOS E) under No Build to approximately 38.7/32.3 secs./veh (LOS D/LOS C) under the Preferred Alternative. In addition, under the No Build Alternative queues on the SB ramp will exceed the available storage in the AM peak whereas under the Preferred Alternative queues on the ramps are contained within the available storage in both AM and PM peak periods.
- **Griffin Road Interchange**: Delays at the ramp terminal intersections in the AM/PM peak hours are reduced from approximately 65.4/62.6 secs/veh. (LOS E/LOS E) under No Build to approximately 41.5/38.5 secs./veh (LOS D/LOS D) under the Preferred Alternative. In addition, under the No Build Alternative queues on the NB ramp will exceed the available storage in the PM peak whereas under the Preferred Alternative queues on the ramps are contained within the available storage in both AM and PM peak periods.

I-95 Mainline Operations: In the Preferred Alternative, average operating speeds are significantly increased along I-95 in both the northbound and southbound directions. In the AM peak (2050 conditions), the No-Build Alternative experiences areas with substantial congestion in the northbound direction resulting in operating speeds below 20 mph. Similarly, in the southbound direction the No Build experiences substantial congestion with operating speed below 20 mph. In contrast, under the Preferred Alternative, operating speed in the AM peak period are above 45 mph in both the northbound and southbound directions. In addition, the Preferred Alternative process more traffic 97%/99% (northbound/southbound) compared to the No Build alternative 90%/80/% Northbound/southbound.

In the PM peak (2050 conditions), the No-Build Alternative experiences areas with substantial congestion in the northbound direction resulting in operating speeds below 20 mph. Similarly, in the southbound direction the No Build experiences substantial congestion with operating speed below 20 mph. In contrast, under the Preferred Alternative, operating speeds in the AM peak period are above 50 mph in both the northbound and southbound directions. In addition, the Preferred Alternative process more traffic 99%/99% (northbound/southbound) compared to the No Build alternative 91%/80/% Northbound/southbound.

Safety: Review of historical crash data confirmed that the I-95 study segment is a high crash corridor with abnormally high crash rates reported in 4 of the 5 years between January 2018 and December 2022. In addition, the corridor has a high risk for severe crashes with 17 fatalities and 85 serious injury crashes reported over the 5-year period. The Preferred Alternative incorporates several improvements that will reduce crash risk when compared to the No Build Alternative. These include:

1. Modifying the I-95 interchanges to improve traffic operations at the ramp terminal intersections. These improvements will mitigate the risk of crashes resulting from queues spilling back from the ramp terminals onto I-95 mainline which occurs under the No Build condition.
2. Widening I-95 mainline to introduce new auxiliary lanes along NB I-95 (Sheridan Street to I-595 Off-Ramp) and SB I-95 (Griffin Road off-ramp to Hollywood Boulevard off-ramp). This improves traffic operations along I-95 mainline and will yield a corresponding reduction in congestion-related crashes, particularly rear-end crashes and side-swipe crashes which are the leading crash types on the I-95 corridor. It will also reduce the risk of queuing at the express lanes egress points which occurs under No Build and creates a crash risk in the express lanes.

3. Widening the off-ramps at the service interchanges from one to two lanes with the inside lane at the gore point being a choice lane to either exit I-95 or continue through along the mainline. This improves safety by reducing weaving maneuvers between adjacent on-ramps and downstream off-ramps along the mainline.
4. Modifying the northbound express lane slip egress serving Sheridan Street from a slip ramp design (No Build) to an elevated braided ramp (Preferred Alternative). This improves safety by eliminating the need for vehicles exiting the express lanes to make multiple lane changes (4 total) to access Sheridan Street Off-Ramp.

A quantitative safety assessment conducted for the corridor estimated a crash reduction of approximately 15% for resulting from improvements proposed under the Preferred Alternative. These results confirm that the Preferred Alternative is expected to substantially improve safety conditions within the I-95 corridor when compared to the No Build Alternative.

10.1.2 Requirement b

Interstate System access points shall connect only to a public road. Connections directly to private developments, parking lots, or private roads are prohibited.

The study interchanges all provide full access to the cross streets (Sheridan Street, Stirling Road, and Griffin Road) and will continue to do so with the Preferred Alternative. Griffin Road Interchange and Stirling Road Interchange will provide no direct connections to private developments, parking lots, or private roads. In the case of the Sheridan Street Interchange, an existing direct connection is provided in the southwest corner accessing a parking lot that connects to the Sheridan Street Tr-Rail Station. This connection to the Tri-Rail parking lot will be maintained in the Preferred Alternative.

10.1.3 Requirement c

Connections from outside of the Interstate System right-of-way to safety rest areas, information centers, weigh stations, and truck inspection stations located within the Interstate System right-of-way are prohibited.

The study interchanges all provide full access to the cross streets (Sheridan Street, Stirling Road and Griffin Road) and will continue to do so with the Preferred Alternative No connections from outside of the Interstate System right-of-way to safety rest areas, information centers, weigh stations and truck stations located within the Interstate System right-of-way will be provided.

10.1.4 Requirement d

Each interchange shall provide for all traffic movements.

The Preferred Alternative will maintain and provide interchange access to Sheridan Street, Stirling Road, and Griffin Road catering to all traffic movements to/from I-95.

10.1.5 Requirement e

A proposed change in access shall be designed to meet the standards in accordance with 23 CFR 625 or have approved exceptions and shall comply with 23 CFR 655.

The proposed improvements will be designed to meet all applicable FDOT design standards. Design variations or exceptions will be requested if the applicable design standards are not met for any element of the proposed improvements. The proposed improvements could potentially involve the following design variations and exceptions:

- Shoulder width variation
- Shoulder width exception
- Lane width exception
- Length of crest vertical curve within an interchange variation
- Border width variation
- Potential ramp horizontal curve length variation.

IARs only need to address Requirement f if it is attempting to use one of the exceptions listed below.

10.1.6 Requirement f

On a case by case basis, FHWA may grant exceptions to the Requirements b through d for:

1. *Locked gate access to private property for purposes of public safety;*
2. *Locked gate access from an information center, weigh station and truck inspection station to a local road for the purposes of public safety;*
3. *Access from a safety rest area to an adjacent publicly owned conservation and recreation area if access to this area is available only through the safety rest area as allowed under 23 CFR 752.5(d);*
4. *Locked gate access from a local public road to the safety rest area for the limited purpose of providing access to safety rest area employees, deliveries, and emergency vehicles; or*
5. *A partial interchange where necessary to provide special access, such as to managed lanes or park and ride lots, or where factors such as the social, economic, and environmental impacts of a full interchange justify an exception*

This IAR is not requesting to make use of any of the exceptions listed above under Requirement f. As a result, addressing Requirement f is not required for this IAR.

11.0 CONCEPTUAL FUNDING PLAN/CONSTRUCTION SCHEDULE

The project is included in the 2050 Broward County Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan (adopted December 12, 2024), 2026-2030 Transportation Improvement Program (TIP), 2026 – 2029 State Transportation Improvement Program (STIP), Florida's Strategic Intermodal System (SIS), Second Five Year Plan (2030 – 2035). The design phase is partially funded in the 2026-2030 FDOT Work Program under FPID project numbers:

- FPID# 439170-3, I-95 from SR 820/Hollywood Boulevard to N of SR 822/Sheridan Street
- FPID# 439170-4, I-95 from SR 822/Sheridan Street to N of SR 848/Stirling Road
- FPID# 439170-5, I-95 from N of SR 874/Stirling Road to N of DR 818 Griffin Road
- FPID# 439170-6, I-95 CD Road from N of SR 820/Hollywood Boulevard to N of SR 818 Griffin Road
- FPID# 439170-7, I-95 Express Lanes from Miami-Dade /Broward Countyline to N of SR 818/Griffin Road

Construction cost for the project is estimated at $389,225,300 and right-of-way acquisition is estimated at $19,813,800. The right of way and construction phases are not currently funded. The project is anticipated to be funded with federal and state funds. The project is proposed to be phased into five projects. A funding plan will be developed based on the results, costs, and recommendations from the PD&E Study. The project is in the 2026-2030 FDOT Five-Year Work Program with funds allocated for the PD&E and Preliminary Engineering phases. Funding for future phases is currently being coordinated to ensure that the project is consistent with the local government comprehensive plans, and that required project funding is identified in the MTP, TIP, STIP, and FDOT's Work Program.

Appendices

Appendix A – Methodology Letter of Understanding

Appendix B – Project Traffic Forecasting Memorandum

Appendix A

Methodology Letter of Understanding

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

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

Type of Process: ☒ Programmatic ☐ Non-Programmatic ☐ Other

Project Development and Environment (PD&E) Study for SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road

FPID: 439170-1-22-02

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

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

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

Requestor	DocuSigned by: E06382D1E9FB41E... Leslie Wetherell, P.E. [FDOT District 4 Project Manager]	10/09/2023 | 7:11 AM EDT Date
Interchange Review Coordinator	DocuSigned by: DC7B7B72D0BD4A2... Cesar Martinez, P.E. Project Development Manager, District Four	10/09/2023 | 8:08 AM EDT Date
Systems Management Administrator	DocuSigned by: 4AD03E6A337F4C1... Jenna Bowman, PE Systems Implementation Office-Central Office	10/09/2023 | 1:57 PM EDT Date
Federal Highway Administration (if applicable)	Not Applicable	Date

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1.0 Project Description

Provide background or supporting information that explains the basis for the request.

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study along the segment SR 9/I-95 extending from the Miami-Dade/Broward County Line to north of Griffin Road (FM. No. 439170-1-22-02). The PD&E Study limits extend along SR 9/I-95 for approximately 6.5 miles in Broward County, Florida. The project proposes to address deficiencies and improve safety and traffic operations at the existing interchanges and cross streets and enhance the express lanes along SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road. Modifications are proposed at the three northern interchanges within the PD&E Study Limits - SR 818/Griffin Road, SR 848/Stirling Road, and SR 822/Sheridan Street. FDOT is preparing a Systems Interchange Modification Report (SIMR) to support the proposed modifications to these three interchanges. The limits of the SIMR extend from south of Sheridan Street to north of Griffin Road (covering the 3 northern interchanges of the PD&E Study). This document serves as the Methodology Letter of Understanding (MLOU) that outlines the criteria, assumptions, processes (analyses), and documentation requirements for preparation of the SIMR. The SIMR will serve as the Project Traffic Analysis Report (PTAR) for the related National Environmental Policy Act (NEPA) study encompassing the three interchanges and associated arterial improvements.

This SIMR is being prepared in coordination with the adjacent FDOT PD&E Study (FM No.436903-1-22-02) which is implementing modifications to the I-95 interchanges at Hollywood Boulevard, Pembroke Road and Hallandale Beach Boulevard. FDOT is preparing a separate SIMR to support the interchange modifications associated with this adjacent PD&E Study. Also notable is the 95 Express Phase 3C project which is currently under construction. This project is implementing express lanes along I-95 with direct connect ramps to and from I-595.

Modifications to the I-95 express lanes system may be considered under the I-95 PD&E Study extending from Miami-Dade/Broward County Line to north of Griffin Road (FM. No. 439170-1-22-02). These potential express lanes modifications may be prepared through the available optional services that are included in the project scope of services. If the optional services are advanced and modifications to the I-95 express lanes system are proposed, a separate Corridor Traffic Analysis Report (CTAR) will be prepared which will encompass all proposed improvements to the interchanges (6 total) and the I-95 mainline segment extending from Miami-Dade/Broward County Line to north of Griffin Road.

A. Purpose and Need Statement

Provide the Purpose, the Need, and the Goals and Objectives.

Traffic Demand (primary)

The year 2021 Annual Average Daily Traffic (AADT) along the SR-9/I-95 project limits ranged between 198,500 vehicles and 256,000 vehicles. This is slightly lower than pre-COVID conditions which had a 2019 AADT between 213,000 vehicles and 267,000 vehicles. Based on the traffic projections prepared for the project, the traffic demand is projected to continue increasing at a rate of 0.5% per year. The projected 2050 AADT was estimated to be between 248,000 vehicles and 333,400 vehicles. The proposed improvements include addressing existing and future traffic demand.

Operational Deficiencies (primary)

The SR 9/I-95 project interchanges, ramp terminals, and cross streets within the project limits are over-saturated. Traffic analysis was conducted for each interchange as part of the FDOT District 4 Interchange Concept Development Report from 2016. According to the study, the following locations are operating at Level of Service (LOS) E or worse during existing conditions (year 2012/2013):

- SR 848/Stirling Road: I-95 northbound ramp terminal intersection
- SR 822/Sheridan Street: I-95 Northbound ramp terminal intersection

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The future analysis, which projected traffic demand to the year 2040, describes the following locations that are expected to operate at LOS E or worse:

- SR 818/Griffin Road: All I-95 ramp terminal intersections
- SR 848/Stirling Road: I-95 Northbound ramp terminal intersection
- SR 822/Sheridan Street: All I-95 ramp terminal intersections
- I-95 southbound freeway segments within the project limits: Eight segments
- I-95 northbound freeway segments within the project limits: Four segments

Safety (primary)

A historical crash evaluation of the SR 9/I-95 project limits revealed a total of 4,764 crashes observed over a five-year period between 2016 and 2020. Approximately 0.5% of these crashes were fatal and 38.5% were coded with injuries. This is higher than the Districtwide statistics for the period from 2015 to 2019 which shows approximately 0.4% fatal crashes and 28.9% involving injuries. The predominant crash types along the project corridor consisted of rear ends at 52.4%, followed by sideswipes at 20.8% and crashes coded as other at 20.8%. The lane departure crash types such as those involving barriers comprised 11.5% of the crashes. The rear end crash types are higher than the Districtwide statistic of 33.4%. Higher rear end crash types may be correlated to congestion.

The Broward MPOs 2045 LRTP depicts the SR 9/I-95 project limits as a top corridor for future safety studies due to its high severity index per mile of over 200. The results are similar for the interchange cross streets at SR 822/Sheridan Street, SR 848/Stirling Road, and SR 818/Griffin Road. The severity index is a measure that looks at total crashes and crash severity and uses a weighted average (higher score for incapacitating and fatal crashes) to develop an index that ranks locations in terms of their importance for future safety analysis and improvements. The 2021 Florida Strategic Highway Safety Plan (FSHSP) has identified lane departure crashes as an emphasis area which is a high crash type along the project corridor. Pedestrians, bicyclists and intersections are another emphasis area which applies to the interchange areas. The proposed improvements include operational improvements at the interchanges which are expected to alleviate crash patterns that are correlated to congestion. Improvements at the cross streets are anticipated to enhance bicycle and pedestrian accommodations which may also alleviate crash patterns related to those modes.

SR 9/I-95 and the project interchanges are designated evacuation routes according to the Florida Division of Emergency Management and Broward County. The proposed project improvements will address operational deficiencies which will help to improve travel time during evacuation events and emergency situations.

Social Demands and Economic Development (secondary)

SR 9/I-95, which is part of the Florida Strategic Intermodal System (SIS), supports the regional social and economic development activity in South Florida. The facility connects the major employment and population centers in Broward County, Miami-Dade County, and Palm Beach County. According to the Broward MPO 2045 LRTP, the County's population is projected to grow 27% between the years 2015 and 2045. Similarly, employment is projected to increase 25% in that same time period. Urban infill and redevelopment are common in the region and in the vicinity of the project limits. The proposed improvements will enhance connectivity to nearby employment areas, schools, and recreational facilities.

Modal Interrelationships (secondary)

SR 9/I-95 is part of the SIS which is a high priority network of transportation facilities important to the state's economy and mobility. The corridor is a primary highway in the National Highway Freight Network. The truck factor varies but is approximately 9% within the SR-9/I-95 project limits. The limited access corridor also services several premium express transit routes for Broward County Transit and Miami-Dade County Department of Transportation and Public Works Metrobus system. All of the project interchange areas include sidewalks on both sides of the arterials passing underneath the SR 9/I- 95 bridges. Generally, there is a lack of dedicated bicycle facilities. The Broward MPO Complete Streets Master Plan (dated 2019) confirms the gaps in the existing

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bicycle network along the project interchange cross streets. This master plan proposes a bicycle facility project along SR 818/Griffin Road and complete streets projects along SR 848/Stirling Road and SR 822/Sheridan Street.

The proposed improvements will address operational deficiencies at the interchanges and improve access to the managed lanes system which is expected to improve traffic flow along the SR 9/I-95 corridor benefiting all users including freight and premium express bus transit. Improvements at the interchange ramp terminals and arterial cross streets are expected to benefit multiple modes such as vehicles, freight, transit, bicyclists and pedestrians.

B. Project Location

Provide project description and a map of the IAR project location.

A location map for the project is shown in Figure 1. The PD&E Study limits extend from Miami-Dade County Line to north of Griffin Road, Broward County Florida. The limits of the PD&E Study are within the City of Hollywood, City of Dania Beach, Town of Pembroke Park, and City of Hallandale Beach. Six interchanges are within the limits of the PD&E Study - Hallandale Beach Boulevard, Pembroke Road, Hollywood Boulevard, Sheridan Street, Stirling Road and Griffin Road. The three northern interchanges (Sheridan Street, Stirling Road and Griffin Road) are within the limits of the SIMR which is the subject of this MLOU.

C. Area of Influence

Provide a description of the area of influence along the main line and cross street.

The area of influence for the SIMR is depicted in Figure 2. It extends along I-95 from south of Sheridan Street to north of Griffin Road. The limits along I-95 include the ramps serving Hollywood Boulevard to and from the north and the ramps serving I-595 to and from the south. The ramp connections to I-595, within the area of influence, are not expected to have any impact on the I-595/I-95 Interchange. The area of influence includes three I-95 interchanges: Sheridan Street, Stirling Road and Griffin Road. All freeway segments (merge, diverge, basic and weaving segments) within the area of influence will be analyzed. The area of influence extends along each cross-street to include adjacent signalized intersections located within approximately 1/2 mile of the interchange. The signalized intersections within these limits are:

- Sheridan Street at N 29th Avenue
- Sheridan Street at N 28th Avenue
- Sheridan Street at SB I-95 Off-Ramp
- Sheridan Street at NB I-95 Of-Ramp
- Sheridan Street at N 26th Avenue
- Stirling Road at Anglers Avenue
- Stirling Road at NW 29th Avenue
- Stirling Road at SB I-95 Off-Ramp
- Stirling Road at NB I-95 Off-Ramp
- Stirling Road at SW 18th Avenue/Oakwood Boulevard
- Stirling Road at South Compass Way
- Stirling Road at Bryan Road
- Griffin Road at Anglers Avenue
- Griffin Road at SB I-95 Off-Ramp
- Griffin Road at NB I-95 Off Ramp
- Griffin Road at Old Griffin Road

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Figure 1: Project Location Map

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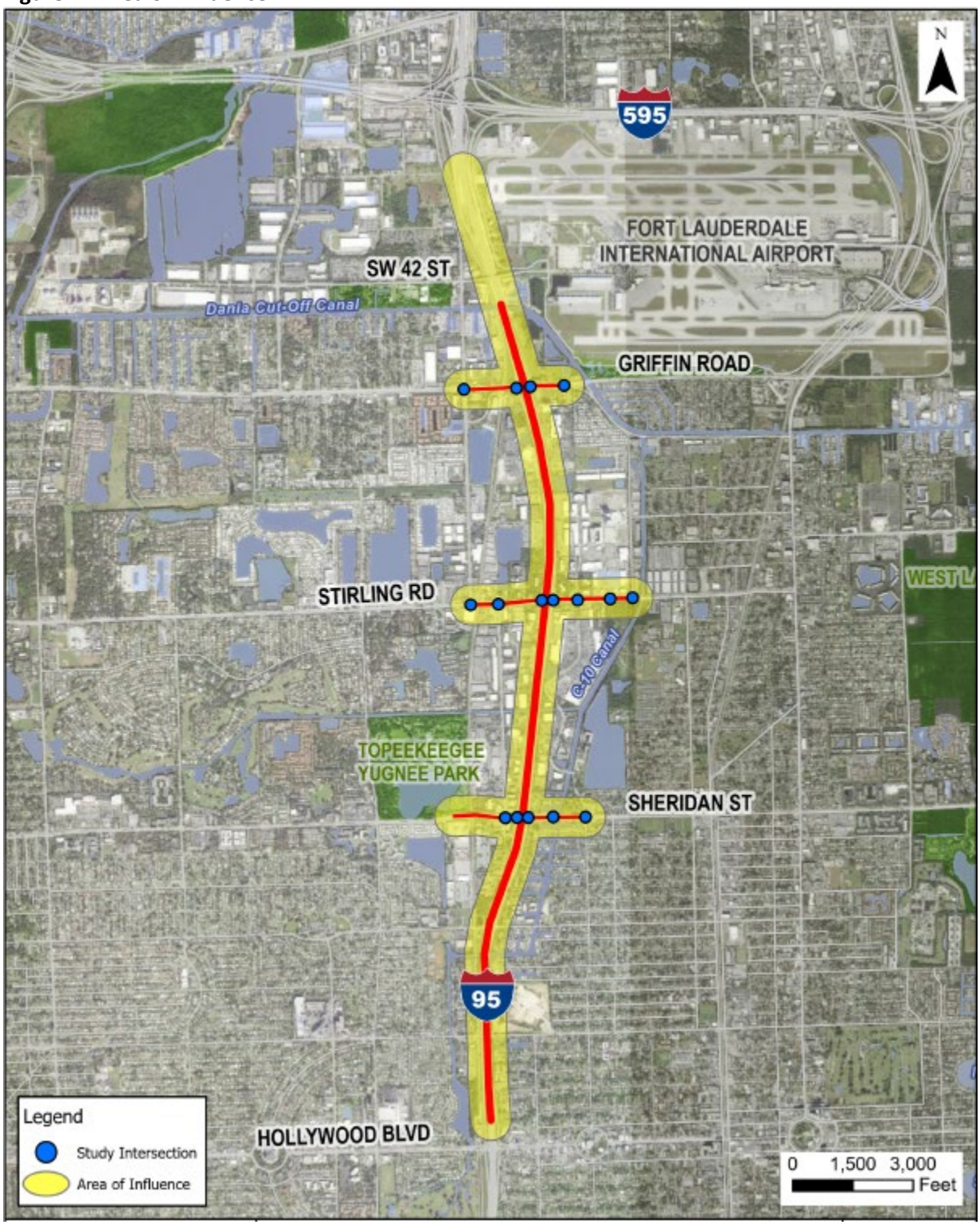
Figure 2: Area of Influence



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D. Project Schedule

Identify the schedule of production activities consistent with a proposed conceptual funding plan and opening year.

Funding in the amount of $6,016,042 was programmed for the PD&E Study under Fiscal Year (FY) 2023 in the FY 2018 - 2023 FDOT Work Program (FM #439170-1). The project is funded for Preliminary Engineering (Final Design) with an allocation of $50,020,000 under FY 2026 in the FDOT Work Program FY 2024 – 2028. Location Design Concept Acceptance (LDCA) for the PD&E Study is expected circa January 2026. The anticipated opening year for the project is 2030, subject to construction funding.

2.0 Analysis Years

A. Travel Demand Model

- Base year: 2015
- Horizon year: 2045

B. Traffic Operational Analysis

- Existing year: 2021 (consistent with FDOT's pre-work activities)
- Opening year: 2030
- Interim year: 2040
- Design year: 2050

A year of failure analysis shall be performed for Preferred Alternative, in case a failing LOS is obtained in Design Year.

3.0 Alternatives

The No-Build and Build alternatives shall be analyzed in the IAR. Details of all reasonable build alternatives considered, including those eliminated from further considerations, shall be documented. The documentation for the alternatives eliminated can be minimal like a summary of what was considered, reasons for elimination etc. Build Alternatives meeting purpose and need of the project shall have a more detailed description and evaluated in the IAR. The implementation of TSM&O elements will be incorporated in the IAR Recommended Alternative.

4.0 Data Collection

The type of data that may be used should be identified.

A. Transportation System Data

Transportation system data will be gathered from various sources, including the following*:*

- *Field review conducted along the project corridors.*
- *Review of aerial photographs*
- *Broward County Public Works Department*
- *FDOT Roadway Characteristic Inventory Database*
- *FDOT Traffic Information Online*
- *Signal4Analytics*
- *Prior and other on-going studies conducted within the project area, most notably:*
    - *I-95 PD&E Study from Miami-Dade County Line to Hollywood Boulevard*
    - *I-95 Express Phase 3*
    - *I-95 PD&E Study from Golden Glades Interchange to Miami-Dade/Broward County Line.*

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B. Existing and Historical Traffic Data

Existing and historical traffic will be gathered from various sources including the following:

- *Traffic Data Collection and Traffic Projections report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road, FDOT, May 20, 2022. The is the pre-work traffic information prepared by FDOT for the PD&E Study. This document will serve as the primary traffic data source for the project.*
- *FDOT Traffic Information Online*
- *RITIS and other available BIG Data sources*
- *Broward County*
- *Active DRIs and other major developments*
- *Traffic Reports for adjacent projects*
    - *I-95 PD&E Study from Miami-Dade County Line to Hollywood Boulevard*
    - *I-95 Express Phase 3*
    - *I-95 PD&E Study from Golden Glades Interchange to Miami-Dade/Broward County Line.*

C. Land Use Data

Existing and Future land use data will be gathered from various sources, such as, Florida Geographic Data Library (FGDL), Broward County MPO 2045 Metropolitan Transportation Plan (MTP), local government comprehensive plans and any active development of regional impact (DRI) applications or other major developments within the project vicinity.

D. Environmental Data

Environmental data will be gathered from the FGDL and through coordination with local, state, and national agencies, these include:

- Broward County
- Florida Department of Environmental Protection
- South Florida Water Management District
- US Army Corps of Engineers
- US Fish and Wildlife Service
- Florida Fish and Wildlife Commission
- US Environmental Protection Agency

E. Planned and Programmed Projects

Planned and programmed projects will be identified in consultation with the FDOT, Broward County, other stakeholders and reviewing the following documents:

- Broward County MPO 2045 Metropolitan Transportation Plan (MTP)
- Miami-Dade County MPO TIP and Priority Projects
- Local government comprehensive plans
- Active DRI applications and other major developments
- FDOT's Five Year Work Program
- FDOT's Strategic Intermodal System plans
- *I*-95 PD&E Study from Miami-Dade County Line to Hollywood Boulevard (on-going project)
- I-95 Express Phase 3 (on-going Design-Build project)
- I-95 PD&E Study from Golden Glades Interchange to Miami-Dade/Broward County Line (on-going project)

The SIMR will be prepared in coordination with all planned and programed projects for consistency.

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5.0 Travel Demand Forecasting

Travel demand forecast prepared by the FDOT for this project is documented in the Traffic Data Collection and Traffic Projections report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road, FDOT, May 20, 2022. This report contains traffic forecasts for the existing year - 2021 (AM, PM, AADT) and AADT forecast for future years (2030, 2045, 2050) No Build conditions. The information contained in this report will be utilized in developing the forecasts for the Build Alternatives.

A. *Selected Travel Demand Model(s)*

The Southeast Florida Regional Planning Model (SERPM), Version 8.531 was used for the travel demand forecasting for this project. SERPM 8.531 is an Activity-Based Model (ABM) that simulates both household level and person-level travel choices including intra-household interactions with household members. SERPM 8.531 model is validated to year 2015 conditions and includes a future year 2045 scenario based on the adopted Cost Feasible plans from the Miami-Dade, Broward, and Palm Beach MPOs. It is approved by the Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) in South Florida for transportation engineering and planning studies. The RTTAC-MS comprises representatives from FDOT District 4, District 6, and the three MPOs in South Florida.

B. *Project Traffic Forecast Development Methodology*

Describe the methodology and assumptions in developing the future year traffic volumes (AADT and DDHV)

The AADT volumes were developed based on existing traffic counts and growth factors. The growth factors were determined from 2015 and 2045 model volumes, historical traffic counts, and socioeconomic growth in the study area. The AADT volume, applicable K factors and D factors, together with existing turning movement counts will be used as input into the TmTool application to calculate future year turning movement volumes for No Build and Build conditions.

C. *Validation Methodology*

Describe the validation methodology using current FDOT procedures and data collection procedure.
Identify how modifications to the travel demand forecasting model will be made, including modifications to the facility type and area type for links, modifications to socio-economic data and all input and output modeling files for review.

The SERPM 8.531 model was previously validated to year 2015 conditions following the standard model validation procedures, principles, and best practices in the industry. No further model validation task is required for this SIMR.

D. *Adjustment Procedures*

Identify the process used to adjust modeled future year traffic to the defined analysis years. Discuss how trends/growth-rates will be factored into this, if applicable.

AADT projections were prepared by FDOT for the future years (2030, 2045 and 2050) under the No-Build conditions. Based on the coordination with the FDOT, the No Build conditions are defined as the transportation network with the inclusion of Cost Feasible Plan improvements in the adopted MPO 2045 Long Range Transportation Plan (LRTP). In addition, the preferred alternative from the I-95 PD&E study from Hallandale Beach Boulevard to Hollywood Boulevard is included as part of the No-Build conditions. The travel demand forecasts performed by FDOT included the following activities:

• **Data Gathering for Project Traffic from Past Studies:** The traffic projections and forecasts were gathered for the following 3 adjacent projects:

1. I-95 PD&E Study from Hallandale Beach Boulevard to Hollywood Boulevard PD&E
2. I-95 Corridor Planning Study led by FDOT District 4, and
3. I-95 PD&E study from Miami Garden Drive to Miami/Broward County Line led by District 6.

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Coordination was carried out with the I-95 Express Team and the Teams for the above referenced I-95 PD&E Studies. This coordination was essential to ensure that traffic projections and improvements from various sources are all considered.

• **Subarea Model Forecast for No-Build Conditions:** The socioeconomic data, network coding, and other model settings were reviewed to make sure they were consistent with the base year (2021) conditions. A future year (2045) No-Build Network in Southeast Florida Regional Planning Model (SERPM) was developed based on the 2045 Cost Feasible Plans adopted by the three MPOs in the region. The No-Build network also included the proposed improvements from the aforementioned projects and was coordinated with FDOT.

• **Future Traffic Projections**: Trends analysis was conducted using the historical traffic counts. The growth factors were calculated using the population and employment data obtained from the SERPM model. A set of recommended growth rates were proposed based on the trends analysis, socioeconomic data, and model volumes for all links within the study network. The growth rates were applied to the existing year (2021) AADT volumes to obtain projections for the future years 2030, 2045 and 2050. Coordination was carried out to ensure the AADT projections at the county line along I-95 were consistent with the AADT forecast prepared by the I-95 PD&E Team south of the Miami-Dade County line. Traffic volumes for the interim year (2040) will be developed by interpolating data from the FDOT's traffic projections.

E. *Traffic Factors*

Recommended traffic factors were developed for the study network based on the following considerations:

- The 2022 Florida Traffic Online (FTO) data was used to compute estimated K factors (per peak/daily ratios from the synopsis reports) and D factors in the year 2022. The computed 2022 K factors are relatively low (6.7 to 7.5) along I-95 and several of the cross-street approaches. This condition is typical for the highly urbanized nature of the study area with peak spreading conditions that extend for several hours during the AM and PM peak periods.
- Traffic factors previously approved for adjacent projects were reviewed for consistency along I-95 mainline. K factors ranging from 6.2% to 6.8% were previously approved for the adjacent PD&E Study along the segment of I-95 from Hallandale Beach Boulevard to Hollywood Boulevard.
- FDOT provided new recommendations for K factors per e-mail distributed to the districts on July 27, 2023. The new guidelines allow for K factors ranging from 7.0% to 9.0% in highly urbanized areas. K factors in the lower range are applicable for roadways with extensive peak spreading characteristics, similar to the road network in the SIMR study area.
- The FDOT's 2019 Project Traffic Forecasting Handbook recommended D factors for urban freeways (50.4% to 61.2%) and urban arterials (50.8% to 67.1%) were reviewed for consistency.
- The 2022 FTO data was researched to gather classification counts within the project vicinity for each corridor (I-95, Griffin Road, Stirling Road and Sheridan Street). Truck factors (T Factor) were established based on the classification counts data. Design Hour Truck (DHT) factors were estimated at ½ T-factor and rounded to nearest whole number.
- Peak hour factors for existing year (2021) will be computed based on existing year counts. A peak hour factor of 95% will be assumed for future years (2030, 2040 and 2050) - consistent with guidelines for urban freeways and arterials, per FDOT's Traffic Analysis Handbook.

Based on the above considerations, recommended K factors and D factors were established for the project, as presented in the table below.

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I-95 Corridor								
From	**To**	**K Factor**		**D Factor**		**T Factor**	**DHT**	**PHF**
		AM	**PM**	**AM**	**PM**			
Hollywood Boulevard	Sheridan Street	7.0%	7.0%	51.6%	52.3%	5.0%	3.0%	varies
Sheridan Street	Stirling Road	7.0%	7.0%	52.3%	50.8%	5.0%	3.0%	varies
Stirling Road	Griffin Road	7.0%	7.0%	52.3%	50.8%	5.0%	3.0%	varies
Griffin Road	I-595	7.0%	7.0%	52.3%	50.8%	5.0%	3.0%	varies
Arterial Corridors								
Roadway	**Location**	**K Factor**		**D Factor**		**T Factor**	**DHT**	**PHF**
		AM	**PM**	**AM**	**PM**			
Sheridan Street	West of I-95	7.3%	7.3%	55.8%	54.4%	3.5%	2.0%	Varies
	East of I-95	7.3%	7.3%	52.1%	50.0%	3.5%	2.0%	Varies
Stirling Road	West of I-95	8.0%	8.0%	54.4%	54.3%	4.0%	2.0%	Varies
	East of I-95	7.5%	7.5%	56.6%	53.4%	4.0%	2.0%	Varies
Griffin Road	West of I-95	7.5%	7.5%	55.2%	51.5%	6.5%	3.0%	Varies
	East of I-95	9.0%	9.0%	59.9%	57.1%	6.5%	3.0%	varies

If any of the above traffic factors are modified during the IAR due to additional information becoming available, then CO will be informed and supporting information will be provided in the IAR.

6.0 Traffic Operational Analysis

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

A. Existing Area Type/Traffic Conditions

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

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B. Traffic Analysis Software Used

Vissim will be the primary tool used for comparing traffic operations for the No Build and the Recommended Alternative resulting from the PD&E Study. HCS and Synchro will be used for preliminary screening of Build Alternatives and to supplement the simulation output.

Software		System Component					
		Freeway				Crossroad	
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS/HCM	2023	☒	☒	☒	☒	☐	☐
Synchro	12	☐	☐	☐	☐	☒	☒
Corsim	☐	☐	☐	☐	☐	☐	☐
Vissim	2022	☒	☒	☒	☒	☒	☒
Other	☐	☐	☐	☐	☐	☐	☐

C. Calibration Methodology

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

Synchro Models:

Synchro models will be developed and calibrated using the criteria adopted from the 2021 FDOT Traffic Analysis Handbook. Synchro model calibration will be conducted per Section 6.4.2 of the 2021 FDOT Traffic Analysis Handbook.

The calibration process will be supported by data gathered during field observations, such as: typical queue lengths, operating speeds, right turns on red, signal operations and pedestrian/bicycle activity.

Vissim Models:

The simulation calibration will incorporate guidance and criteria from the 2021 FDOT Traffic Analysis Handbook. Prior calibration factors used for the adjacent I-95 PD&E study and I-95 Express Lanes projects will also be reviewed. Traffic volume data, travel time data, and field observations will be used in the calibration of the Vissim model. Vissim models will be developed for the existing year (2021) for calibration and for the design year (2050) for comparison of the No Build and Preferred Build Alternative.

Vissim models will be developed covering a total of 4 ½ hours in the AM and PM peak periods using 15-minute flow rates. The simulation periods will include the following:

- AM Period: ½ hour seeding + 4-hour AM peak period
- PM Period: ½ hour seeding + 4-hour PM peak period

Several calibration measures will be used to ensure that the model replicates the field conditions. The calibration process will consist of measuring and comparing volume, speed/travel time, and visual audits. Volumes, travel times, and speeds for freeway mainline and arterial (surface street) facilities will be calibrated using criteria specified in the 2021 FDOT Traffic Analysis Handbook.

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The major bottlenecks within the study area will be calibrated to replicate the capacity and congestion based on field data. Visual audits of the simulation will be performed to analyst's satisfaction to observe speed-flow relationships for individual links and acceptable queuing at intersections and other bottlenecks in the network. In addition to average travel speeds, individual link speeds and speed-flow diagrams will be used to evaluate the performance of the network.

To determine the required number of simulation runs, statistical tests will be performed using a 95% confidence level and an allowable error of 10%. It is anticipated that 10 runs will be adequate based on prior experience within this corridor. Vissim default vehicle characteristics will be used in the model as a starting point. Any parameters that are changed from the default value will be documented and justified accordingly.

All future year Build and No-Build models will be created from the calibrated 2021 existing model.

D. Selection of Measures of Effectiveness (MOE)

- *The Level of Service criteria for each roadway classification, including mainline, ramps, ramp terminal intersections and the crossroad beyond the interchange ramp terminal intersections are identified below.*

  The project study area is located within the urbanized area of Broward County. Hence, a target LOS D will be used for all roadway facilities, per FDOT's Level of Service Policy.

- *In addition to the Level of Service criteria, state other operational MOEs to be utilized for the evaluation of alternatives.*

The following MOEs will be used to evaluate the performance of the considered alternatives:

- Synchro
  - Level of Service – Overall intersection LOS and by movement
  - Delay – Overall intersection control delay and by movement
  - 95th percentile queue lengths
- HCS
  - Basic Freeway Segments – Density and LOS
  - Freeway Merge, Diverge and Weaving Segments – Density and LOS

- Vissim (Design Year only)
  - Freeway: volume, speed, estimated density and estimated LOS
  - Intersections: volume, delay, and max queue length
  - Network-wide: total travel time, total delay time, average delay, latent delay, vehicle-miles of travel, average speed, latent demand, vehicles arrived and total stops.

The Vissim analysis will compare MOEs for the No Build and Preferred Alternative. Vissim MOEs will be assessed for a simulation period covering a total of 4 ½ hours in the AM period and 4 ½ hours in the PM period, as described under Section 6C.

7.0 Safety Analysis

A. Detailed crash data within the study area will be analyzed and documented. The latest five years of crash data shall be used.

Years: January 2018 through July 2023
Source: Signal4Analytics

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B. Identify the level of safety analysis to be performed, along with any software and tools to be used.

The safety analysis will identify existing safety concerns as reflected in the crash data. The analysis will be conducted per guidelines contained in FDOT's 2022 Interchange Access Request User's Guide, Chapter 6 Safety Analysis Guidance. The safety analysis will incorporate a qualitative assessment as well as a quantitative assessment for the Preferred Alternative and No Build conditions. Historical crash records will be gathered and summarized to identify crash characteristics such as: crash types, severity, lighting conditions, surface conditions and weather conditions. The quantitative safety analysis will be performed per the Highway Safety Manual (HSM) and using the Interactive Highway Safety Design Model (IHSDM) or other analysis tool approved by FDOT for computations. Proposed improvements will incorporate crash countermeasures, to the extent feasible, within the scope of the project.

8.0 Consistency with Other Plans/Projects

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

The proposed improvement under consideration in the SIMR are consistent with the Broward County MPO Metropolitan Transportation Plan (MTP), Broward County Interchanges Master Plan, and FDOT's Strategic Intermodal System (SIS) Plan.

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

The proposed improvements are consistent with all applicable plans.

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

- Systems Interchange Modification Report (SIMR) for I-95 from Hallandale Beach Boulevard to Hollywood Boulevard (on-going)
- I-595 SIMR Reevaluation, 2015, 2017 and 2019. These SIMR reevaluations include I-95/I-595 system-to-system interchange improvements and the 95 Express direct connect ramps which are currently under construction.

9.0 Environmental Considerations

A. Status of Environmental Approval and permitting process.

B. Identify the environmental considerations that could influence the outcome of the alternative development and selection process.

10.0 Coordination

Yes	No*	N/A*	
☒	☐	☐	An appropriate effort of coordination will be made with appropriate proposed developments in the area.
☒	☐	☐	Request will identify and include (if applicable) a commitment to complete the other non-interchange/non-intersection improvements that are necessary for the interchange/intersection to function as proposed.

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☒	☐	☐	Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.
☒	☐	☐	Request will document any pre-condition contingencies required in regards to the timing of other improvements and their inclusion in a TIP/STIP/LRTP prior to the Interstate access approval (final approval of NEPA document).
☒	☐	☐	Request will document the funding and phasing.

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

11.0 Anticipated Design Exceptions and Variations

Any known exceptions/variations to FDOT, AASHTO or FHWA rules, policies, standards, criteria or procedures will be listed in the IAR document.

Design exceptions/variations are not anticipated at this time. However, should the need arise, they will be documented in the SIMR.

12.0 Conceptual Signing Plan

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

The conceptual signing and marking plan will be prepared consistent with the Manual on Uniform Traffic Control Devices (MUTCD).

13.0 Access Management Plan

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

☒ *The improvement will affect the access management within the area of influence that will require a change to the access management plan. An access management plan will be developed within the area of influence to complement the improvements to the interchange.*

The interchange modifications may impact access to some properties within the area of influence. If access is impacted, an access management plan will be prepared to compliment the improvements, and this will be documented in the SIMR.

14.0 FHWA Policy Points

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

Appendix B

Project Traffic Forecasting Memorandum

(Includes: Traffic Data Collection and Traffic Projections Report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road, FDOT, Updated May,2024)

PROJECT TRAFFIC FORECASTING MEMORANDUM

SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR)
Interstate 95 (I-95) / State Road 9 (SR 9)
Project Development and Environment (PD&E) Study

FDOT Financial Project Identification Number: 439170-1-22-02

Prepared for:

FDOT District Four

Prepared by:
The Corradino Group
5200 NW 33rd Avenue, Suite 203
Fort Lauderdale, FL 33309

FEBRUARY 2024

FINAL

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

Appendix B – Traffic Data Collection and Traffic Projections Report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road

Appendix C – FDOT's pre-work AADTs

Appendix D – Historical AADTs Report

Appendix E – TMTOOL Input & Output

1.0 PROJECT DESCRIPTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study along the segment SR 9/I-95 extending from the Miami-Dade/Broward County Line to north of Griffin Road (FM. No. 439170-1-22-02). The PD&E Study limits extend along SR 9/I-95 for approximately 6.5 miles in Broward County, Florida. The project proposes to address deficiencies, improve safety and traffic operations at the existing interchanges and cross streets, and enhance the express lanes along SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road. Modifications are proposed at the three northern interchanges within the PD&E Study Limits - SR 818/Griffin Road, SR 848/Stirling Road), and SR 822/Sheridan Street. FDOT is preparing a Systems Interchange Modification Report (SIMR) to support the proposed modifications to these three interchanges. The limits of the SIMR extend from south of Sheridan Street to north of Griffin Road (covering the 3 northern interchanges of the PD&E Study). The purpose of this report is to document the procedures used in the development of directional design hour volumes (DDHVs) and the intersection turning movement volumes (TMVs) for 2050 conditions. *A detailed travel demand forecasting methodology was developed, approved, and documented in the Florida Department* of Transportation, Interchange Access Request, Methodology Letter of Understanding (MLOU) (see ***Appendix A***).

1.1 Project Location

A location map for the project is shown in Figure 1.1. The PD&E Study limits extend from Miami-Dade County Line to north of Griffin Road, Broward County Florida. The limits of the PD&E Study are within the City of Hollywood, City of Dania Beach, Town of Pembroke Park, and City of Hallandale Beach. Six interchanges are within the limits of the PD&E Study - Hallandale Beach Boulevard, Pembroke Road, Hollywood Boulevard, Sheridan Street, Stirling Road and Griffin Road. The three northern interchanges (Sheridan Street, Stirling Road and Griffin Road) are within the limits of the SIMR which is the subject of this project.

1.2 Area of Influence

The area of influence for the SIMR extends along I-95 from south of Sheridan Street to north of Griffin Road. The limits along I-95 include the ramps serving Hollywood Boulevard to and from the north and the ramps serving I-595 to and from the south. The area of influence includes three I-95 interchanges: Sheridan Street, Stirling Road and Griffin Road. The area of influence extends along each cross-street to include adjacent signalized intersections located within approximately 1/2 mile of the interchange. The signalized intersections within these limits are:

- Sheridan Street at N 29th Avenue
- Sheridan Street at N 28th Avenue
- Sheridan Street at SB I-95 Off-Ramp
- Sheridan Street at NB I-95 Of-Ramp
- Sheridan Street at N 26th Avenue
- Stirling Road at Anglers Avenue
- Stirling Road at NW 29th Avenue
- Stirling Road at SB I-95 Off-Ramp
- Stirling Road at NB I-95 Off-Ramp
- Stirling Road at SW 18th Avenue/Oakwood Boulevard
- Stirling Road at South Compass Way
- Stirling Road at Bryan Road
- Griffin Road at Anglers Avenue
- Griffin Road at SB I-95 Off-Ramp
- Griffin Road at NB I-95 Off Ramp
- Griffin Road at Old Griffin Road

The traffic forecast presented here-in covers the road segments and intersection described in the above area of influence.

Figure 1.1 – Project Location Map

2.0 Analysis Years

A. *Travel Demand Model*
- Base year: 2015
- Horizon year: 2045

B. *Traffic Operational Analysis*
- Existing year: 2021
- Opening year: 2030
- Interim year: 2040
- Design year: 2050

3.0 Project Traffic Forecast Development Methodology

*Travel demand forecast prepared by the FDOT for this project is documented in the Traffic Data Collection and Traffic Projections report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road, FDOT, May 20, 2022. (See **Appendix B**) This report contains traffic forecasts for the existing year - 2021 (AM, PM, AADT) and AADT forecast for future years (2030, 2045, 2050) No Build conditions. The information contained in this report was utilized in developing the forecasts for the Build Alternatives.*

A. Selected Travel Demand Model

The Southeast Florida Regional Planning Model (SERPM), Version 8.531 was used for the travel demand forecasting for this project. SERPM 8.531 is an Activity-Based Model (ABM) that simulates both household level and person-level travel choices including intra-household interactions with household members. SERPM 8.531 model is validated to year 2015 conditions and includes a future year 2045 scenario based on the adopted Cost Feasible Plans from the Miami-Dade, Broward, and Palm Beach MPOs. It is approved by the Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) in South Florida for transportation engineering and planning studies. The RTTAC-MS comprises representatives from FDOT District 4, District 6, and the three MPOs in South Florida.

B. Project Traffic Forecast Development Methodology

The AADT volumes were developed based on existing traffic counts and growth factors. The growth factors were determined from 2015 and 2045 model volumes, historical traffic counts, and socioeconomic growth in the study area. The AADT volume, applicable K

factors and D factors, together with existing turning movement counts were used as input into the TMTOOL application to calculate future year turning movement volumes for No Build.

c. Validation Methodology

The SERPM 8.531 model was previously validated to year 2015 conditions following the standard model validation procedures, principles, and best practices in the industry. No further model validation task is required for this SIMR.

D. Adjustment Procedures

AADT projections were prepared by FDOT for the future years (2030, 2045 and 2050) under the No-Build conditions (see ***Appendix C****). Based on the coordination with the FDOT, the No Build conditions are defined as the transportation network with the inclusion of Cost Feasible Plan improvements in the adopted MPO 2045 Long Range Transportation Plan (LRTP). In addition, the preferred alternative from the I-95 PD&E study from Hallandale Beach Boulevard to Hollywood Boulevard is included as part of the No-Build conditions. The travel demand forecasts performed by FDOT included the following activities:*

- ***Data Gathering for Project Traffic from Past Studies****: The traffic projections and forecasts were gathered for the following 3 adjacent projects:*
    1. *I-95 PD&E Study from Hallandale Beach Boulevard to Hollywood Boulevard PD&E*
    2. *I-95 Corridor Planning Study led by FDOT District 4, and*
    3. *I-95 PD&E study from Miami Garden Drive to Miami/Broward County Line led by District 6*

  Coordination was carried out with the I-95 Express team and the teams for the above referenced I-95 PD&E Studies. This coordination was essential to ensure that traffic projections and improvements from various sources are all considered.

- ***Subarea Model Forecast for No-Build Conditions:*** *The socioeconomic data, network coding, and other model settings were reviewed to make sure they were consistent with the base year (2021) conditions. A future year (2045) No-Build Network in Southeast Florida Regional Planning Model (SERPM) was developed based on the 2045 Cost Feasible Plans adopted by the three MPOs in the region. The No-Build network also included the proposed improvements from the aforementioned projects and was coordinated with FDOT.*

- ***Future Traffic Projections:*** *Trends analysis was conducted using the historical traffic counts (see* ***Appendix D****). The growth factors were calculated using the population and employment data obtained from the SERPM model. A set of recommended growth rates were proposed based on the trends analysis, socioeconomic data, and model volumes for all links within the study network. The growth rates were applied to the existing year (2021) AADT volumes to obtain projections for the future years 2030, 2045 and 2050. Coordination was carried out to ensure the AADT projections at the county line along I-95 were consistent with the AADT forecast prepared by the I-95 PD&E Team south of the Miami-Dade County line. Traffic volumes for the interim years (2030, & 2040) were developed by interpolating data from the FDOT's traffic projections.*

4.0 TRAFFIC FACTORS

Recommended traffic factors were developed for the study network based on the following considerations:

- *The 2022 Florida Traffic Online (FTO) data was used to compute estimated K factors (per peak/daily ratios from the synopsis reports) and D factors in the year 2022. The computed 2022 K factors are relatively low (6.7 to 7.5) along I-95 and several of the cross-street approaches. This condition is typical for the highly urbanized nature of the study area with peak spreading conditions that extend for several hours during the AM and PM peak periods.*

- *Traffic factors previously approved for adjacent projects were reviewed for consistency along I-95 mainline. K factors ranging from 6.2% to 6.8% were previously approved for the adjacent PD&E Study along the segment of I-95 from Hallandale Beach Boulevard to Hollywood Boulevard.*

- *FDOT provided new recommendations for K factors per an e-mail that was distributed to the districts on July 27, 2023. The new guidelines allow for K factors ranging from 7.0% to 9.0% in highly urbanized areas. K factors in the lower range are applicable for roadways with extensive peak spreading characteristics, similar to the road network in the SIMR study area.*

- *The FDOT's 2019 Project Traffic Forecasting Handbook recommended D factors for urban freeways (50.4% to 61.2%) and urban arterials (50.8% to 67.1%) were reviewed for consistency.*

- *The 2022 FTO data was researched to gather classification counts within the project vicinity for each corridor (I-95, Griffin Road, Stirling Road and Sheridan Street). Truck factors (T Factor) were established based on the classification counts data. Design Hour Truck (DHT) factors were estimated at ½ T-factor and rounded to nearest whole number.*

- *Peak hour factors for existing year (2021) were computed based on existing year counts. A peak hour factor of 95% were assumed for future years (2030, 2040 and 2050) - consistent with guidelines for urban freeways and arterials, per FDOT's Traffic Analysis Handbook.*

  Based on the above considerations, recommended K factors and D factors were established for the project, as presented in the table below.

Table 4.1 – I-95 Recommended K & D Factors

I-95 Corridor (General Purpose & Express Lanes)								
From	To	Recommended K Factor		Recommended D Factor		T Factor	DHT	PHF
		AM	PM	AM	PM			
Hollywood Boulevard	Sheridan Street	7.00%	7.00%	51.60%	52.30%	5.0%	3.0%	Varies
Sheridan Street	Stirling Road	7.00%	7.00%	52.30%	50.80%	5.0%	3.0%	Varies
Stirling Road	Griffin Road	7.00%	7.00%	52.30%	50.80%	5.0%	3.0%	Varies
Griffin Road	I-595	7.00%	7.00%	52.30%	50.80%	5.0%	3.0%	Varies

After researching several prior PD&E studies and comparing procedures, FDOT D4 agreed that it was acceptable to compute the interim year volumes using the interpolation procedure.

Table 4.2 – Arterial Roadways Recommended K & D Factors

Arterial Corridors								
Roadway	Location	Recommended K Factor		Recommended D Factor		T Factor	DHT	PHF
		AM	PM	AM	PM			
Sheridan Street	West of I-95	7.30%	7.30%	55.80%	54.40%	3.5%	2.0%	Varies
	East of I-95	7.30%	7.30%	52.10%	50.08%	3.5%	2.0%	Varies
Stirling Road	West of I-95	8.00%	8.00%	54.40%	54.30%	4.0%	2.0%	Varies
	East of I-95	7.50%	7.50%	56.60%	53.40%	4.0%	2.0%	Varies
Griffin Road	West of I-95	7.50%	7.50%	55.20%	51.50%	6.5%	3.0%	Varies
	East of I-95	9.00%	9.00%	59.90%	57.10%	6.5%	3.0%	Varies

5.0 Post-Processing Approach and DDHVs and Turning Movement Volumes Development

Turning Movement Volumes Development using TMTOOL:

The TMTOOL Spreadsheets were populated with the approved AADTs from 2021 and the recommended annual growth rates for estimating the 2030, 2040 and 2050 AADTs. The spreadsheets were also populated with the 2021 turning movement volumes for AM and PM peak hours, and with the recommended K and D factors. The TMTOOL model runs, and the results were carefully reviewed for any anomalies. For ramp terminal intersections, the through volumes are prohibited. However, in order to make TMTOOL work, a small number (volume ~1) was assumed. In addition, the D factor for ramp volumes approaching the terminal intersections was assumed to be 99%, as these are one-way links. The TMTOOL input and output reports are contained under **Appendix E.**

The TMTOOL results were post-processed using the *FDOT 2019 Project Traffic Forecasting Handbook* and *NCHRP 765* recommendations. The project team developed a corridor prototype spreadsheet for peak-hour turning movement volumes. If negative or low growths were observed at any location, then a minimum growth rate of 0.5% was applied. The volumes were balanced and smoothed as needed.

Adjacent intersections east and west of the I-95 corridor are included as part of the study area. The following steps were performed in the balancing effort:

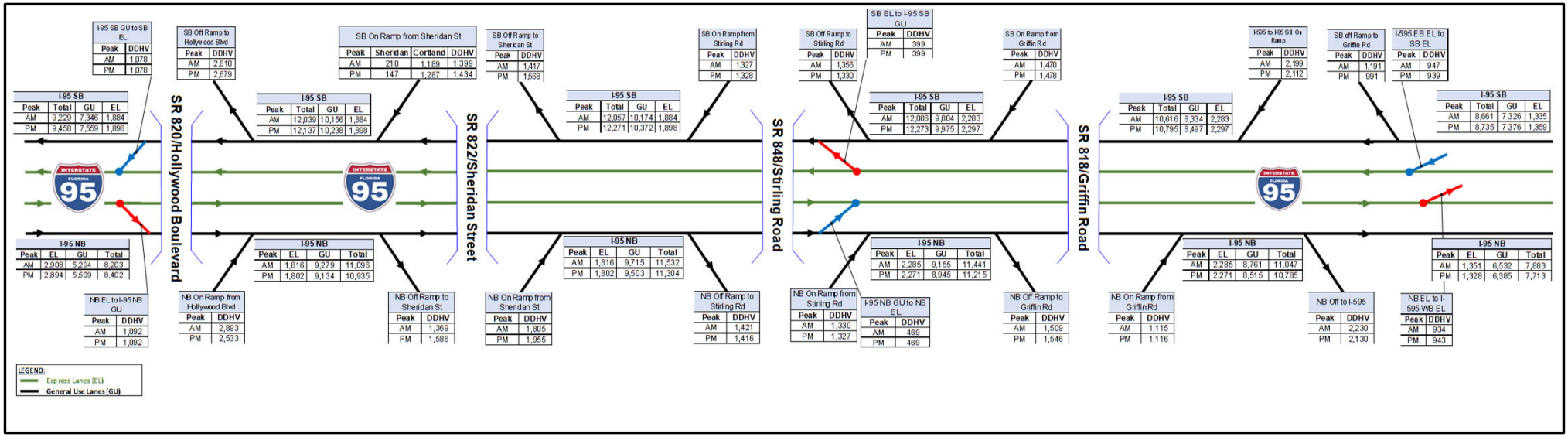
- Reviewed the aerial images of the intersections for the presence of driveways and minor streets.
- The forecasted turning movement volumes with negative growth were manually adjusted using a growth rate of 0.5%.
- The ramp terminal intersection volumes were locked to balance the mainline I-95 DDHVs.
- The mainline I-95 DDHVs were developed using the control totals at the south of end of study area (south of Sheridan Street).
- The ramp DDHV volumes were developed using the TMTOOL outputs and they were used as additional control totals.
- The mainline DDHV volumes for all other segments were estimated by balancing the volumes across the corridor, by adding/subtracting the ramp DDHVs.
- The final volumes were reported and not rounded for precision in operational analysis.

6.0 2050 No Build Traffic Forecast

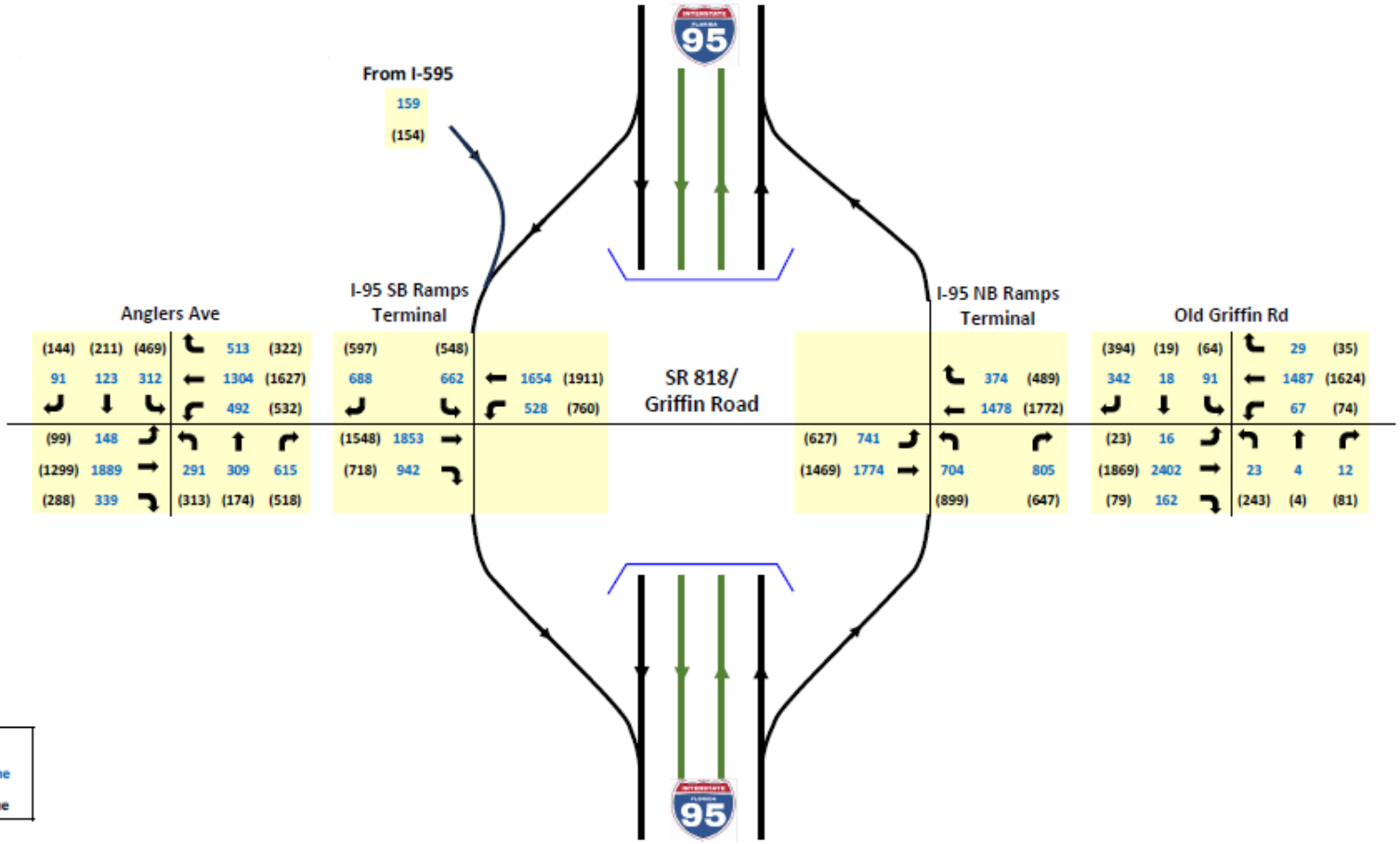
The forecasted 2050 No Build peak hour volumes resulting from the above procedures are depicted in Figure 6.1.

7.0 2030 No Build Traffic Forecast

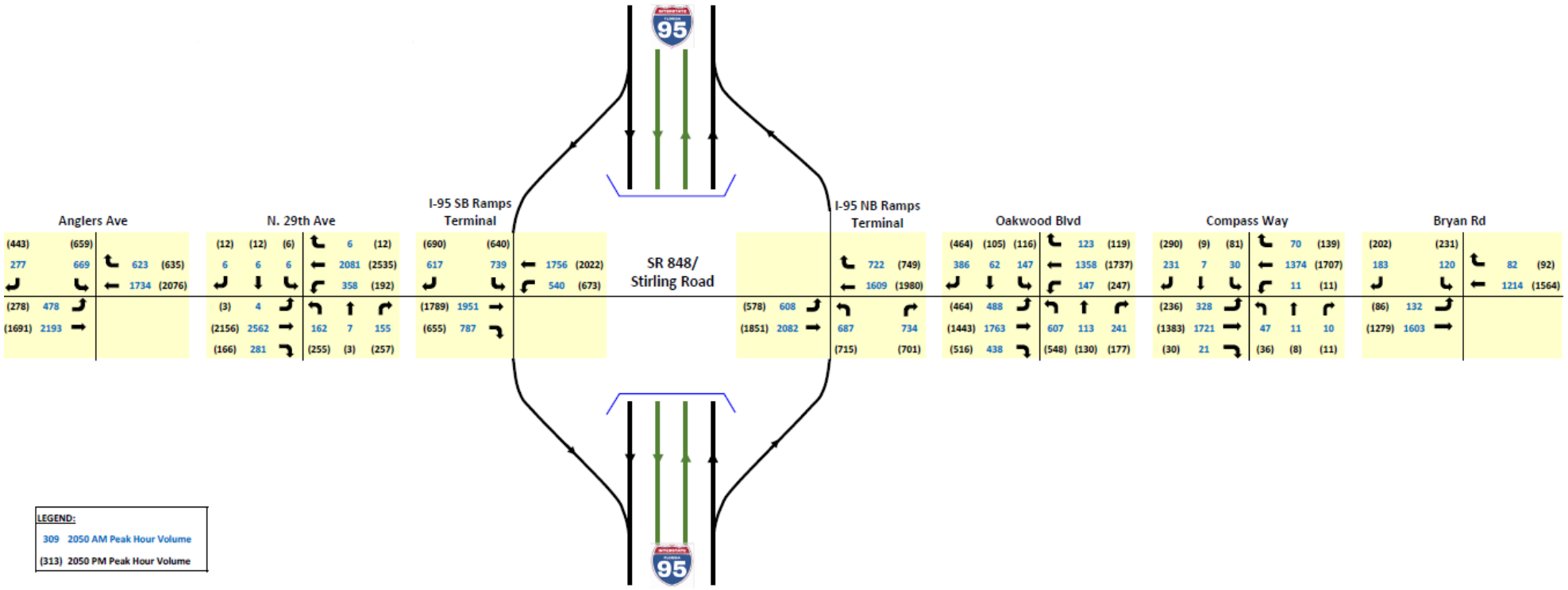
Traffic forecast for the No Build opening year 2030 was developed by linear interpolation using the 2021 (existing year) turning movement volumes and the 2050 (design year) turning movement volume forecast. The forecasted 2030 No Build peak hour volumes resulting from this interpolation process are depicted in Figure 6.2.



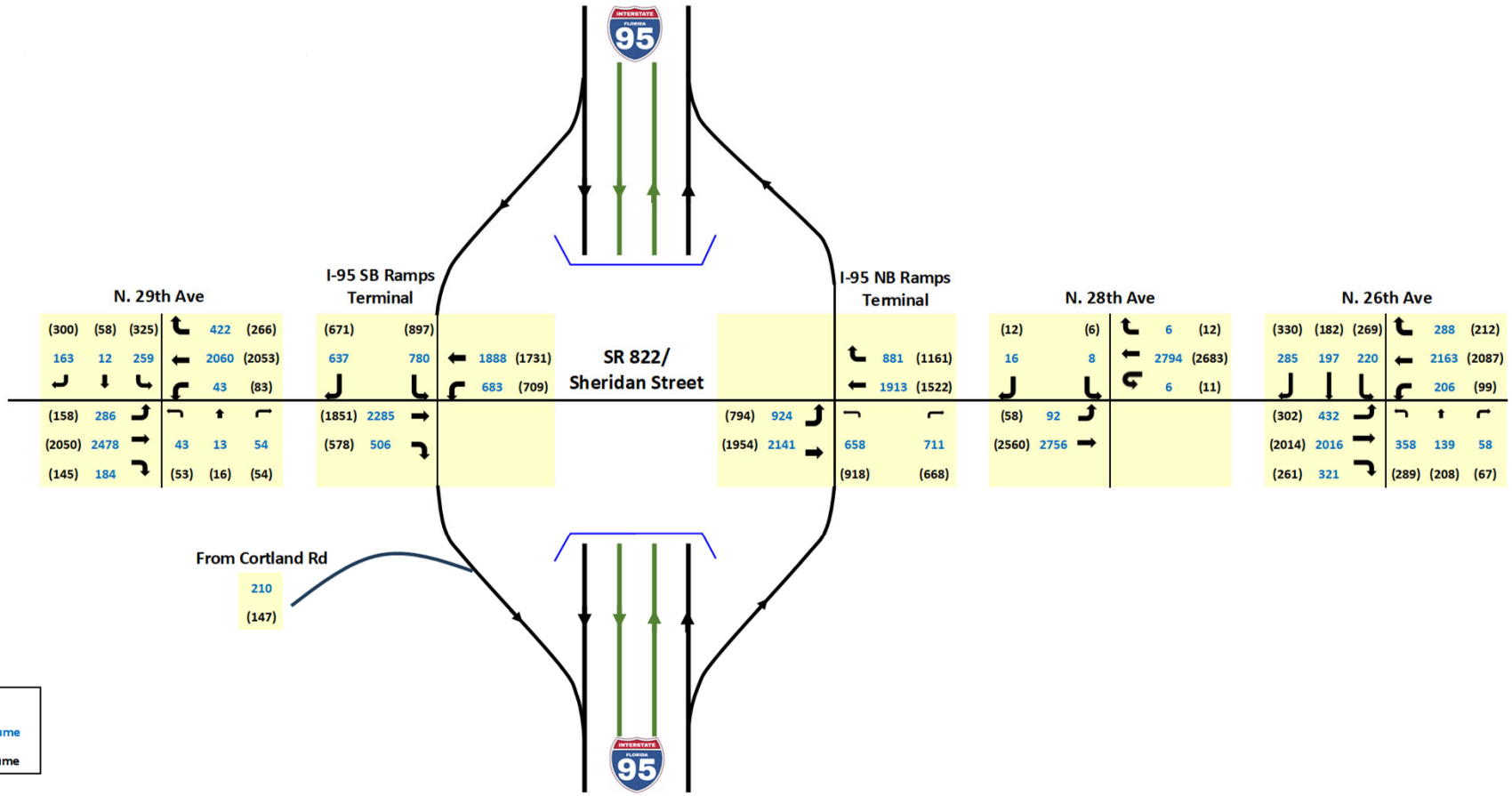
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast**	Figure No.: 6.1 Sheet 1 of 4



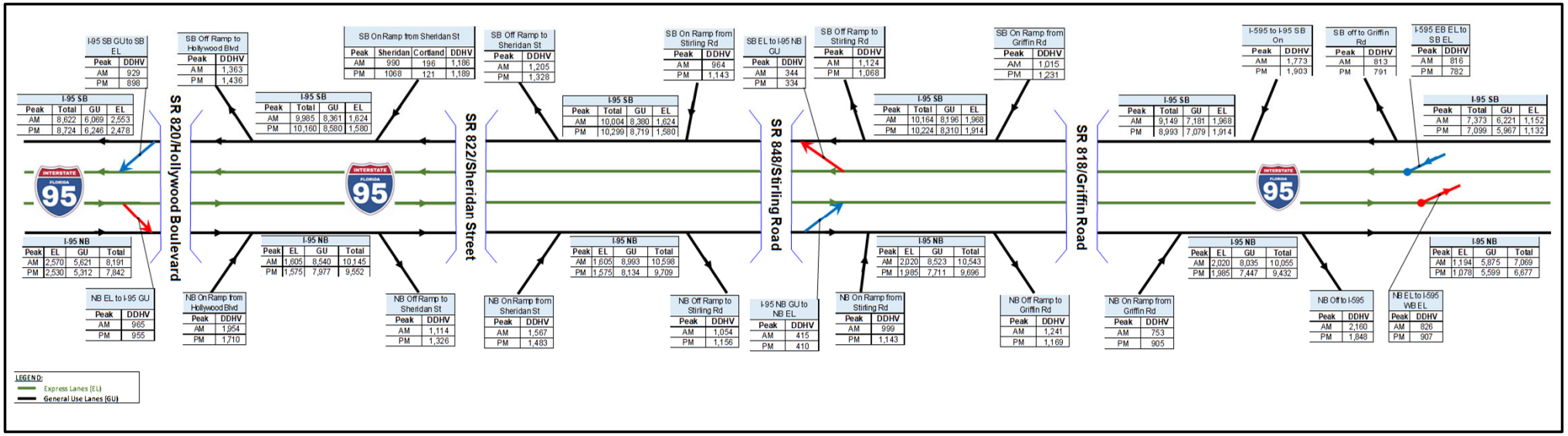
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast**	Figure No.: 6.1 Sheet 2 of 4



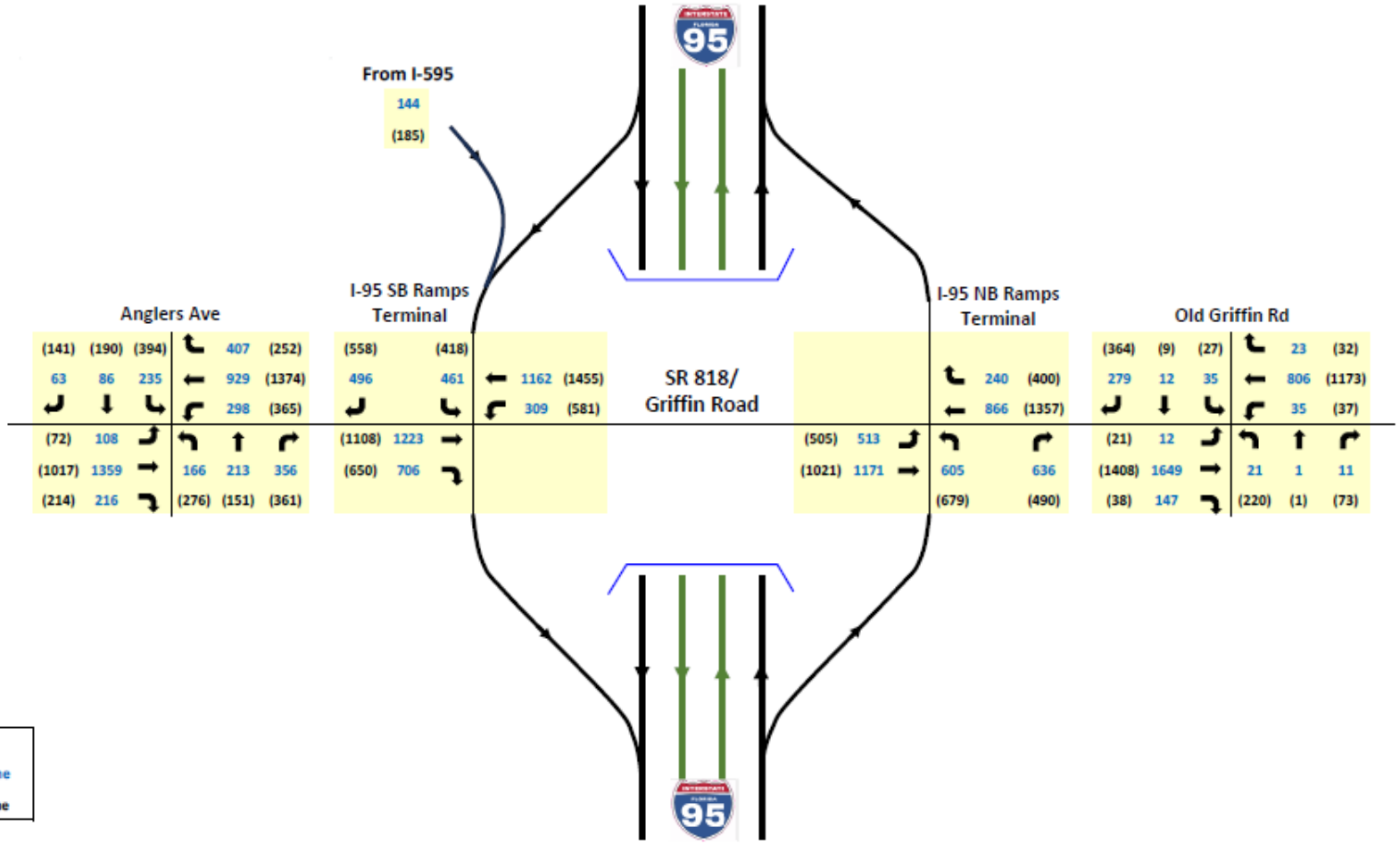
FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast**	Figure No.: 6.1 Sheet 4 of 4



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2050 No Build Traffic Forecast**	Figure No.: 6.1 Sheet 3 of 4



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 No Build Traffic Forecast**	Figure No.: 6.2 Sheet 1 of 4

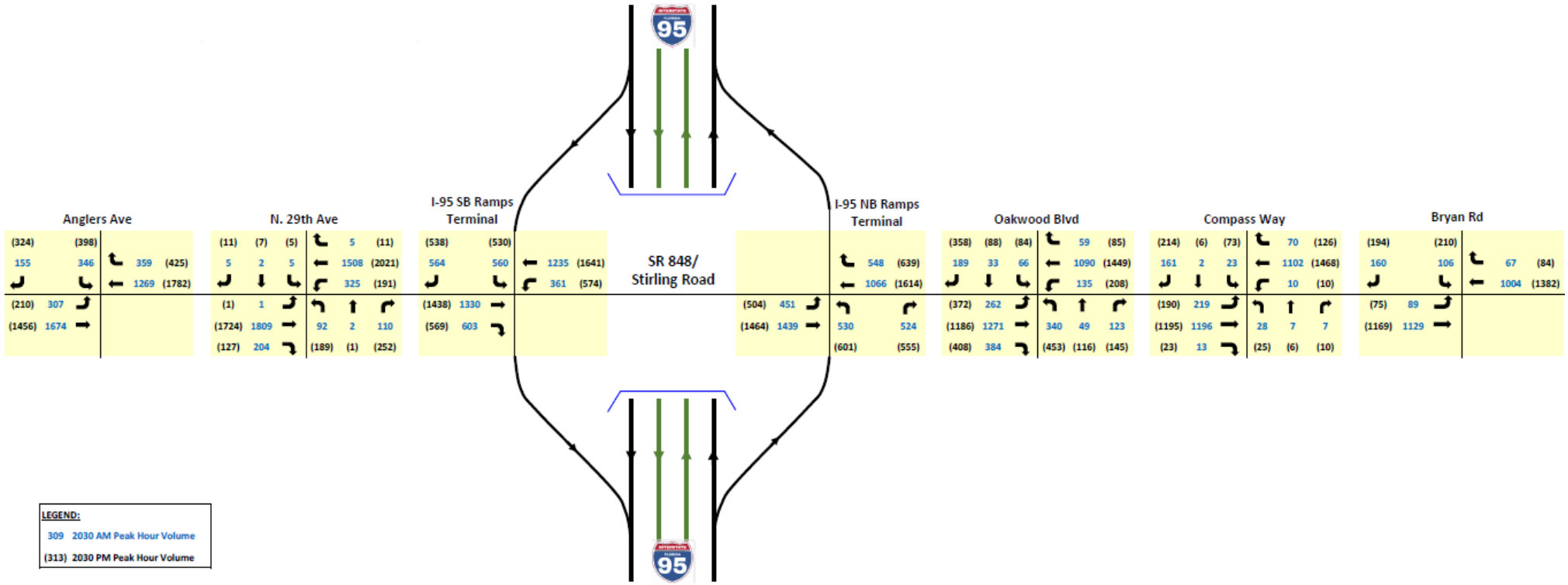


LEGEND:

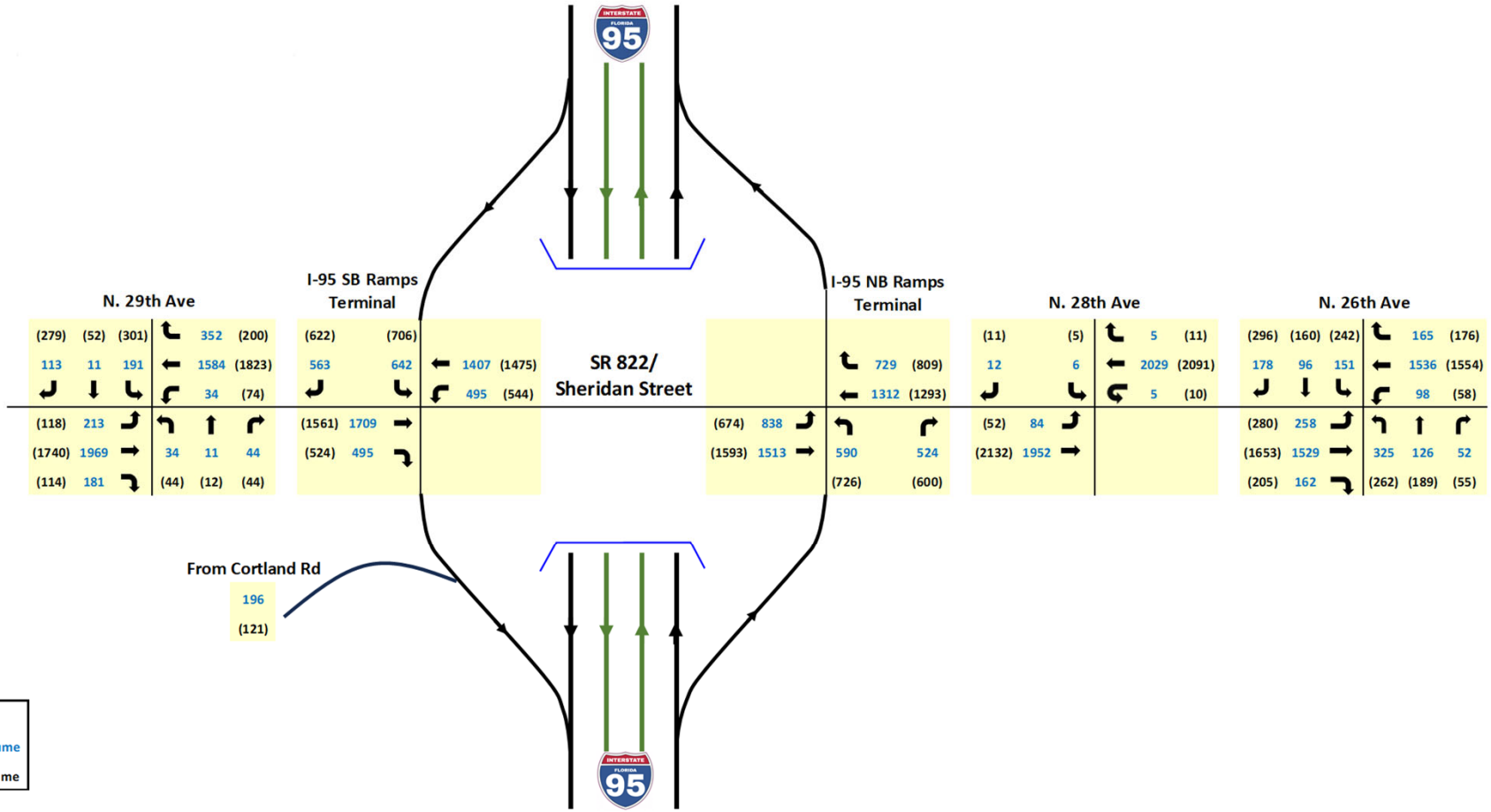
309 2030 AM Peak Hour Volume

(313) 2030 PM Peak Hour Volume

FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 No Build Traffic Forecast**	Figure No.: 6.2 Sheet 2 of 4



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 No Build Traffic Forecast**	Figure No.: 6.2 Sheet 3 of 4



FDOT	**SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road** Project Development and Environment Study FPID: 430170-1-22-02	**Title:** **2030 No Build Traffic Forecast**	Figure No.: 6-2 Sheet 4 of 4

APPENDIX A

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

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

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

Type of Process: ☒ Programmatic ☐ Non-Programmatic ☐ Other

Project Development and Environment (PD&E) Study for SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road

FPID: 439170-1-22-02

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

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

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

Requestor	DocuSigned by: E06382D1E9FB41E... Leslie Wetherell, P.E. [FDOT District 4 Project Manager]	10/09/2023 | 7:11 AM EDT Date
Interchange Review Coordinator	DocuSigned by: DC7B7B72D0BD4A2... Cesar Martinez, P.E. Project Development Manager, District Four	10/09/2023 | 8:08 AM EDT Date
Systems Management Administrator	DocuSigned by: 4AD03E6A337F4C1... Jenna Bowman, PE Systems Implementation Office-Central Office	10/09/2023 | 1:57 PM EDT Date
Federal Highway Administration (if applicable)	Not Applicable	Date

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1.0 Project Description

Provide background or supporting information that explains the basis for the request.

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study along the segment SR 9/I-95 extending from the Miami-Dade/Broward County Line to north of Griffin Road (FM. No. 439170-1-22-02). The PD&E Study limits extend along SR 9/I-95 for approximately 6.5 miles in Broward County, Florida. The project proposes to address deficiencies and improve safety and traffic operations at the existing interchanges and cross streets and enhance the express lanes along SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road. Modifications are proposed at the three northern interchanges within the PD&E Study Limits - SR 818/Griffin Road, SR 848/Stirling Road, and SR 822/Sheridan Street. FDOT is preparing a Systems Interchange Modification Report (SIMR) to support the proposed modifications to these three interchanges. The limits of the SIMR extend from south of Sheridan Street to north of Griffin Road (covering the 3 northern interchanges of the PD&E Study). This document serves as the Methodology Letter of Understanding (MLOU) that outlines the criteria, assumptions, processes (analyses), and documentation requirements for preparation of the SIMR. The SIMR will serve as the Project Traffic Analysis Report (PTAR) for the related National Environmental Policy Act (NEPA) study encompassing the three interchanges and associated arterial improvements.

This SIMR is being prepared in coordination with the adjacent FDOT PD&E Study (FM No.436903-1-22-02) which is implementing modifications to the I-95 interchanges at Hollywood Boulevard, Pembroke Road and Hallandale Beach Boulevard. FDOT is preparing a separate SIMR to support the interchange modifications associated with this adjacent PD&E Study. Also notable is the 95 Express Phase 3C project which is currently under construction. This project is implementing express lanes along I-95 with direct connect ramps to and from I-595.

Modifications to the I-95 express lanes system may be considered under the I-95 PD&E Study extending from Miami-Dade/Broward County Line to north of Griffin Road (FM. No. 439170-1-22-02). These potential express lanes modifications may be prepared through the available optional services that are included in the project scope of services. If the optional services are advanced and modifications to the I-95 express lanes system are proposed, a separate Corridor Traffic Analysis Report (CTAR) will be prepared which will encompass all proposed improvements to the interchanges (6 total) and the I-95 mainline segment extending from Miami-Dade/Broward County Line to north of Griffin Road.

A. Purpose and Need Statement

Provide the Purpose, the Need, and the Goals and Objectives.

Traffic Demand (primary)

The year 2021 Annual Average Daily Traffic (AADT) along the SR-9/I-95 project limits ranged between 198,500 vehicles and 256,000 vehicles. This is slightly lower than pre-COVID conditions which had a 2019 AADT between 213,000 vehicles and 267,000 vehicles. Based on the traffic projections prepared for the project, the traffic demand is projected to continue increasing at a rate of 0.5% per year. The projected 2050 AADT was estimated to be between 248,000 vehicles and 333,400 vehicles. The proposed improvements include addressing existing and future traffic demand.

Operational Deficiencies (primary)

The SR 9/I-95 project interchanges, ramp terminals, and cross streets within the project limits are over-saturated. Traffic analysis was conducted for each interchange as part of the FDOT District 4 Interchange Concept Development Report from 2016. According to the study, the following locations are operating at Level of Service (LOS) E or worse during existing conditions (year 2012/2013):

- SR 848/Stirling Road: I-95 northbound ramp terminal intersection
- SR 822/Sheridan Street: I-95 Northbound ramp terminal intersection

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The future analysis, which projected traffic demand to the year 2040, describes the following locations that are expected to operate at LOS E or worse:

- SR 818/Griffin Road: All I-95 ramp terminal intersections
- SR 848/Stirling Road: I-95 Northbound ramp terminal intersection
- SR 822/Sheridan Street: All I-95 ramp terminal intersections
- I-95 southbound freeway segments within the project limits: Eight segments
- I-95 northbound freeway segments within the project limits: Four segments

Safety (primary)

A historical crash evaluation of the SR 9/I-95 project limits revealed a total of 4,764 crashes observed over a five-year period between 2016 and 2020. Approximately 0.5% of these crashes were fatal and 38.5% were coded with injuries. This is higher than the Districtwide statistics for the period from 2015 to 2019 which shows approximately 0.4% fatal crashes and 28.9% involving injuries. The predominant crash types along the project corridor consisted of rear ends at 52.4%, followed by sideswipes at 20.8% and crashes coded as other at 20.8%. The lane departure crash types such as those involving barriers comprised 11.5% of the crashes. The rear end crash types are higher than the Districtwide statistic of 33.4%. Higher rear end crash types may be correlated to congestion.

The Broward MPOs 2045 LRTP depicts the SR 9/I-95 project limits as a top corridor for future safety studies due to its high severity index per mile of over 200. The results are similar for the interchange cross streets at SR 822/Sheridan Street, SR 848/Stirling Road, and SR 818/Griffin Road. The severity index is a measure that looks at total crashes and crash severity and uses a weighted average (higher score for incapacitating and fatal crashes) to develop an index that ranks locations in terms of their importance for future safety analysis and improvements. The 2021 Florida Strategic Highway Safety Plan (FSHSP) has identified lane departure crashes as an emphasis area which is a high crash type along the project corridor. Pedestrians, bicyclists and intersections are another emphasis area which applies to the interchange areas. The proposed improvements include operational improvements at the interchanges which are expected to alleviate crash patterns that are correlated to congestion. Improvements at the cross streets are anticipated to enhance bicycle and pedestrian accommodations which may also alleviate crash patterns related to those modes.

SR 9/I-95 and the project interchanges are designated evacuation routes according to the Florida Division of Emergency Management and Broward County. The proposed project improvements will address operational deficiencies which will help to improve travel time during evacuation events and emergency situations.

Social Demands and Economic Development (secondary)

SR 9/I-95, which is part of the Florida Strategic Intermodal System (SIS), supports the regional social and economic development activity in South Florida. The facility connects the major employment and population centers in Broward County, Miami-Dade County, and Palm Beach County. According to the Broward MPO 2045 LRTP, the County's population is projected to grow 27% between the years 2015 and 2045. Similarly, employment is projected to increase 25% in that same time period. Urban infill and redevelopment are common in the region and in the vicinity of the project limits. The proposed improvements will enhance connectivity to nearby employment areas, schools, and recreational facilities.

Modal Interrelationships (secondary)

SR 9/I-95 is part of the SIS which is a high priority network of transportation facilities important to the state's economy and mobility. The corridor is a primary highway in the National Highway Freight Network. The truck factor varies but is approximately 9% within the SR-9/I-95 project limits. The limited access corridor also services several premium express transit routes for Broward County Transit and Miami-Dade County Department of Transportation and Public Works Metrobus system. All of the project interchange areas include sidewalks on both sides of the arterials passing underneath the SR 9/I- 95 bridges. Generally, there is a lack of dedicated bicycle facilities. The Broward MPO Complete Streets Master Plan (dated 2019) confirms the gaps in the existing

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bicycle network along the project interchange cross streets. This master plan proposes a bicycle facility project along SR 818/Griffin Road and complete streets projects along SR 848/Stirling Road and SR 822/Sheridan Street.

The proposed improvements will address operational deficiencies at the interchanges and improve access to the managed lanes system which is expected to improve traffic flow along the SR 9/I-95 corridor benefiting all users including freight and premium express bus transit. Improvements at the interchange ramp terminals and arterial cross streets are expected to benefit multiple modes such as vehicles, freight, transit, bicyclists and pedestrians.

B. Project Location

Provide project description and a map of the IAR project location.

A location map for the project is shown in Figure 1. The PD&E Study limits extend from Miami-Dade County Line to north of Griffin Road, Broward County Florida. The limits of the PD&E Study are within the City of Hollywood, City of Dania Beach, Town of Pembroke Park, and City of Hallandale Beach. Six interchanges are within the limits of the PD&E Study - Hallandale Beach Boulevard, Pembroke Road, Hollywood Boulevard, Sheridan Street, Stirling Road and Griffin Road. The three northern interchanges (Sheridan Street, Stirling Road and Griffin Road) are within the limits of the SIMR which is the subject of this MLOU.

C. Area of Influence

Provide a description of the area of influence along the main line and cross street.

The area of influence for the SIMR is depicted in Figure 2. It extends along I-95 from south of Sheridan Street to north of Griffin Road. The limits along I-95 include the ramps serving Hollywood Boulevard to and from the north and the ramps serving I-595 to and from the south. The ramp connections to I-595, within the area of influence, are not expected to have any impact on the I-595/I-95 Interchange. The area of influence includes three I-95 interchanges: Sheridan Street, Stirling Road and Griffin Road. All freeway segments (merge, diverge, basic and weaving segments) within the area of influence will be analyzed. The area of influence extends along each cross-street to include adjacent signalized intersections located within approximately 1/2 mile of the interchange. The signalized intersections within these limits are:

- Sheridan Street at N 29th Avenue
- Sheridan Street at N 28th Avenue
- Sheridan Street at SB I-95 Off-Ramp
- Sheridan Street at NB I-95 Of-Ramp
- Sheridan Street at N 26th Avenue
- Stirling Road at Anglers Avenue
- Stirling Road at NW 29th Avenue
- Stirling Road at SB I-95 Off-Ramp
- Stirling Road at NB I-95 Off-Ramp
- Stirling Road at SW 18th Avenue/Oakwood Boulevard
- Stirling Road at South Compass Way
- Stirling Road at Bryan Road
- Griffin Road at Anglers Avenue
- Griffin Road at SB I-95 Off-Ramp
- Griffin Road at NB I-95 Off Ramp
- Griffin Road at Old Griffin Road

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Figure 1: Project Location Map

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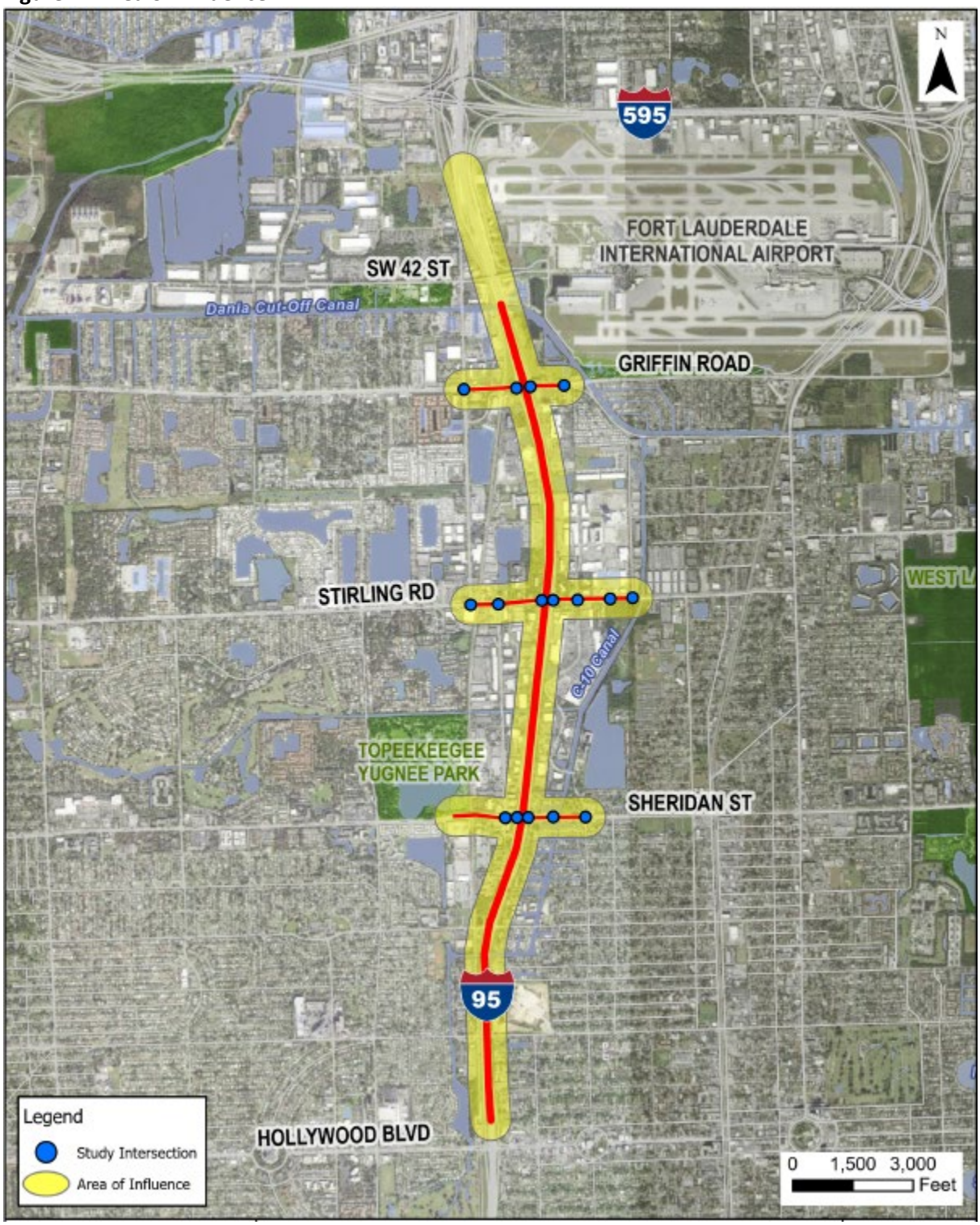
Figure 2: Area of Influence



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D. Project Schedule

Identify the schedule of production activities consistent with a proposed conceptual funding plan and opening year.

Funding in the amount of $6,016,042 was programmed for the PD&E Study under Fiscal Year (FY) 2023 in the FY 2018 - 2023 FDOT Work Program (FM #439170-1). The project is funded for Preliminary Engineering (Final Design) with an allocation of $50,020,000 under FY 2026 in the FDOT Work Program FY 2024 – 2028. Location Design Concept Acceptance (LDCA) for the PD&E Study is expected circa January 2026. The anticipated opening year for the project is 2030, subject to construction funding.

2.0 Analysis Years

A. Travel Demand Model

- Base year: 2015
- Horizon year: 2045

B. Traffic Operational Analysis

- Existing year: 2021 (consistent with FDOT's pre-work activities)
- Opening year: 2030
- Interim year: 2040
- Design year: 2050

A year of failure analysis shall be performed for Preferred Alternative, in case a failing LOS is obtained in Design Year.

3.0 Alternatives

The No-Build and Build alternatives shall be analyzed in the IAR. Details of all reasonable build alternatives considered, including those eliminated from further considerations, shall be documented. The documentation for the alternatives eliminated can be minimal like a summary of what was considered, reasons for elimination etc. Build Alternatives meeting purpose and need of the project shall have a more detailed description and evaluated in the IAR. The implementation of TSM&O elements will be incorporated in the IAR Recommended Alternative.

4.0 Data Collection

The type of data that may be used should be identified.

A. Transportation System Data

Transportation system data will be gathered from various sources, including the following*:*

- *Field review conducted along the project corridors.*
- *Review of aerial photographs*
- *Broward County Public Works Department*
- *FDOT Roadway Characteristic Inventory Database*
- *FDOT Traffic Information Online*
- *Signal4Analytics*
- *Prior and other on-going studies conducted within the project area, most notably:*
    - *I-95 PD&E Study from Miami-Dade County Line to Hollywood Boulevard*
    - *I-95 Express Phase 3*
    - *I-95 PD&E Study from Golden Glades Interchange to Miami-Dade/Broward County Line.*

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B. Existing and Historical Traffic Data

Existing and historical traffic will be gathered from various sources including the following:

- *Traffic Data Collection and Traffic Projections report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road, FDOT, May 20, 2022. The is the pre-work traffic information prepared by FDOT for the PD&E Study. This document will serve as the primary traffic data source for the project.*
- *FDOT Traffic Information Online*
- *RITIS and other available BIG Data sources*
- *Broward County*
- *Active DRIs and other major developments*
- *Traffic Reports for adjacent projects*
    - *I-95 PD&E Study from Miami-Dade County Line to Hollywood Boulevard*
    - *I-95 Express Phase 3*
    - *I-95 PD&E Study from Golden Glades Interchange to Miami-Dade/Broward County Line.*

C. Land Use Data

Existing and Future land use data will be gathered from various sources, such as, Florida Geographic Data Library (FGDL), Broward County MPO 2045 Metropolitan Transportation Plan (MTP), local government comprehensive plans and any active development of regional impact (DRI) applications or other major developments within the project vicinity.

D. Environmental Data

Environmental data will be gathered from the FGDL and through coordination with local, state, and national agencies, these include:

- Broward County
- Florida Department of Environmental Protection
- South Florida Water Management District
- US Army Corps of Engineers
- US Fish and Wildlife Service
- Florida Fish and Wildlife Commission
- US Environmental Protection Agency

E. Planned and Programmed Projects

Planned and programmed projects will be identified in consultation with the FDOT, Broward County, other stakeholders and reviewing the following documents:

- Broward County MPO 2045 Metropolitan Transportation Plan (MTP)
- Miami-Dade County MPO TIP and Priority Projects
- Local government comprehensive plans
- Active DRI applications and other major developments
- FDOT's Five Year Work Program
- FDOT's Strategic Intermodal System plans
- *I*-95 PD&E Study from Miami-Dade County Line to Hollywood Boulevard (on-going project)
- I-95 Express Phase 3 (on-going Design-Build project)
- I-95 PD&E Study from Golden Glades Interchange to Miami-Dade/Broward County Line (on-going project)

The SIMR will be prepared in coordination with all planned and programed projects for consistency.

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5.0 Travel Demand Forecasting

Travel demand forecast prepared by the FDOT for this project is documented in the Traffic Data Collection and Traffic Projections report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road, FDOT, May 20, 2022. This report contains traffic forecasts for the existing year - 2021 (AM, PM, AADT) and AADT forecast for future years (2030, 2045, 2050) No Build conditions. The information contained in this report will be utilized in developing the forecasts for the Build Alternatives.

A. *Selected Travel Demand Model(s)*

The Southeast Florida Regional Planning Model (SERPM), Version 8.531 was used for the travel demand forecasting for this project. SERPM 8.531 is an Activity-Based Model (ABM) that simulates both household level and person-level travel choices including intra-household interactions with household members. SERPM 8.531 model is validated to year 2015 conditions and includes a future year 2045 scenario based on the adopted Cost Feasible plans from the Miami-Dade, Broward, and Palm Beach MPOs. It is approved by the Regional Transportation Technical Advisory Committee - Modeling Subcommittee (RTTAC-MS) in South Florida for transportation engineering and planning studies. The RTTAC-MS comprises representatives from FDOT District 4, District 6, and the three MPOs in South Florida.

B. *Project Traffic Forecast Development Methodology*

Describe the methodology and assumptions in developing the future year traffic volumes (AADT and DDHV)

The AADT volumes were developed based on existing traffic counts and growth factors. The growth factors were determined from 2015 and 2045 model volumes, historical traffic counts, and socioeconomic growth in the study area. The AADT volume, applicable K factors and D factors, together with existing turning movement counts will be used as input into the TmTool application to calculate future year turning movement volumes for No Build and Build conditions.

C. *Validation Methodology*

Describe the validation methodology using current FDOT procedures and data collection procedure.
Identify how modifications to the travel demand forecasting model will be made, including modifications to the facility type and area type for links, modifications to socio-economic data and all input and output modeling files for review.

The SERPM 8.531 model was previously validated to year 2015 conditions following the standard model validation procedures, principles, and best practices in the industry. No further model validation task is required for this SIMR.

D. *Adjustment Procedures*

Identify the process used to adjust modeled future year traffic to the defined analysis years. Discuss how trends/growth-rates will be factored into this, if applicable.

AADT projections were prepared by FDOT for the future years (2030, 2045 and 2050) under the No-Build conditions. Based on the coordination with the FDOT, the No Build conditions are defined as the transportation network with the inclusion of Cost Feasible Plan improvements in the adopted MPO 2045 Long Range Transportation Plan (LRTP). In addition, the preferred alternative from the I-95 PD&E study from Hallandale Beach Boulevard to Hollywood Boulevard is included as part of the No-Build conditions. The travel demand forecasts performed by FDOT included the following activities:

• **Data Gathering for Project Traffic from Past Studies:** The traffic projections and forecasts were gathered for the following 3 adjacent projects:

1. I-95 PD&E Study from Hallandale Beach Boulevard to Hollywood Boulevard PD&E
2. I-95 Corridor Planning Study led by FDOT District 4, and
3. I-95 PD&E study from Miami Garden Drive to Miami/Broward County Line led by District 6.

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Coordination was carried out with the I-95 Express Team and the Teams for the above referenced I-95 PD&E Studies. This coordination was essential to ensure that traffic projections and improvements from various sources are all considered.

• **Subarea Model Forecast for No-Build Conditions:** The socioeconomic data, network coding, and other model settings were reviewed to make sure they were consistent with the base year (2021) conditions. A future year (2045) No-Build Network in Southeast Florida Regional Planning Model (SERPM) was developed based on the 2045 Cost Feasible Plans adopted by the three MPOs in the region. The No-Build network also included the proposed improvements from the aforementioned projects and was coordinated with FDOT.

• **Future Traffic Projections**: Trends analysis was conducted using the historical traffic counts. The growth factors were calculated using the population and employment data obtained from the SERPM model. A set of recommended growth rates were proposed based on the trends analysis, socioeconomic data, and model volumes for all links within the study network. The growth rates were applied to the existing year (2021) AADT volumes to obtain projections for the future years 2030, 2045 and 2050. Coordination was carried out to ensure the AADT projections at the county line along I-95 were consistent with the AADT forecast prepared by the I-95 PD&E Team south of the Miami-Dade County line. Traffic volumes for the interim year (2040) will be developed by interpolating data from the FDOT's traffic projections.

E. *Traffic Factors*

Recommended traffic factors were developed for the study network based on the following considerations:

- The 2022 Florida Traffic Online (FTO) data was used to compute estimated K factors (per peak/daily ratios from the synopsis reports) and D factors in the year 2022. The computed 2022 K factors are relatively low (6.7 to 7.5) along I-95 and several of the cross-street approaches. This condition is typical for the highly urbanized nature of the study area with peak spreading conditions that extend for several hours during the AM and PM peak periods.
- Traffic factors previously approved for adjacent projects were reviewed for consistency along I-95 mainline. K factors ranging from 6.2% to 6.8% were previously approved for the adjacent PD&E Study along the segment of I-95 from Hallandale Beach Boulevard to Hollywood Boulevard.
- FDOT provided new recommendations for K factors per e-mail distributed to the districts on July 27, 2023. The new guidelines allow for K factors ranging from 7.0% to 9.0% in highly urbanized areas. K factors in the lower range are applicable for roadways with extensive peak spreading characteristics, similar to the road network in the SIMR study area.
- The FDOT's 2019 Project Traffic Forecasting Handbook recommended D factors for urban freeways (50.4% to 61.2%) and urban arterials (50.8% to 67.1%) were reviewed for consistency.
- The 2022 FTO data was researched to gather classification counts within the project vicinity for each corridor (I-95, Griffin Road, Stirling Road and Sheridan Street). Truck factors (T Factor) were established based on the classification counts data. Design Hour Truck (DHT) factors were estimated at ½ T-factor and rounded to nearest whole number.
- Peak hour factors for existing year (2021) will be computed based on existing year counts. A peak hour factor of 95% will be assumed for future years (2030, 2040 and 2050) - consistent with guidelines for urban freeways and arterials, per FDOT's Traffic Analysis Handbook.

Based on the above considerations, recommended K factors and D factors were established for the project, as presented in the table below.

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I-95 Corridor								
From	**To**	**K Factor**		**D Factor**		**T Factor**	**DHT**	**PHF**
		AM	**PM**	**AM**	**PM**			
Hollywood Boulevard	Sheridan Street	7.0%	7.0%	51.6%	52.3%	5.0%	3.0%	varies
Sheridan Street	Stirling Road	7.0%	7.0%	52.3%	50.8%	5.0%	3.0%	varies
Stirling Road	Griffin Road	7.0%	7.0%	52.3%	50.8%	5.0%	3.0%	varies
Griffin Road	I-595	7.0%	7.0%	52.3%	50.8%	5.0%	3.0%	varies
Arterial Corridors								
Roadway	**Location**	**K Factor**		**D Factor**		**T Factor**	**DHT**	**PHF**
		AM	**PM**	**AM**	**PM**			
Sheridan Street	West of I-95	7.3%	7.3%	55.8%	54.4%	3.5%	2.0%	Varies
	East of I-95	7.3%	7.3%	52.1%	50.0%	3.5%	2.0%	Varies
Stirling Road	West of I-95	8.0%	8.0%	54.4%	54.3%	4.0%	2.0%	Varies
	East of I-95	7.5%	7.5%	56.6%	53.4%	4.0%	2.0%	Varies
Griffin Road	West of I-95	7.5%	7.5%	55.2%	51.5%	6.5%	3.0%	Varies
	East of I-95	9.0%	9.0%	59.9%	57.1%	6.5%	3.0%	varies

If any of the above traffic factors are modified during the IAR due to additional information becoming available, then CO will be informed and supporting information will be provided in the IAR.

6.0 Traffic Operational Analysis

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

A. Existing Area Type/Traffic Conditions

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

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B. Traffic Analysis Software Used

Vissim will be the primary tool used for comparing traffic operations for the No Build and the Recommended Alternative resulting from the PD&E Study. HCS and Synchro will be used for preliminary screening of Build Alternatives and to supplement the simulation output.

Software		System Component					
		Freeway				Crossroad	
Name	Version	Basic Segment	Weaving	Ramp Merge	Ramp Diverge	Arterials	Intersections
HCS/HCM	2023	☒	☒	☒	☒	☐	☐
Synchro	12	☐	☐	☐	☐	☒	☒
Corsim	☐	☐	☐	☐	☐	☐	☐
Vissim	2022	☒	☒	☒	☒	☒	☒
Other	☐	☐	☐	☐	☐	☐	☐

C. Calibration Methodology

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

Synchro Models:

Synchro models will be developed and calibrated using the criteria adopted from the 2021 FDOT Traffic Analysis Handbook. Synchro model calibration will be conducted per Section 6.4.2 of the 2021 FDOT Traffic Analysis Handbook.

The calibration process will be supported by data gathered during field observations, such as: typical queue lengths, operating speeds, right turns on red, signal operations and pedestrian/bicycle activity.

Vissim Models:

The simulation calibration will incorporate guidance and criteria from the 2021 FDOT Traffic Analysis Handbook. Prior calibration factors used for the adjacent I-95 PD&E study and I-95 Express Lanes projects will also be reviewed. Traffic volume data, travel time data, and field observations will be used in the calibration of the Vissim model. Vissim models will be developed for the existing year (2021) for calibration and for the design year (2050) for comparison of the No Build and Preferred Build Alternative.

Vissim models will be developed covering a total of 4 ½ hours in the AM and PM peak periods using 15-minute flow rates. The simulation periods will include the following:

- AM Period: ½ hour seeding + 4-hour AM peak period
- PM Period: ½ hour seeding + 4-hour PM peak period

Several calibration measures will be used to ensure that the model replicates the field conditions. The calibration process will consist of measuring and comparing volume, speed/travel time, and visual audits. Volumes, travel times, and speeds for freeway mainline and arterial (surface street) facilities will be calibrated using criteria specified in the 2021 FDOT Traffic Analysis Handbook.

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The major bottlenecks within the study area will be calibrated to replicate the capacity and congestion based on field data. Visual audits of the simulation will be performed to analyst's satisfaction to observe speed-flow relationships for individual links and acceptable queuing at intersections and other bottlenecks in the network. In addition to average travel speeds, individual link speeds and speed-flow diagrams will be used to evaluate the performance of the network.

To determine the required number of simulation runs, statistical tests will be performed using a 95% confidence level and an allowable error of 10%. It is anticipated that 10 runs will be adequate based on prior experience within this corridor. Vissim default vehicle characteristics will be used in the model as a starting point. Any parameters that are changed from the default value will be documented and justified accordingly.

All future year Build and No-Build models will be created from the calibrated 2021 existing model.

D. Selection of Measures of Effectiveness (MOE)

- *The Level of Service criteria for each roadway classification, including mainline, ramps, ramp terminal intersections and the crossroad beyond the interchange ramp terminal intersections are identified below.*

  The project study area is located within the urbanized area of Broward County. Hence, a target LOS D will be used for all roadway facilities, per FDOT's Level of Service Policy.

- *In addition to the Level of Service criteria, state other operational MOEs to be utilized for the evaluation of alternatives.*

The following MOEs will be used to evaluate the performance of the considered alternatives:

- Synchro
  - Level of Service – Overall intersection LOS and by movement
  - Delay – Overall intersection control delay and by movement
  - 95th percentile queue lengths
- HCS
  - Basic Freeway Segments – Density and LOS
  - Freeway Merge, Diverge and Weaving Segments – Density and LOS

- Vissim (Design Year only)
  - Freeway: volume, speed, estimated density and estimated LOS
  - Intersections: volume, delay, and max queue length
  - Network-wide: total travel time, total delay time, average delay, latent delay, vehicle-miles of travel, average speed, latent demand, vehicles arrived and total stops.

The Vissim analysis will compare MOEs for the No Build and Preferred Alternative. Vissim MOEs will be assessed for a simulation period covering a total of 4 ½ hours in the AM period and 4 ½ hours in the PM period, as described under Section 6C.

7.0 Safety Analysis

A. Detailed crash data within the study area will be analyzed and documented. The latest five years of crash data shall be used.

Years: January 2018 through July 2023
Source: Signal4Analytics

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B. Identify the level of safety analysis to be performed, along with any software and tools to be used.

The safety analysis will identify existing safety concerns as reflected in the crash data. The analysis will be conducted per guidelines contained in FDOT's 2022 Interchange Access Request User's Guide, Chapter 6 Safety Analysis Guidance. The safety analysis will incorporate a qualitative assessment as well as a quantitative assessment for the Preferred Alternative and No Build conditions. Historical crash records will be gathered and summarized to identify crash characteristics such as: crash types, severity, lighting conditions, surface conditions and weather conditions. The quantitative safety analysis will be performed per the Highway Safety Manual (HSM) and using the Interactive Highway Safety Design Model (IHSDM) or other analysis tool approved by FDOT for computations. Proposed improvements will incorporate crash countermeasures, to the extent feasible, within the scope of the project.

8.0 Consistency with Other Plans/Projects

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

The proposed improvement under consideration in the SIMR are consistent with the Broward County MPO Metropolitan Transportation Plan (MTP), Broward County Interchanges Master Plan, and FDOT's Strategic Intermodal System (SIS) Plan.

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

The proposed improvements are consistent with all applicable plans.

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

- Systems Interchange Modification Report (SIMR) for I-95 from Hallandale Beach Boulevard to Hollywood Boulevard (on-going)
- I-595 SIMR Reevaluation, 2015, 2017 and 2019. These SIMR reevaluations include I-95/I-595 system-to-system interchange improvements and the 95 Express direct connect ramps which are currently under construction.

9.0 Environmental Considerations

A. Status of Environmental Approval and permitting process.

B. Identify the environmental considerations that could influence the outcome of the alternative development and selection process.

10.0 Coordination

Yes	No*	N/A*	
☒	☐	☐	An appropriate effort of coordination will be made with appropriate proposed developments in the area.
☒	☐	☐	Request will identify and include (if applicable) a commitment to complete the other non-interchange/non-intersection improvements that are necessary for the interchange/intersection to function as proposed.

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☒	☐	☐	Request will document whether the project requires financial or infrastructure commitments from other agencies, organizations, or private entities.
☒	☐	☐	Request will document any pre-condition contingencies required in regards to the timing of other improvements and their inclusion in a TIP/STIP/LRTP prior to the Interstate access approval (final approval of NEPA document).
☒	☐	☐	Request will document the funding and phasing.

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

11.0 Anticipated Design Exceptions and Variations

Any known exceptions/variations to FDOT, AASHTO or FHWA rules, policies, standards, criteria or procedures will be listed in the IAR document.

Design exceptions/variations are not anticipated at this time. However, should the need arise, they will be documented in the SIMR.

12.0 Conceptual Signing Plan

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

The conceptual signing and marking plan will be prepared consistent with the Manual on Uniform Traffic Control Devices (MUTCD).

13.0 Access Management Plan

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

☒ *The improvement will affect the access management within the area of influence that will require a change to the access management plan. An access management plan will be developed within the area of influence to complement the improvements to the interchange.*

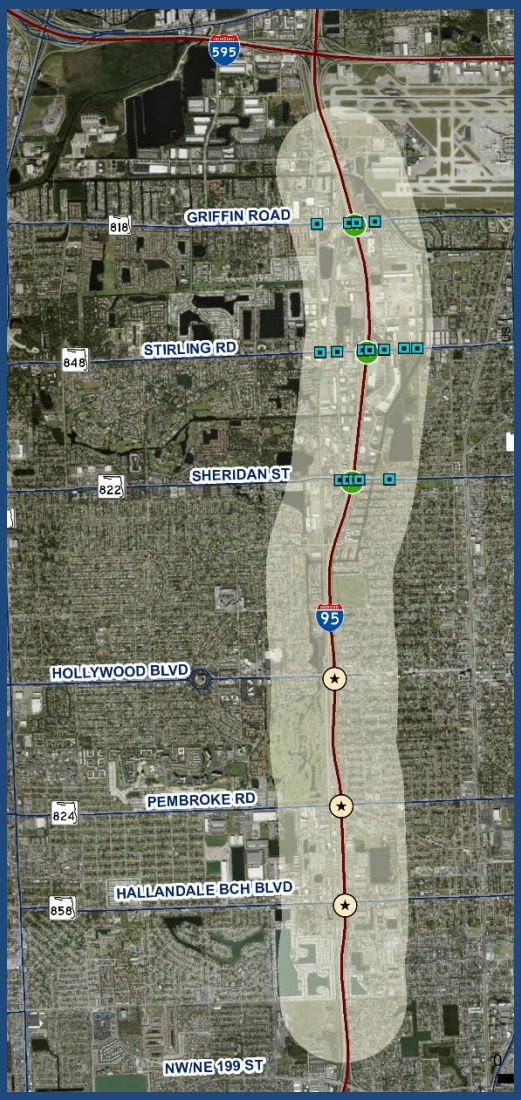
The interchange modifications may impact access to some properties within the area of influence. If access is impacted, an access management plan will be prepared to compliment the improvements, and this will be documented in the SIMR.

14.0 FHWA Policy Points

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

APPENDIX B

Traffic Data Collection and Traffic Projections Report for I-95 PD&E Study from Miami-Dade/Broward County Line to North of Griffin Road



TRAFFIC DATA COLLECTION & TRAFFIC PROJECTIONS FOR

I-95 PD&E STUDY
FROM MIAMI-DADE / BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD

FM No. 425980-5-22-01, 425980-4-32-01

Final Report

May 20, 2022

Prepared for: Florida Department of Transportation, District 4

FDOT

TRAFFIC DATA COLLECTION &

TRAFFIC PROJECTIONS

For I-95 PD&E STUDY

From Miami-Dade/Broward County line

to North of Griffin Road

FM No. 425980-5-22-01, 425980-4-32-01

Final Report

Prepared for

Florida Department of Department, District 4

Prepared by

CTS Engineering, Inc.

May 20, 2022

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1. INTRODUCTION

Florida Department of Transportation (FDOT) is programmed to conduct a PD&E study for I-95 from Miami-Dade/Broward County Line to north of Griffin Road, including interchange improvements at Sheridan Street, Stirling Road, and Griffin Road (FM 439170-1-22-01). The PD&E study will evaluate the recommendations proposed by the Broward County I-95 Interchange Master Plan (IMP) and subsequent recommendations by the I-95 Corridor Planning Study for these limits. Within the study limits, FDOT District 4 is completing a PD&E study from SR-858/Hallandale Beach Boulevard to SR-820/Hollywood Boulevard (FM 436903-1-22-02) with the focus to improve interchange and ramp terminals intersection capacity at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. South of this PD&E study limits, FDOT District 6 is conducting a PD&E study along I-95 from SR-860/Miami Garden Drive to Miami/Broward County Line (FM 414964-1-22-01). The District 4 Planning and Environmental Management Office (PLEMO) has retained CTS Engineering, Inc. to perform traffic data collection and traffic forecasting and projection (no-build condition) for the PD&E study. This report describes the methodology and presents the results of the data collection and traffic projection efforts. The following tasks have been performed under this study:

Task 1. Traffic Data Collection Methodology

This task is to collect traffic data within the study limits of the PD&E and summarize traffic data under the existing transportation conditions. The major subtasks include the following:

- **Perform full intersection counts:** Three-day full intersection data collection was conducted for the intersections along three study corridors: Sheridan Street Corridor, Stirling Road Corridor, and Griffin Road Corridor.
- **Conduct interchange 72-hour classification counts:** Three-day vehicle classification counts were collected at the ramps of the interchanges for I-95 at Ives Dairy (5 ramp locations), Hallandale Beach Boulevard (4 ramp locations), Pembroke Road (4 ramp locations), Hollywood Boulevard (4 ramp locations), and I-595 (8 ramp locations).
- **Collect I-95 Express Lanes traffic data using video cameras:** Three-day traffic and class counts were collected for express lanes within the study limits from north of Ives Dairy Road to south of I-595 through image processing.

- **Collect and summarize vehicular Origin-Destination (OD) Data:** StreetLight[1] data was obtained to prepare the OD matrix between selected locations from south of Ives Dairy Road to north of I-595 along I-95**.**
- **Perform arterial 72-hour counts:** Three-day vehicle classification counts were collected at four locations: Sheridan Street east of N 29th Avenue, Stirling Road west of Compass Road, Griffin Road east of I-95 NB ramp, and Griffin Road west of I-95 SB ramp.

Task 2 – Traffic Projections Methodology

As part of this study, traffic projections were prepared for future year (2045) under the No-Build conditions. Based on the coordination with the Department, the No Build conditions are defined as transportation network with the inclusion of Cost Feasible Plan improvements in the adopted MPO 2045 Long Range Transportation Plan (LRTP). In addition, preferred alternative from the I-95 PD&E study from Hallandale Beach Boulevard to Hollywood Boulevard are included as part of the No-Build conditions. Subtasks under this task include the following:

- **Data Gathering for Project Traffic from Past Studies:** The traffic projections and forecasts were collected for the I-95 PD&E Study from Hallandale Beach Boulevard to Hollywood Boulevard PD&E, the I-95 Corridor Planning Study led by FDOT District 6, and the I-95 PD&E study from Miami Garden Drive to Miami/Broward County Line led by District 6, in proximity to the study limits. Coordination has been carried out with the I-95 Express Team, I-95 PD&E Team from Hallandale Beach Boulevard to Hollywood Boulevard, and District 6's I-95 PD&E Team south of the county line to ensure traffic projections and improvements from various sources are considered.
- **Subarea Model Forecast for No-Build Conditions:** The socioeconomic data, network coding, and other model settings were reviewed to make sure they are consistent with the base year (2021) conditions. A future year (2045) no-build network in Southeast Florida Regional Planning Model (SERPM) was developed based on the 2045 Cost Feasible Plans adopted by the three MPOs in the region. The no-build network also includes the proposed improvements from the aforementioned projects in coordination with the Department.
- **Future Traffic Projections:** Trends analysis was conducted using the historical traffic counts. The growth factors were calculated using the population and employment data obtained from the SERPM model. A set of recommended growth rates were proposed based on the trends analysis, socioeconomic data, and model volumes for all approaches at the study intersections. The growth rates were applied to current AADT volumes to obtain projections for the open year (2021), interim year (2030), design year (2045) and 2050. Coordination was carried out to ensure the AADT projections at the county line along I-95 are consistent with the AADT forecasted by the I-95 PD&E Team south of the county line.

[1] https://www.streetlightdata.com/

Figure 1 presents the study corridors, ramps, and intersections of this study. The rest of this report documents the methods and results of abovementioned tasks.

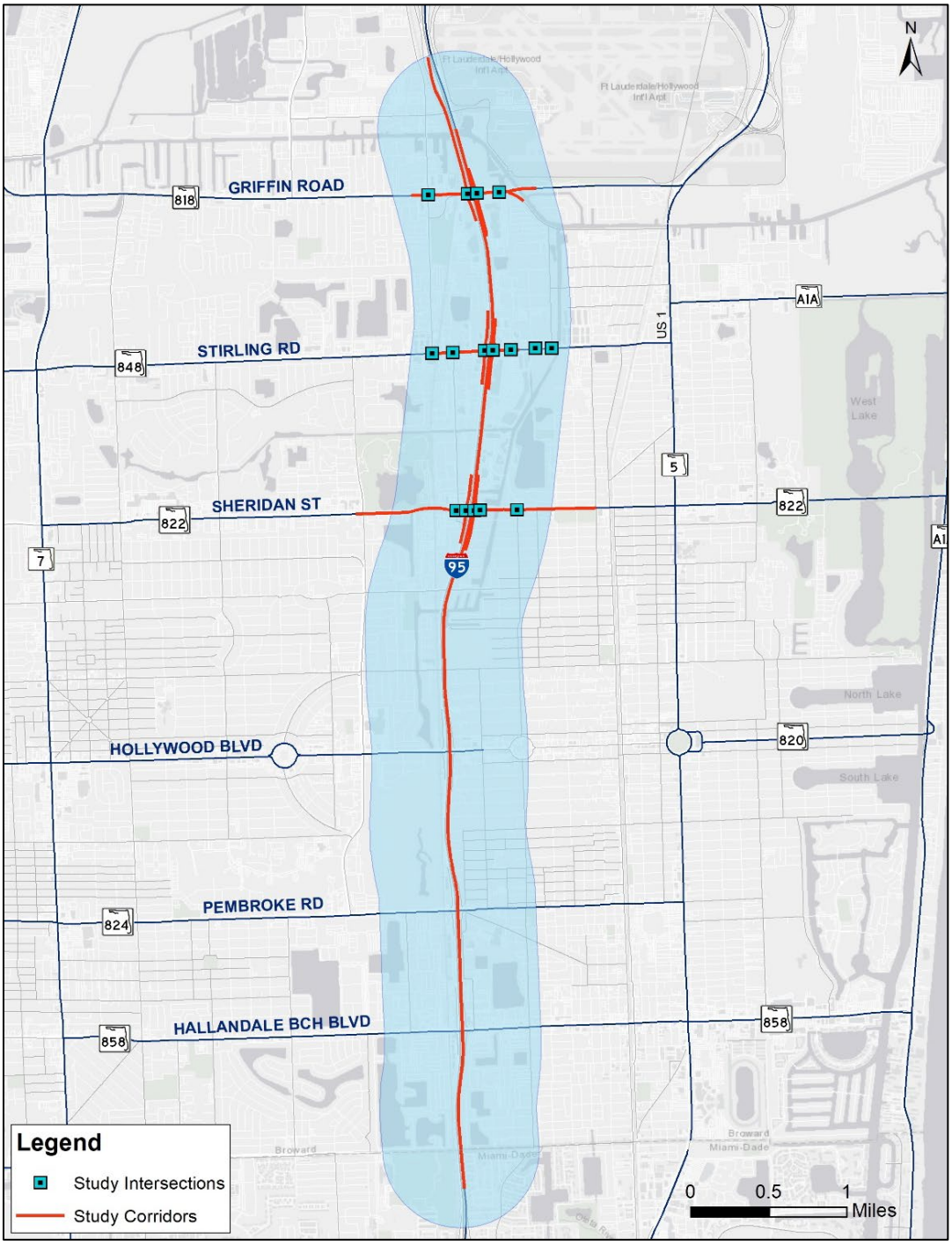


Figure 1. Study Corridor and Study Intersections

2. TRAFFIC DATA COLLECTION

This section documents the traffic data collection efforts conducted as part of this TWO. Figure 2 presents the locations for turning movement counts and ramp classification counts. Appendix A presents all traffic data collected in this study.

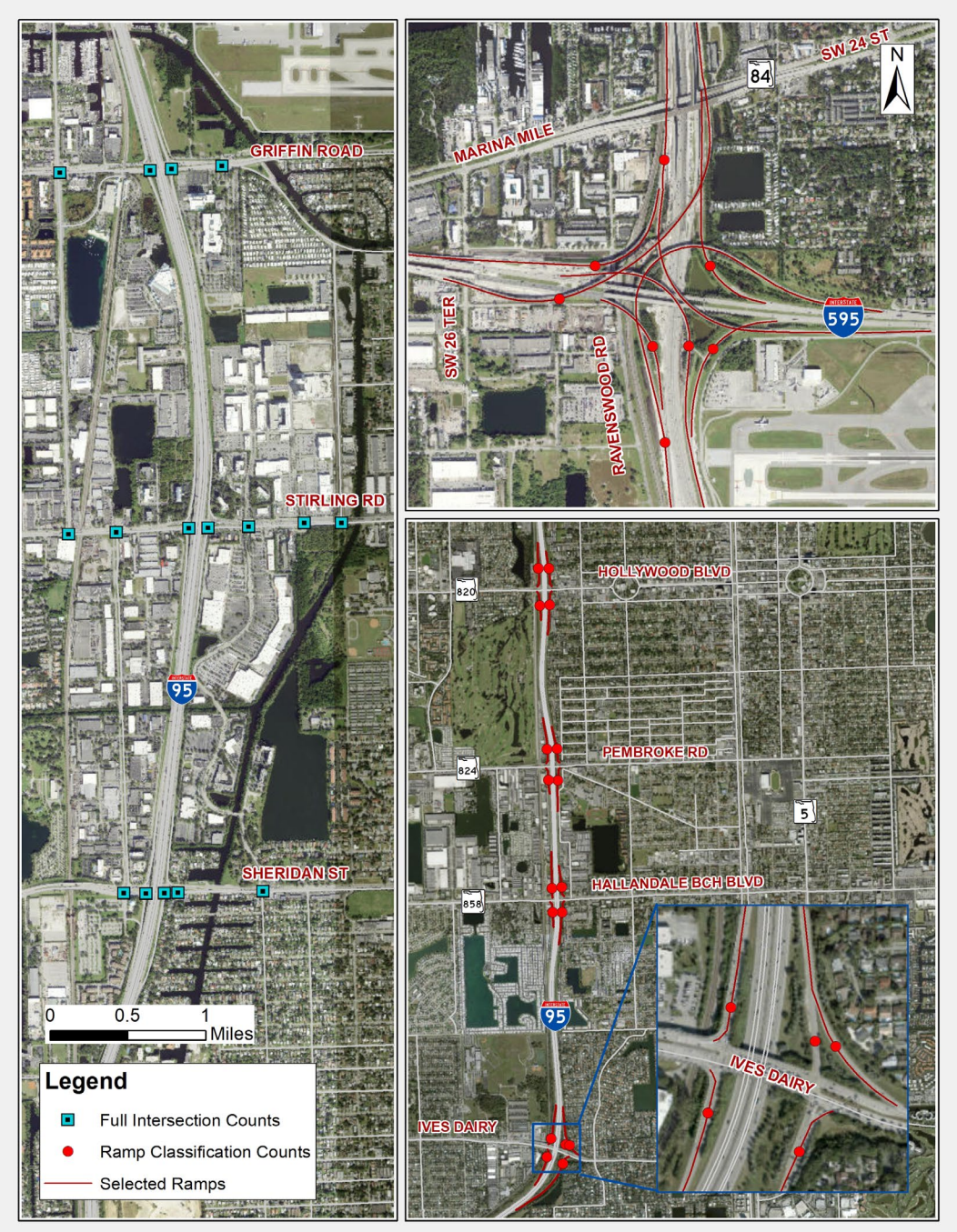


Figure 2. Intersection Counts and Ramp Class Counts Locations

2.1 Full Intersection Counts

Three-day full intersection data collection was conducted for 16 intersections along three corridors where interchange improvements were proposed: Sheridan Street Corridor, Stirling Road Corridor, and Griffin Road Corridor. Full intersection data collection includes 6-hour peak period turning movement counts (6:00 AM to 9:00 AM, 4:00 PM to 7:00 PM), and 72-hour link counts for three consecutive weekdays (Tuesday to Thursday). Seventy-two-hour vehicle classification counts were conducted on I-95 ramps. Additional classification counts were also collected along the following arterial roads:

- Sheridan Street east of N 29th Avenue
- Stirling Road west of Compass Road
- Griffin Road east of I-95 NB ramp
- Griffin Road west of I-95 SB ramp

The dates and locations for full intersection counts for Sheridan Street Corridor, Stirling Road Corridor, and Griffin Road Corridor are presented in Table 1 to Table 3, respectively.

Table 1. Full Intersection Counts along Sheridan Street Corridor

Data Collection Dates	Turning Movement Counts	72-Hour Counts	
	Count Location	Count Type	Count Location
11/9/2021-11/11/2021	I-95 NB Off Ramp Terminal at Sheridan Street	Classification	I-95 NB On Ramp N of Sheridan Street
		Classification	Sheridan Street E of I-95 NB Ramps
		Classification	I-95 NB Off Ramp S of Sheridan Street
	I-95 SB Off Ramp Terminal at Sheridan Street	Classification	I-95 SB Off Ramp N of Sheridan Street
		Volume	Sheridan Street E of I-95 SB Ramps
		Classification	I-95 SB On Ramp S of Sheridan Street
		Classification	CORTLAND Ramp to I-95 SB On Ramp
	Sheridan Street at N 29th Avenue	Volume	N 29th Avenue N of Sheridan Street
		Classification	Sheridan Street E of N 29th Avenue
		Volume	N 29th Avenue S of Sheridan Street
		Volume	Sheridan Street W of N 29th Avenue
	Sheridan Street at N. 28th Avenue	Volume	N 28th Avenue N of Sheridan Street
		Volume	Sheridan Street E of N 28th Avenue
	Sheridan Street at N. 26th Avenue	Volume	N 26th Avenue N of Sheridan Street
		Volume	Sheridan Street E of N 26th Avenue
		Volume	N 26th Avenue S of Sheridan Street

Table 2. Full Intersection Counts along Stirling Road Corridor

Data Collection Dates	Turning Movement Counts	72-Hour Counts	
	Count Location	Count Type	Count Location
11/9/2021-11/11/2021	I-95 NB Off Ramp Terminal at Stirling Road	Classification	I-95 NB On Ramp N of Stirling Road
		Classification	Stirling Road E of I-95 NB Ramps
		Classification	I-95 NB Off Ramp S of Stirling Road
	I-95 SB Off Ramp Terminal at Stirling Road	Classification	I-95 SB Off Ramp N of Stirling Road
		Volume	Stirling Road E of I-95 SB Ramps
		Classification	I-95 SB On Ramp S of Stirling Road
	Stirling Road at Anglers Avenue	Volume	Anglers Avenue N of Stirling Road
		Volume	Stirling Road E of Anglers Avenue
		Volume	Stirling Road W of Anglers Avenue
	Stirling Road at NW 29th Avenue	Classification	Stirling Road E of N 29th Avenue
		Volume	N 29th Avenue N of Stirling Road
	Stirling Road at SW 18th/Oakwood Boulevard	Volume	Oakwood Blvd. N of Stirling Road
		Classification	Stirling Road E of Oakwood Blvd.
		Volume	Oakwood Blvd. S of Stirling Road
	Stirling Road at South Compass Way	Volume	Compass Way N of Stirling Road
		Volume	Stirling Road E of Compass Way
		Volume	Compass Way S of Stirling Road
	Stirling Road at Bryan Road	Volume	Bryan Road N of Stirling Road
		Volume	Stirling Road E of Bryan Road

Table 3. Full Intersection Counts along Griffin Road Corridor

Data Collection Dates	Turning Movement Counts	72-Hour Counts	
	Count Location	Count Type	Count Location
11/2/2021-11/4/2021	I-95 NB Off Ramp Terminal at Griffin Road	Classification	I-95 NB On Ramp N of Griffin Road
		Classification	Griffin Road E of I-95 NB Ramps
		Classification	I-95 NB Off Ramp S of Griffin Road
	I-95 SB Off Ramp Terminal at Griffin Road	Classification	I-95 SB Off Ramp N of Griffin Road
		Volume	Griffin Road E of I-95 SB Ramps
		Classification	I-95 SB On Ramp S of Griffin Road
		Classification	Griffin Road W of I-95 SB Ramps
	Griffin Road at Anglers Avenue	Volume	Anglers Avenue N of Griffin Road
		Volume	Griffin Road E of Anglers Avenue
		Volume	Anglers Avenue S of Griffin Road
		Volume	Griffin Road W of Anglers Avenue
	Griffin Road at Old Griffin Road	Volume	Old Dixie Hwy N of Griffin Road
		Volume	Griffin Road E of Old Dixie Highway
		Volume	DCOTA Entrance S of Griffin Road

2.2 Interchange 72-Hour Classification Counts

Three-day vehicle classification counts were collected at the ramps of the five interchanges along the I-95 study corridor. The dates and locations of interchange counts are presented in **Table 4**.

Table 4. Interchange Classification Counts

Data Collection Dates	Interchange	Count Location
10/26/2021-10/28/2021	Ives Dairy	I-95 SB Off Ramp to Ives Dairy Road
		I-95 SB On Ramp from Ives Dairy Road
		I-95 NB On Ramp from EB Ives Dairy Road
		I-95 NB On Ramp from WB Ives Dairy Road
		I-95 NB Off Ramp to Ives Dairy Road
10/26/2021-10/28/2021	Hallandale Beach Boulevard	I-95 SB Off Ramp to Hallandale Beach Boulevard
		I-95 SB On Ramp from Hallandale Beach Boulevard
		I-95 NB On Ramp from Hallandale Beach Boulevard
		I-95 NB Off Ramp to Hallandale Beach Boulevard
10/26/2021-10/28/2021	Pembroke Road	I-95 SB Off Ramp to Pembroke Road
		I-95 SB On Ramp from Pembroke Road
		I-95 NB On Ramp from Pembroke Road
		I-95 NB Off Ramp to Pembroke Road
10/26/2021-10/28/2021	Hollywood Boulevard	I-95 SB Off Ramp to Hollywood Boulevard
		I-95 SB On Ramp from Hollywood Boulevard
		I-95 NB On Ramp from Hollywood Boulevard
		I-95 NB Off Ramp to Hollywood Boulevard
11/2/2021-11/4/2021	I-595	I-95 SB Off Ramp to WB I-595 On Ramp
		I-95 SB Off Ramp to EB I-595 On Ramp
		I-595 EB Off Ramp to I-95 NB On Ramp
		I-595 WB Off Ramp to I-95 NB On Ramp
		I-95 NB Off Ramp to WB I-595
		I-95 NB Off Ramp to EB I-595
		I-595 EB Off Ramp to SB I-95
		I-595 WB Off Ramp to SB I-95

2.3 Express Lane Data Collection

Video cameras were used to monitor express lanes traffic within the study limits from south of I-595 to north of Ives Dairy Road. Images were taken at the two ingress and two egress points of the express lanes for three consecutive weekdays (Tuesday to Friday). Then, images were processed to determine the number and class of vehicles in and out of the express lanes. Seventy-two-hour counts were reported in the same manner as the turning movement counts in 15-minute interval. The dates and locations of express lane camera data collection are summarized in **Table 5**.

Table 5. Express Lane Camera Data Collection

Data Collection Dates	Ingress/Egress Point	Count Location
11/9/2021-11/11/2021	Ingress	I-95 Express Lanes N of Ives Dairy Road, NB
11/9/2021-11/11/2021	Egress	I-95 Express Lanes N of Ives Dairy Road, SB
11/16/2021-11/18/2021	Ingress	I-95 Express Lanes S of I-595, SB
11/9/2021-11/11/2021	Egress	I-95 Express Lanes S of I-595, NB

3. TRAFFIC DATA SUMMARY

This section documents the methodology used to develop base year (2021) traffic volumes, including the annual average daily traffic (AADT) volumes, peak hour approach volumes, and peak hour turning movement counts.

For this study, the three-day average traffic volumes were used, together with the applicable axle correction factors and seasonal factors (**Appendix A-5** and **Appendix A-6**) that are published on FDOT Florida Traffic Online (2019), to calculate the 2021 AADTs for each approach of the study intersections. For classification counts, since the number of vehicles were collected instead of axles, axle correction factors were not applied. The 2021 AADT at I-95 south of Hallandale Beach Boulevard was calculated based on counts at two FDOT sites (#862487 and #861487). Other I-95 mainline 2021 AADTs were calculated based on ramp volumes and the 2021 AADT at I-95 south of Hallandale Beach Boulevard. The observed daily traffic counts, average daily counts, and calculated 2021 AADTs are presented in **Table 6** and **Appendix A-7**. Then, the calculated AADTs were balanced in coordination with the Project Team from FDOT District 6 that is conducting the I-95 PD&E Study from north of Golden Glades Interchange (GGI) to south of Hallandale Beach Boulevard. Balanced 2021 AADTs are presented in **Table 6** and illustrated in **Figure 3**.

The peak hours for the study corridor were determined based on the observed turning movement counts collected along Sheridan Street Corridor, Stirling Road Corridor, and Griffin Road Corridor. The observed AM peak hour is 7:30 AM to 8:30 AM, and the observed corridor's PM peak hour is 5:00 PM to 6:00 PM. To estimate base year (2021) peak hour volumes, the average values of 3 days observed counts during corridor peak hours were calculated. Then, the average peak hour counts were rounded up to the nearest 5. The rounded peak hour volumes are showed in **Appendix A-8**. Finally, the rounded peak hour turning movement counts were balanced in coordination with the Project Team from FDOT District 6 that is conducting the I-95 PD&E Study from north of Golden Glades Interchange (GGI) to south of Hallandale Beach Boulevard. The base year (2021) balanced peak hour turning movement volumes and approach volumes are presented in **Figure 4**.

Table 6. Base Year (2021) Daily Counts Summary

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
I-95	N of I-595								195,500	198,300			
	NB								*97,800*	*99,800*			
	SB								*97,700*	*98,500*			
I-95 at I-595	I-95 SB Off Ramp to WB I-595 On Ramp	35,037	35,200	35,321	35,186	1.00	1.00	35,186	35,000	35,000	10.6%	10.2%	10.3%
	I-95 SB Off Ramp to EB I-595 On Ramp	13,517	13,535	15,368	14,140	1.00	1.00	14,140	14,000	14,000	8.7%	8.1%	7.1%
	I-595 EB Off Ramp to NB I-95 NB On Ramp	30,460	29,869	30,631	30,320	1.00	1.00	30,320	30,500	30,500	9.2%	9.1%	8.4%
	I-595 WB Off Ramp to I-95 NB On Ramp	14,795	14,637	15,703	15,045	1.00	1.00	15,045	15,000	15,000	7.8%	7.3%	7.1%
	I-95 NB Off Ramp to WB I-595	28,872	29,316	29,484	29,224	1.00	1.00	29,224	29,000	29,000	7.6%	7.8%	8.0%
	I-95 NB Off Ramp to EB I-595	8,918	9,212	9,466	9,199	1.00	1.00	9,199	9,200	9,200	9.5%	9.3%	10.4%
	I-595 EB Off Ramp to SB I-95	27,601	27,901	28,906	28,136	1.00	1.00	28,136	28,000	28,000	4.8%	4.5%	5.2%
	I-595 WB Off Ramp to SB I-95	11,783	12,393	13,352	12,509	1.00	1.00	12,509	12,500	12,500	12.3%	12.3%	11.8%
I-95	S of I-595								262,700	265,500			
	NB								*136,000*	*138,000*			
	SB								*126,700*	*127,500*			
Griffin Road at Anglers Ave	Anglers Avenue N of Griffin Road	14,672	14,975	15,182	14,943	0.98	1.00	14,644	14,500	14,500			
	Anglers Avenue S of Griffin Road	14,118	14,420	14,180	14,239	0.98	1.00	13,955	14,000	14,000			
	Griffin Road W of Anglers Avenue	33,692	34,562	33,739	33,998	0.98	1.00	33,318	33,500	33,500			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
Griffin Road at I-95 SB Ramps	I-95 SB Off Ramp	11,360	11,804	11,564	11,576	1.00	1.00	11,576	11,500	11,500	9.3%	11.8%	10.8%
	Griffin Road E of I-95 SB Ramps	37,345	37,215	37,505	37,355	0.98	1.00	36,608	36,500	36,500			
	I-95 SB On Ramp	14,439	14,821	14,092	14,451	1.00	1.00	14,451	14,500	14,500	5.1%	5.5%	4.3%
	Griffin Road W of I-95 SB Ramps	42,511	43,069	43,057	42,879	1.00	1.00	42,879	43,000	43,000	4.7%	4.7%	4.5%
Griffin Road at I-95 NB Ramps	I-95 NB On Ramp	10,721	10,634	11,310	10,888	1.00	1.00	10,888	11,000	11,000	6.8%	7.3%	6.9%
	Griffin Road E of I-95 NB Ramps	31,424	33,084	35,781	33,430	1.00	1.00	33,430	33,500	33,500	5.1%	4.8%	4.6%
	I-95 NB Off Ramp	15,277	15,520	16,682	15,826	1.00	1.00	15,826	16,000	16,000	4.2%	4.1%	4.2%
Griffin Road at Old Griffin Road	Old Griffin Road N of Griffin Road	4,566	4,830	4,666	4,687	0.98	1.00	4,594	4,600	4,600			
	Griffin Road E of Old Griffin Road	27,727	29,656	31,647	29,677	0.98	1.00	29,083	29,000	29,000			
	DCOTA Entrance S of Griffin Road	2,062	2,087	2,097	2,082	0.98	1.00	2,040	2,000	2,000			
I-95	S of Griffin Road								282,200	285,000			
	NB								*141,000*	*143,000*			
	SB								*141,200*	*142,000*			
Stirling Road at Anglers Ave	Anglers Avenue N of Stirling Road	13,436	13,098	12,350	12,961	0.99	1.00	12,832	13,000	13,000			
	Stirling Road E of Anglers Avenue	49,525	51,773	48,944	50,081	0.99	1.00	49,580	49,500	49,500			
	Stirling Road W of Anglers Avenue	43,728	43,499	42,941	43,389	0.99	1.00	42,955	43,000	43,000			
Stirling Road at N 29 Ave	Stirling Road E of N 29 Avenue	48,625	49,218	47,584	48,476	1.00	1.00	48,476	48,500	48,500	4.8%	6.6%	5.3%
	N 29 Avenue S of Stirling Road	8,074	8,468	8,585	8,376	0.99	1.00	8,292	8,300	8,300			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
		Day 1	Day 2	Day 3	Average						Day 1	Day 2	Day 3
Stirling Road at I-95 SB Ramps	I-95 SB Off Ramp	14,877	15,123	14,699	14,900	1.00	1.00	14,900	15,000	15,000	4.4%	6.6%	4.7%
	Stirling Road E of I-95 SB Ramps	52,231	51,114	52,223	51,856	0.99	1.00	51,337	51,500	51,500			
	I-95 SB On Ramp	15,551	14,996	15,567	15,371	1.00	1.00	15,371	15,500	15,500	4.1%	4.3%	3.8%
Stirling Road at I-95 NB Ramps	I-95 NB On Ramp	15,268	15,144	15,055	15,156	1.00	1.00	15,156	15,000	15,000	2.8%	5.7%	3.1%
	Stirling Road E of I-95 NB Ramps	52,336	53,201	53,153	52,897	1.00	1.00	52,897	53,000	53,000	4.7%	4.6%	4.5%
	I-95 NB Off Ramp	16,417	15,279	16,014	15,903	1.00	1.00	15,903	16,000	16,000	3.7%	4.1%	3.6%
Stirling Road at Oakwood Blvd.	Oakwood Boulevard N of Stirling Road	13,843	14,313	14,804	14,320	0.99	1.00	14,177	14,000	14,000			
	Stirling Road E of Oakwood Blvd.	39,239	39,246	38,862	39,116	1.00	1.00	39,116	39,000	39,000	3.4%	3.3%	3.2%
	Oakwood Blvd. S of Stirling Road	19,974	19,384	19,701	19,686	0.99	1.00	19,489	19,500	19,500			
Stirling Road at Compass Way	Compass Way N of Stirling Road	6,933	6,553	6,477	6,654	0.99	1.00	6,588	6,600	6,600			
	Stirling Road E of Compass Way	33,821	32,589	31,035	32,482	0.99	1.00	32,157	32,000	32,000			
	Compass Way S of Stirling Road	897	963	951	937	0.99	1.00	928	950	950			
Stirling Road at Bryan Road	Bryan Road N of Stirling Road	5,649	5,690	5,455	5,598	0.99	1.00	5,542	5,500	5,500			
	Stirling Road E of Bryan Road	32,077	29,577	30,538	30,731	0.99	1.00	30,423	30,500	30,500			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
		Day 1	Day 2	Day 3	Average						Day 1	Day 2	Day 3
I-95	S of Stirling Road								283,700	286,500			
	NB Total								*142,000*	*144,000*			
	NB General Purpose Lane								*125,000*	*127,400*			
	NB Express Lane								*17,000*	*16,600*			
	SB Total								*141,700*	*142,500*			
	SB General Purpose Lane								*120,200*	*121,100*			
	SB Express Lane								*21,500*	*21,400*			
Sheridan Street at N 29 Avenue	N 29 Avenue N of Sheridan Street	11,514	11,519	11,811	11,615	0.98	1.00	11,382	11,500	11,500			
	Sheridan Street E of N 29 Avenue	54,266	53,983	51,449	53,233	1.00	1.00	53,233	53,000	53,000	5.4%	4.8%	6.1%
	N 29 Avenue S of Sheridan Street	3,705	3,701	3,727	3,711	0.98	1.00	3,637	3,600	3,600			
	Sheridan Street W of N 29 Avenue	52,629	52,856	52,592	52,692	0.98	1.00	51,638	51,500	51,500			
Sheridan Street at I-95 SB Ramps	I-95 SB Off Ramp	18,230	18,986	18,573	18,596	1.00	1.00	18,596	18,500	18,500	4.5%	3.6%	3.3%
	Sheridan Street E of I-95 SB Ramps	55,679	55,522	53,481	54,894	0.98	1.00	53,796	54,000	54,000			
	I-95 SB On Ramp	14,552	14,616	14,616	14,595	1.00	1.00	14,595	14,500	14,500	6.8%	6.3%	6.5%
	CORTLAND Ramp to I-95 SB On Ramp	1,769	1,802	1,723	1,765	1.00	1.00	1,765	1,800	1,800	5.4%	5.9%	5.3%
Sheridan Street at I-95 NB Ramps	I-95 NB On Ramp	19,274	20,109	19,519	19,634	1.00	1.00	19,634	19,500	19,500	3.6%	3.6%	3.5%
	Sheridan Street E of I-95 NB Ramps	57,169	57,358	55,882	56,803	1.00	1.00	56,803	57,000	57,000	3.4%	3.4%	2.3%
	I-95 NB Off Ramp	16,668	16,961	16,279	16,636	1.00	1.00	16,636	16,500	16,500	3.5%	3.1%	3.3%
Sheridan Street at N 28 Avenue	N 28 Avenue N of Sheridan Street	292	282	308	294	0.98	1.00	288	300	300			
	Sheridan Street E of N 28 Avenue	52,626	53,542	50,982	52,383	0.98	1.00	51,336	51,500	51,500			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
Sheridan Street at N 26 Avenue	N 26 Avenue N of Sheridan Street	17,057	16,783	16,405	16,748	0.98	1.00	16,413	16,500	16,500			
	Sheridan Street E of N 26 Avenue	47,922	47,498	47,270	47,563	0.98	1.00	46,612	46,500	46,500			
	N 26 Avenue S of Sheridan Street	11,000	11,299	10,925	11,075	0.98	1.00	10,853	11,000	11,000			
I-95	S of Sheridan Street								278,500	281,300			
	NB Total								*139,000*	*141,000*			
	NB General Purpose Lane								*122,000*	*124,400*			
	NB Express Lane								*17,000*	*16,600*			
	SB Total								*139,500*	*140,300*			
	SB General Purpose Lane								*118,000*	*118,900*			
	SB Express Lane								*21,500*	*21,400*			
I-95 at Hollywood Blvd.	I-95 SB Off Ramp to Hollywood Blvd.	18,079	19,078	18,852	18,670	1.00	1.00	18,670	18,500	18,500	3.6%	4.0%	3.8%
	I-95 SB On Ramp from Hollywood Blvd.	13,599	13,415	13,221	13,412	1.00	1.00	13,412	13,500	13,500	2.6%	2.8%	2.7%
	I-95 NB On Ramp from Hollywood Blvd.	17,553	17,446	17,829	17,609	1.00	1.00	17,609	17,500	17,500	2.8%	3.1%	3.1%
	I-95 NB Off Ramp to Hollywood Blvd.	12,403	12,073	12,541	12,339	1.00	1.00	12,339	12,500	12,500	3.6%	3.2%	3.3%
I-95	S of Hollywood Blvd.								268,500	271,300			
	NB Total								*134,000*	*136,000*			
	NB General Purpose Lane								*117,000*	*119,400*			
	NB Express Lane								*17,000*	*16,600*			
	SB Total								*134,500*	*135,300*			
	SB General Purpose Lane								*113,000*	*113,900*			
	SB Express Lane								*21,500*	*21,400*			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
		Day 1	Day 2	Day 3	Average						Day 1	Day 2	Day 3
I-95 at Pembroke Road	I-95 SB Off Ramp to Pembroke Road	19,433	19,729	17,907	19,023	1.00	1.00	19,023	19,000	19,000	5.4%	5.9%	5.2%
	I-95 SB On Ramp from Pembroke Road	11,518	11,480	12,344	11,781	1.00	1.00	11,781	12,000	12,000	4.3%	4.3%	4.7%
	I-95 NB On Ramp from Pembroke Road	17,561	17,790	18,836	18,062	1.00	1.00	18,062	18,000	18,000	6.0%	6.6%	5.8%
	I-95 NB Off Ramp to Pembroke Road	13,903	14,230	14,992	14,375	1.00	1.00	14,375	14,500	14,500	4.3%	3.6%	3.6%
I-95	S of Pembroke Road								258,000	260,800			
	NB Total								*130,500*	*132,500*			
	NB General Purpose Lane								*113,500*	*115,900*			
	NB Express Lane								*17,000*	*16,600*			
	SB Total								*127,500*	*128,300*			
	SB General Purpose Lane								*106,000*	*106,900*			
	SB Express Lane								*21,500*	*21,400*			
I-95 at Hallandale Beach Blvd.	I-95 SB Off Ramp to Hallandale Beach Blvd.	22,075	21,926	22,203	22,068	1.00	1.00	22,068	22,000	22,000	8.4%	5.7%	5.6%
	I-95 SB On Ramp from Hallandale Beach Blvd.	13,190	13,463	13,445	13,366	1.00	1.00	13,366	13,500	13,500	4.8%	4.6%	50.2%
	I-95 NB On Ramp from Hallandale Beach Blvd.	23,641	22,715	22,463	22,940	1.00	1.00	22,940	23,000	23,000	5.2%	4.4%	4.6%
	I-95 NB Off Ramp to Hallandale Beach Blvd.	15,157	14,592	13,999	14,583	1.00	1.00	14,583	14,500	14,500	3.3%	3.0%	3.3%

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
		Day 1	Day 2	Day 3	Average						Day 1	Day 2	Day 3
I-95	S of Hallandale Beach Blvd.								241,000	243,800			
	NB Total								*122,000*	*124,000*			
	NB General Purpose Lane								*109,500*	*112,000*			
	NB Express Lane								*12,500*	*12,000*			
	SB Total								*119,000*	*119,800*			
	SB General Purpose Lane								*102,800*	*103,700*			
	SB Express Lane								*16,200*	*16,100*			
I-95 at Ives Dairy Road	I-95 SB Off Ramp to Ives Dairy Road	24,991	25,495	26,915	25,800	1.00	1.00	25,800	26,000	33,200	3.6%	4.5%	4.1%
	I-95 SB On Ramp from Ives Dairy Road	17,277	17,490	17,564	17,444	1.00	1.00	17,444	17,500	16,800	2.8%	2.7%	2.7%
	I-95 NB On Ramp from EB Ives Dairy Road	7,220	7,288	7,300	7,269	1.00	1.00	7,269	7,300	29,900	2.6%	2.1%	2.1%
	I-95 NB On Ramp from WB Ives Dairy Road	19,930	20,301	20,834	20,355	1.00	1.00	20,355	20,500		7.3%	6.0%	6.4%
	I-95 NB Off Ramp to Ives Dairy Road	17,225	17,561	17,543	17,443	1.00	1.00	17,443	17,500	17,000	3.2%	3.7%	3.6%
I-95	S of Ives Dairy Road								222,200	214,500			
	NB Total								*111,700*	*111,100*			
	NB General Purpose Lane								*99,200*	*99,100*			
	NB Express Lane								*12,500*	*12,000*			
	SB Total								*110,500*	*103,400*			
	SB General Purpose Lane								*94,300*	*87,300*			
	SB Express Lane								*16,200*	*16,100*			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
I-95 Express	NB S of I-595	16,443	17,692	16,885	17,007	1.00	1.00	17,007	17,000	16,600			
	SB S of I-595	21,745	21,661	21,594	21,667	1.00	1.00	21,667	21,500	21,400			
	SB N of Ives Dairy Road	21,318	21,573	21,605	21,499	1.00	1.00	21,499	16,200	16,100			
	SB Off Ramp Egress N of Ives Dairy Road	5,291	5,162	5,317	5,257	1.00	1.00	5,257	5,300	5,300			
	NB On Ramp Ingress N of Ives Dairy Road	4,610	4,229	5,015	4,618	1.00	1.00	4,618	4,600	4,600			
	NB N of Ives Dairy Road	11,786	12,677	12,703	12,389	1.00	1.00	12,389	12,500	12,000			

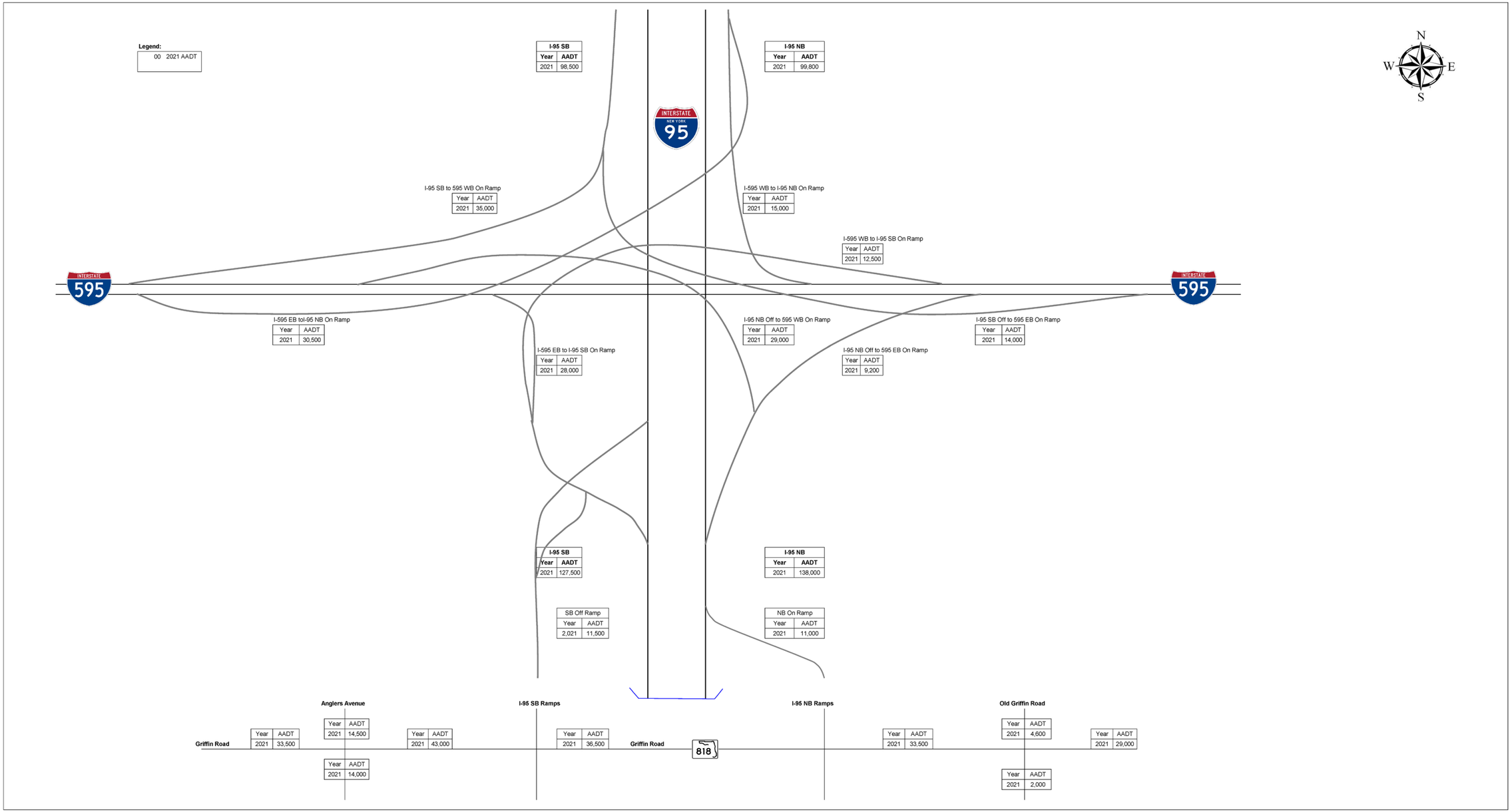


Figure 3. Base Year (2021) AADTs

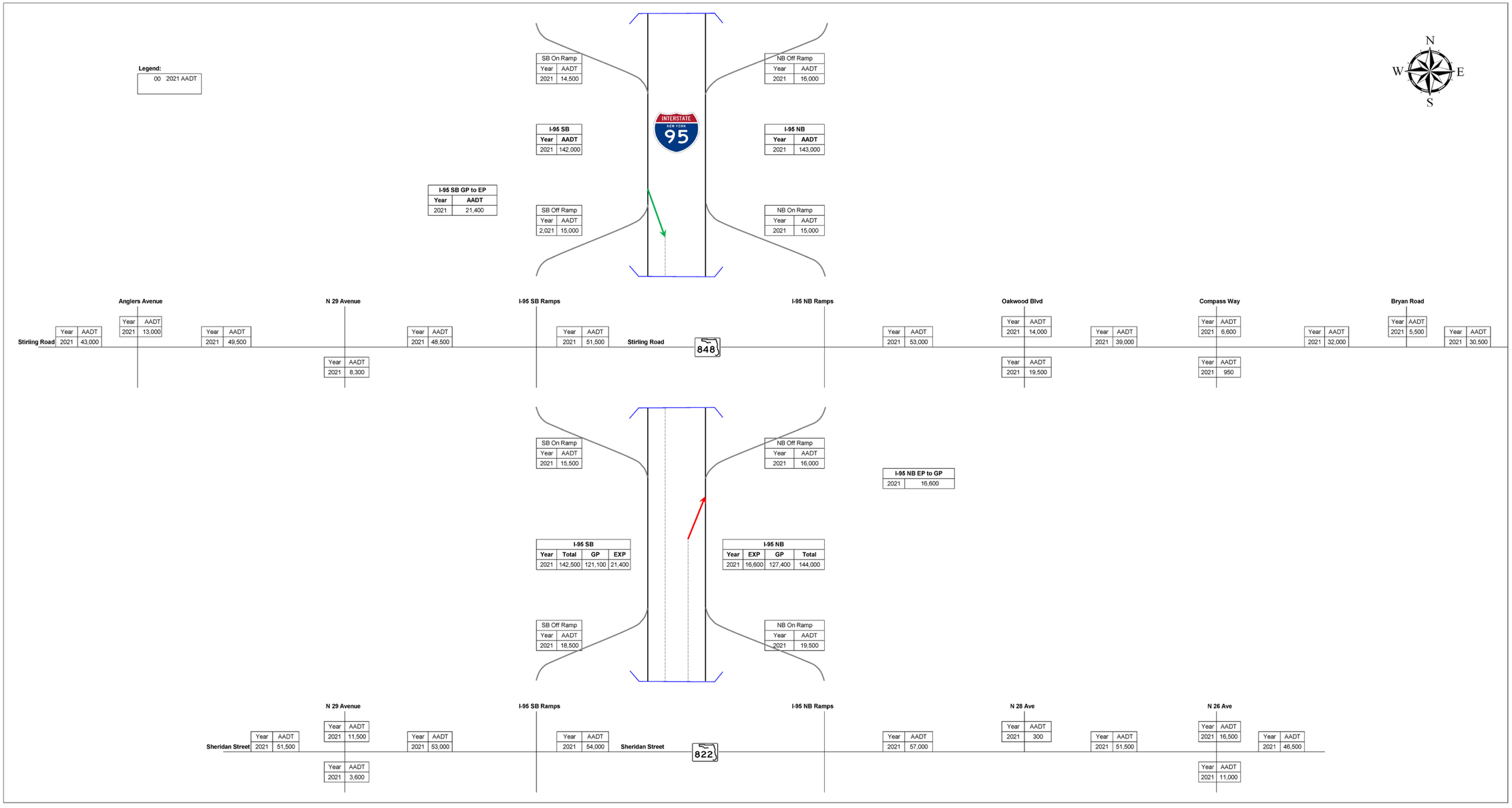


Figure 3. Base Year (2021) AADTs (Cont'd)

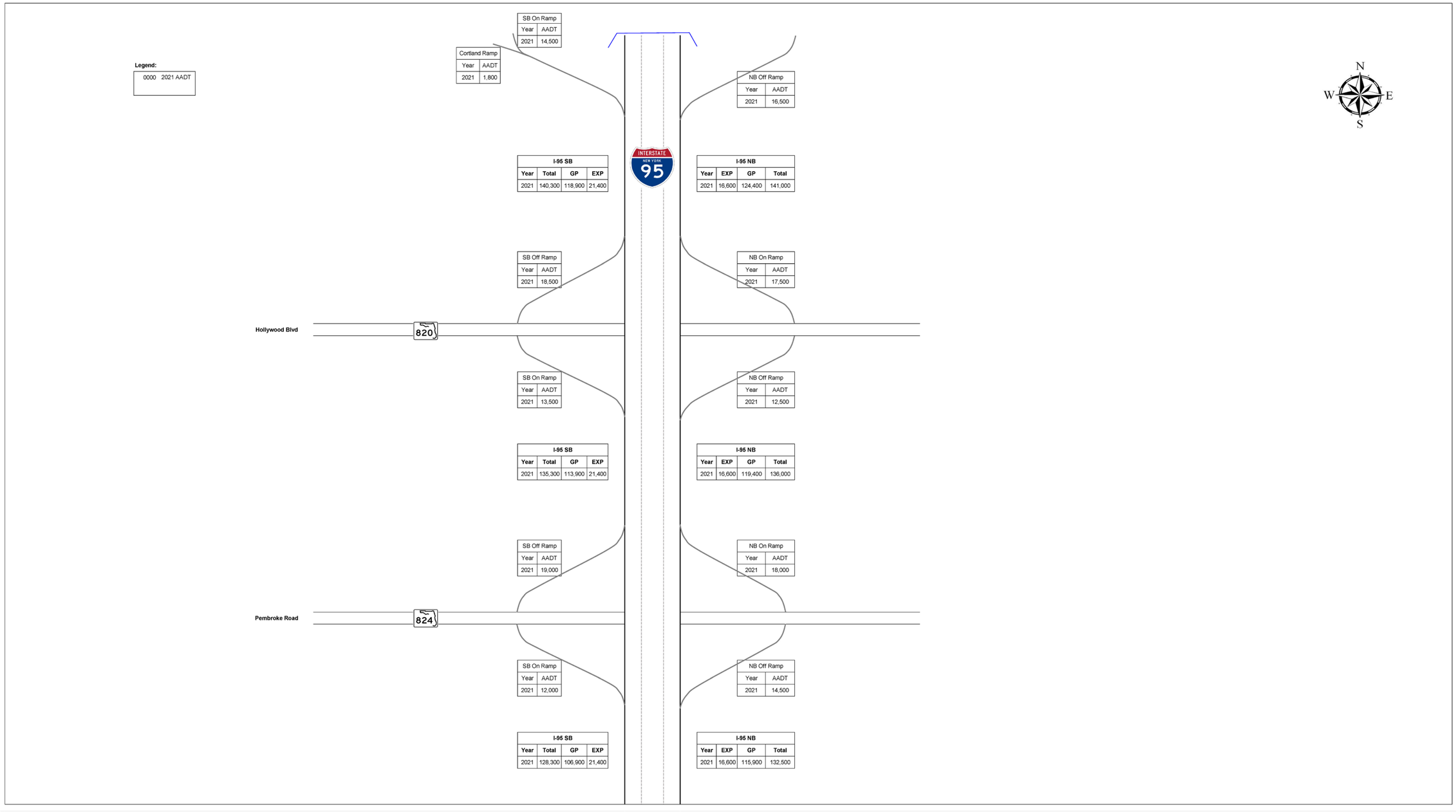


Figure 3. Base Year (2021) AADTs (Cont'd)

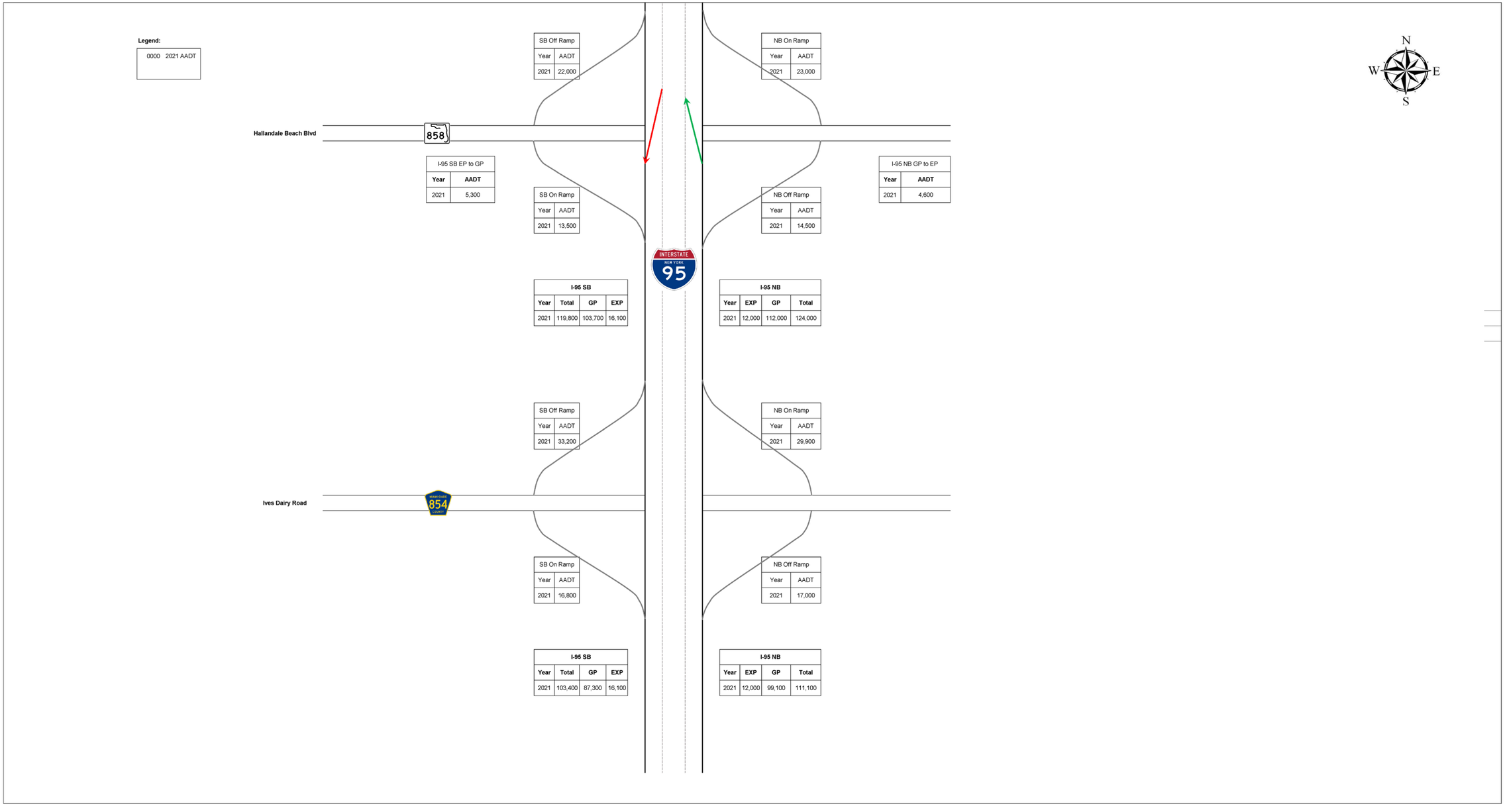


Figure 3. Base Year (2021) AADTs (Cont'd)

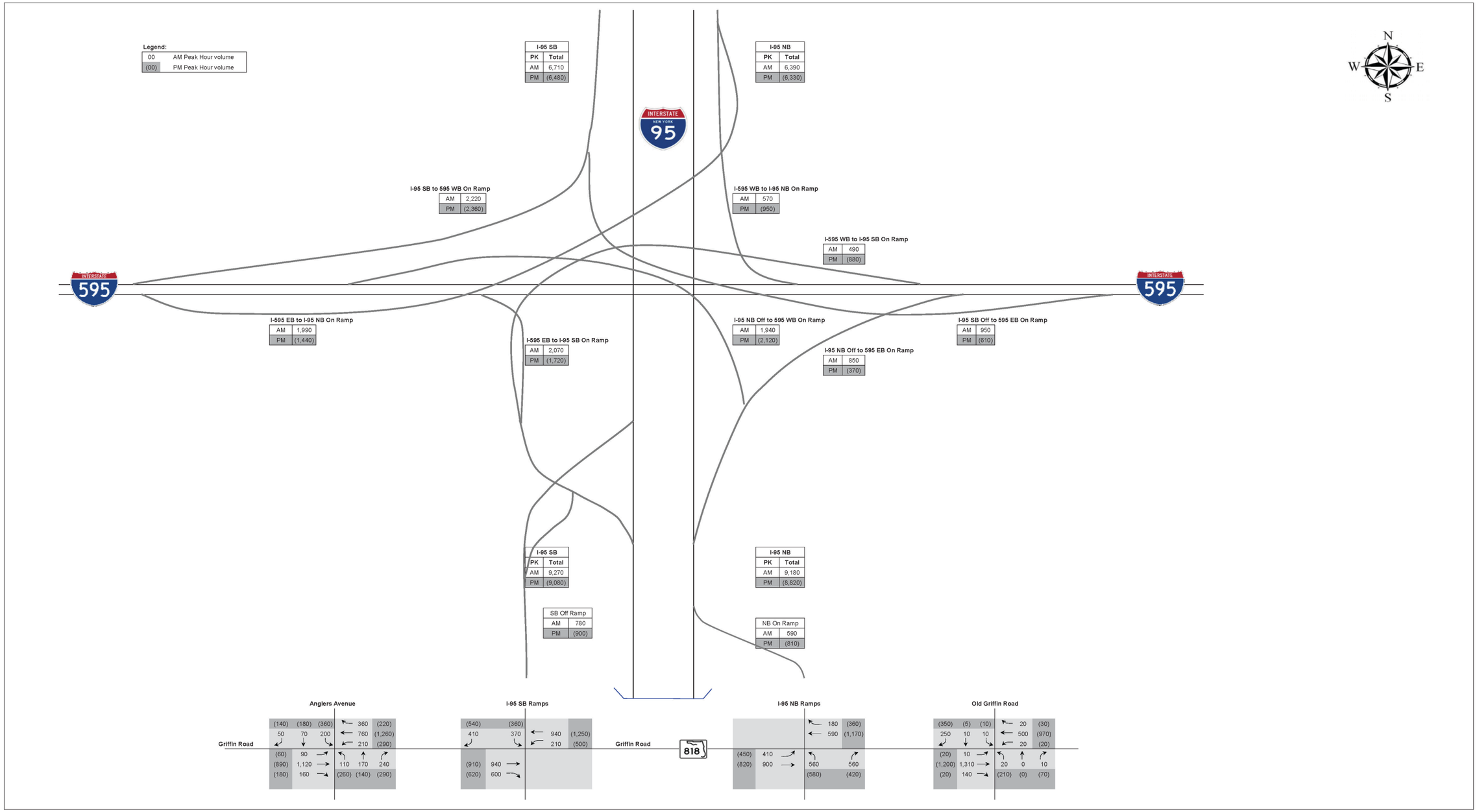


Figure 4. Base Year (2021) Peak Hour Volumes

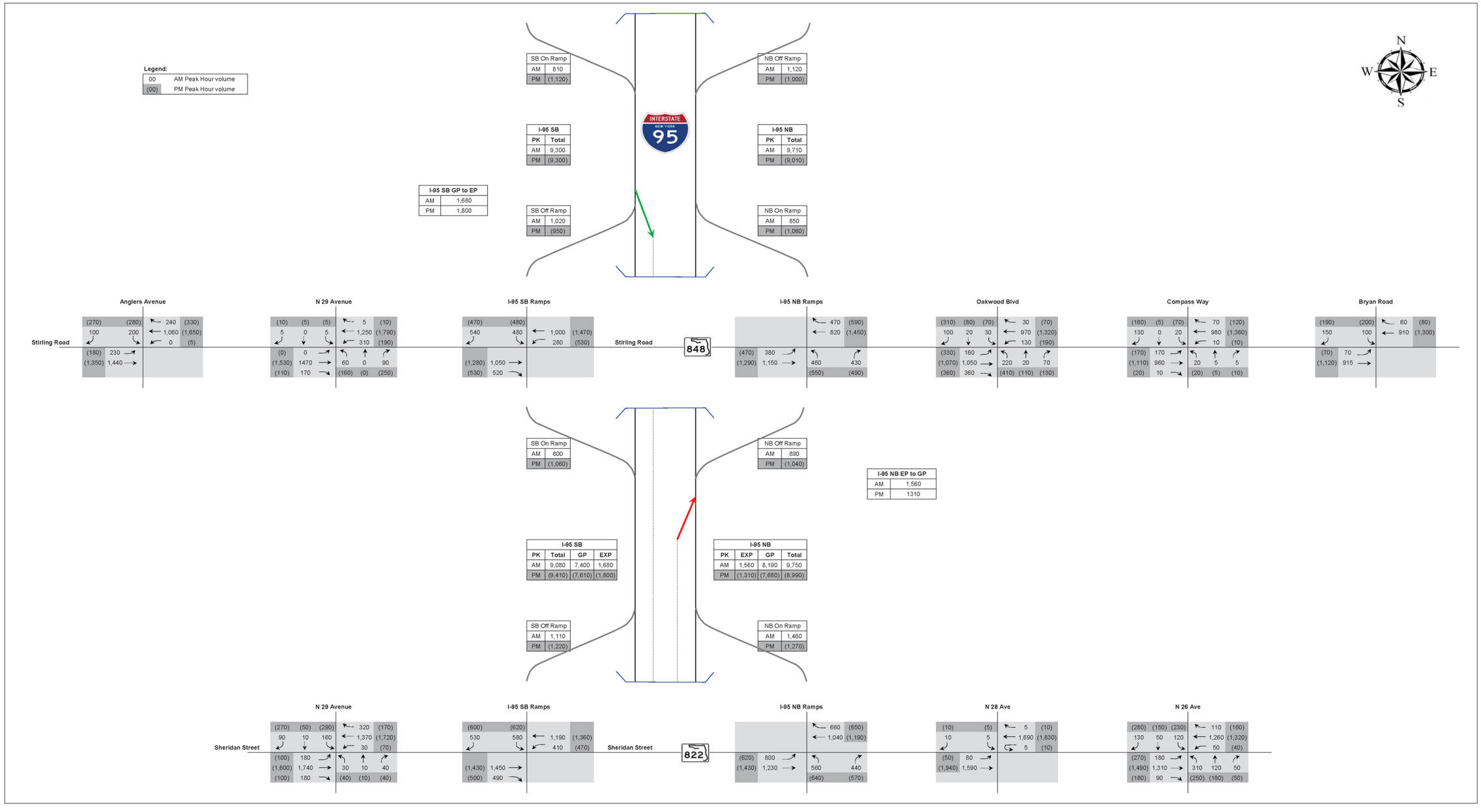


Figure 4. Base Year (2021) Peak Hour Volumes (Cont'd)

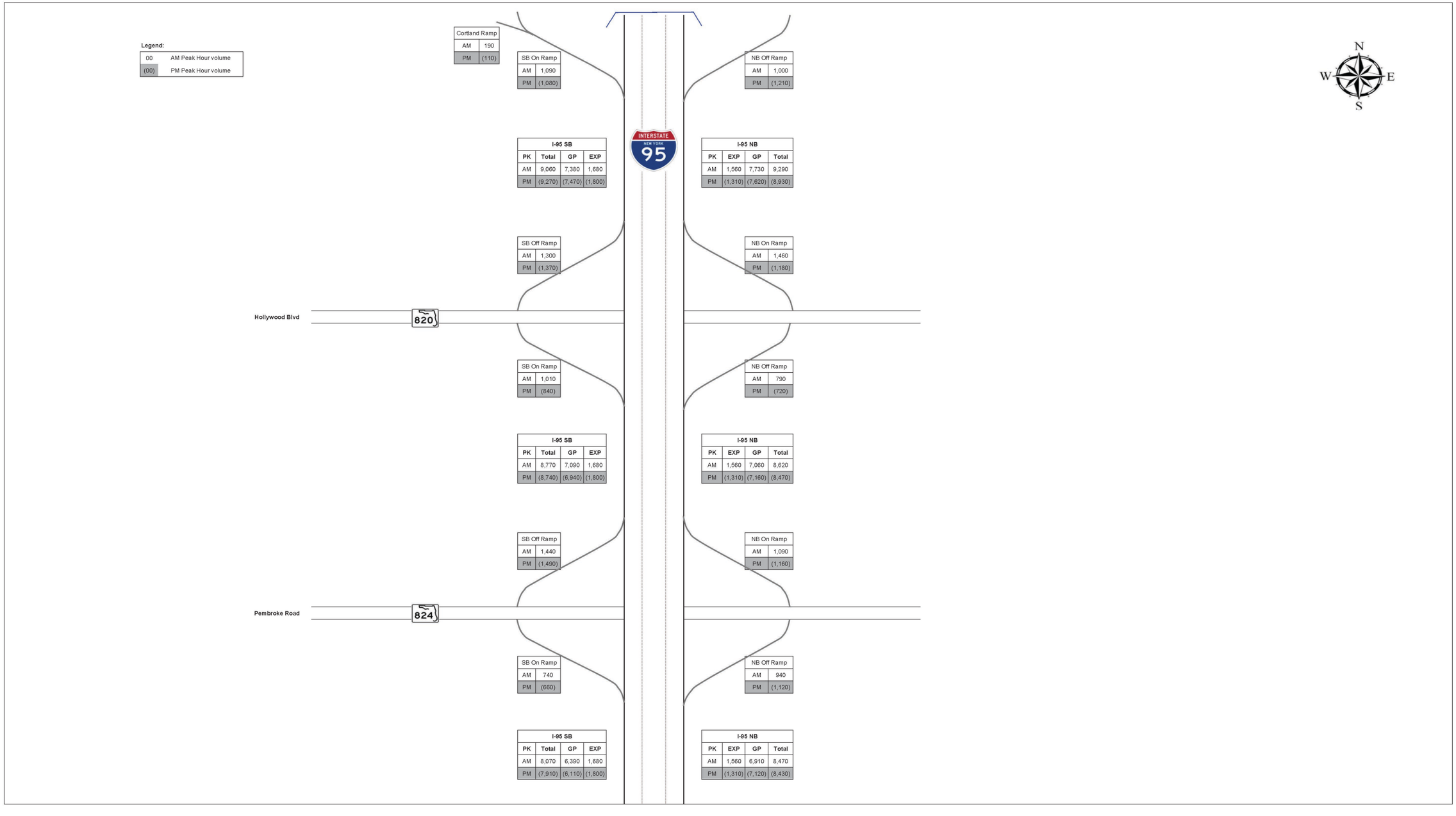


Figure 4. Base Year (2021) Peak Hour Volumes (Cont'd)

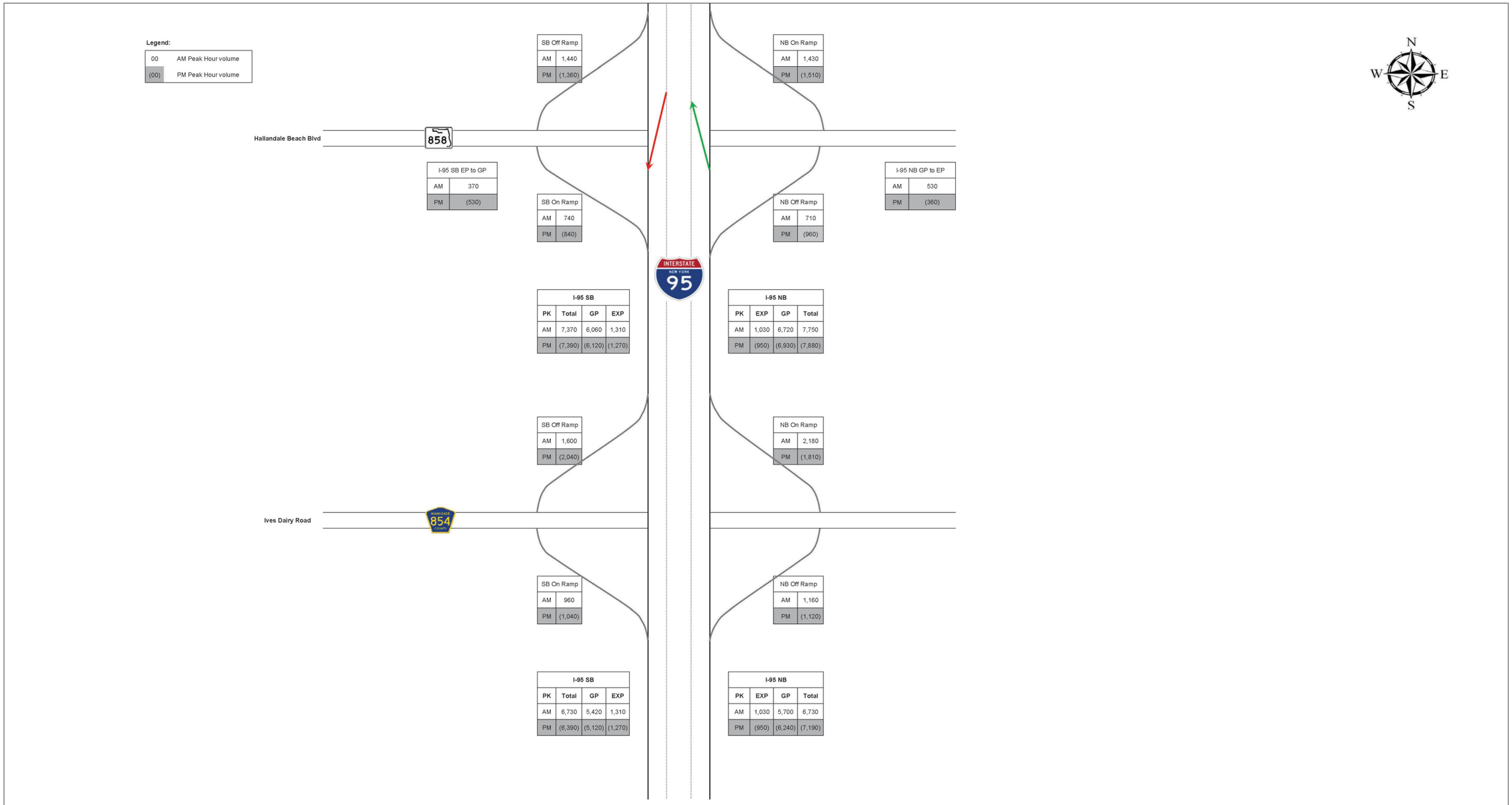


Figure 4. Base Year (2021) Peak Hour Volumes (Cont'd)

4. ORIGIN-DESTINATION ANALYSIS

To provide an understanding of the travel pattern along the corridor and provide information for PD&E study stage, StreetLight data was downloaded for 80 zones along I-95 from south of Ives Dairy Road in Miami-Dade County to north of Davie Boulevard in Broward County. The origin-destination (OD) locations are showed in **Figure 5** and summarized in **Table 7**.

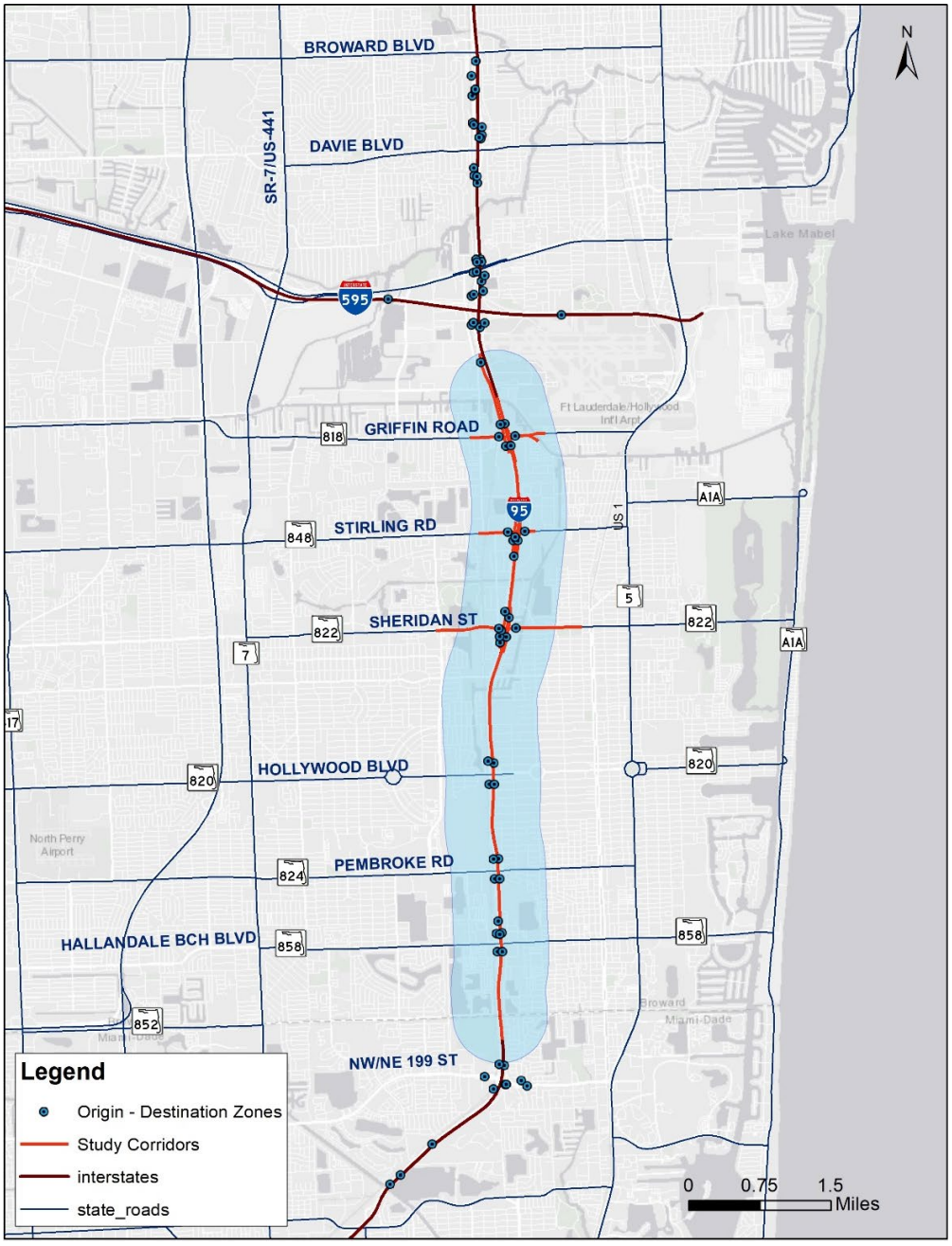


Figure 5. Origin-Destination Locations

Table 7. Origin-Destination Locations

Location	Origin-Destination Zones
Ives Dairy Road	1_Ives Dairy Rd_SB On Ramp
	1_Ives Dairy Rd_NB Off Ramp_1
	1_Ives Dairy Rd_NB Off Ramp_2
	1_Ives Dairy Rd_NB On Ramp
	1_Ives Dairy Rd_SB Off Ramp
	1_Ives Dairy Rd_Highland Lake Blvd_N
	1_Ives Dairy Rd_Highland Lake Blvd_E
	1_Ives Dairy Rd_Highland Lake Blvd_W
Hallandale Beach Blvd.	2_Hallandale Beach Blvd_SB On Ramp
	2_Hallandale Beach Blvd_NB Off Ramp
	2_Hallandale Beach Blvd_NB On Ramp
	2_Hallandale Beach Blvd_SB Off Ramp
Pembroke Road	3_Pembroke Rd_SB On Ramp
	3_Pembroke Rd_NB Off Ramp
	3_Pembroke Rd_NB On Ramp
	3_Pembroke Rd_SB Off Ramp
Hollywood Blvd.	4_Hollywood Blvd_SB On Ramp
	4_Hollywood Blvd_NB Off Ramp
	4_Hollywood Blvd_NB On Ramp
	4_Hollywood Blvd_SB Off Ramp

Location	Origin-Destination Zones
Sheridan Street	5_Sheridan St_SB On Ramp
	5_Sheridan St_NB Off Ramp
	5_Sheridan St_NB On Ramp
	5_Sheridan St_SB Off Ramp
	9_Additional_ Sheridan SB On Ramp 1
	9_Additional_ Sheridan SB On Ramp 2
	9_Sheridan St west of I-95 (Crossing Street)
	9_Sheridan St east of I-95 (Crossing Street)
Stirling Road	6_Stirling Rd_SB On Ramp
	6_Stirling Rd_NB Off Ramp
	6_Stirling Rd_NB On Ramp
	6_Stirling Rd_SB Off Ramp
	9_Sitrling Rd east of I-95 (Crossing Street)
	9_Sitrling Rd west of I-95 (Crossing Street)
Griffin Road	7_Griffin Rd_SB On Ramp
	7_Griffin Rd_NB Off Ramp
	7_Griffin Rd NB On Ramp
	7_Griffin Rd_SB Off Ramp
	9_Griffin Rd west of I-95 (Crossing Street)
	9_Griffin Rd east of I-95 (Crossing Street)

Table 7. Origin-Destination Locations (Cont'd)

Location	Origin-Destination Zones
I-595	8_I-95 SB Off Ramp
	8_I-595 WB to I-95 SB On Ramp
	8_I-95 NB to I-595 WB Off Ramp
	8_I-95 NB to I-595 EB Off Ramp
	8_I-95 NB to SR 84 Off Ramp
	8_I-595 WB to I-95 NB On Ramp
	8_I-595 EB to I-95 NB On Ramp
	8_SR 84 EB to I-95 NB On Ramp
	8_SR 84 WB to I-95 NB On Ramp
	8_ I-95 SB to SR 84 WB Off Ramp
	8_ I-95 SB to SR 84 EB Off Ramp
	8_ I-95 SB to I-595 Off Ramp
	8_Broward Blvd. to I-595 Ramp (SW 20th Ter)
	8_Broward Blvd. to I-95 SB On Ramp
	8_Broward Blvd. Tri-Rail Station to I-95 SB On Ramp
	8_I-95 SB to Davie Blvd Off Ramp
	8_ Davie Blvd. to I-595 Ramp
	8_Davie to I-95 SB On Ramp
	8_All SB to I-595 WB Ramp
	8_All SB to I-595 EB Ramp
	8_I-595 EB to I-95 SB On Ramp
	8_All NB to Davie Blvd. Ramp
	8_All NB to I-95 NB On Ramp
	8_I-95 NB to Davie Blvd. Off Ramp
	8_Davie Blvd. to I-95 NB On Ramp
	8_All NB to Broward Blvd. Ramp
	8_I-95 NB to Broward Blvd. Off Ramp
	8_I-95 NB to Broward Blvd. Tri-Rail Station Off Ramp
	8_SR 84 EB to I-95 SB On Ramp
	8_SB 84 WB to I-95 SB On Ramp
I-95 Express Ingress and Egress	10_I-95 SB Express Lane Ingress
	10_I-95 SB Express Lane Egress
	10_I-95 SB Express Lane Ingress (S)
	10_I-95 NB Express Lane Egress
	10_I-95 NB Express Lane Ingress
	10_I-95 NB Express Lane Egress (N)
I-95 Main Line	11_I-95 Total_N
	11_I-95 Total_S
	11_I-595 Total_E
	11_I-595 Total_W

All Streetlight Data was obtained for one month (September 2021). Only weekday daily data was selected for developing the traffic patterns along the study corridor. The origin-destination matrix for eighty StreetLight zones can be found in **Appendix D**. Eighteen StreetLight zones were selected to show the major flows from each crossing corridors as well as I-95. **Table 8** summarizes the origin-destination matrix for the selected zones.

Table 8. Origin-Destination Matrix

Origin / Destination Zones	I-95 S of Ives Dairy Rd	Ives Dairy Road East of I-95	Ives Dairy Road West of I-95	Hallandale Beach Blvd. On Ramps	Hallandale Beach Blvd. Off Ramps	Pembroke Rd On Ramps	Pembroke Rd Off Ramps	Hollywood Blvd. On Ramps	Hollywood Blvd. Off Ramps	Griffin Blvd. East of I-95	Griffin Blvd. West of I-95	Stirling Rd east of I-95	Stirling Rd west of I-95	Sheridan St East of I-95	Sheridan St West of I-95	I-595 East of I-95	I-595 West of I-95	I-95 North of Davie Rd
I-95 S of Ives Dairy Rd	-	11,613	4,651	1,112	11,507	1,205	7,371	612	6,812	3,286	2,638	2,079	2,053	3,254	3,131	4,153	5,673	26,288
Ives Dairy Road East of I-95	9,807	-	10,647	412	1,116	221	1,808	166	1,217	734	851	411	1,380	346	1,365	729	4,615	4,618
Ives Dairy Road West of I-95	6,192	10,363	-	246	1,016	95	557	85	776	213	177	297	172	438	406	279	649	1,208
Hallandale Beach Blvd. On Ramps	12,864	2,438	1,845	-	313	442	2,940	269	2,420	653	1,153	891	1,269	1,031	1,539	578	4,043	4,264
Hallandale Beach Blvd. Off Ramps	4,398	2,033	893	9,320	-	662	370	146	521	96	332	114	90	149	452	106	310	509
Pembroke Rd On Ramps	7,407	1,839	864	2,872	6,983	-	195	286	1,869	753	970	935	899	1,169	1,454	498	2,909	4,841
Pembroke Rd Off Ramps	2,141	777	402	1,647	3,660	7,043	-	281	425	111	197	141	113	217	223	93	356	542
Hollywood Blvd. On Ramps	7,321	1,452	867	1,661	4,120	1,667	4,464	-	232	586	940	1,288	918	1,153	1,258	587	4,240	5,193
Hollywood Blvd. Off Ramps	1,727	501	194	765	1,669	875	2,212	5,902	-	109	295	162	156	401	415	104	354	409
Griffin Rd East of I-95	2,256	393	208	232	596	225	646	251	673	-	6,206	637	704	183	452	709	1,693	1,850
Griffin Rd West of I-95	2,413	818	237	607	1,623	561	1,396	536	1,422	6,552	-	1,180	609	857	338	598	1,501	3,387
Stirling Rd east of I-95	1,926	274	282	313	930	306	1,090	337	1,439	668	1,266	-	8,669	608	1,094	281	2,716	2,509
Stirling Rd west of I-95	2,028	1,065	215	491	1,624	486	1,426	498	1,218	776	451	8,801	-	798	547	456	1,513	2,767
Sheridan St East of I-95	3,260	205	465	458	1,203	467	1,323	657	1,414	306	1,004	797	956	-	9,014	311	3,774	3,917
Sheridan St West of I-95	2,320	883	426	621	1,584	586	1,405	725	1,364	592	483	1,197	595	9,191	-	644	2,087	3,934
I-595 East of I-95	4,876	763	271	361	899	296	811	292	800	1,045	1,015	394	660	287	670	-	26,387	9,071
I-595 West of I-95	5,186	3,718	684	1,069	4,573	973	3,485	1,006	4,719	2,234	1,837	2,230	1,664	2,480	1,774	25,003	-	28,636
I-95 North of Davie Rd	26,482	3,690	1,403	1,655	5,320	1,269	5,409	1,282	5,560	2,092	3,564	2,319	3,106	3,049	3,683	10,054	26,014	-

The through traffic between I-95 south of Ives Dairy Road and I-95 north of Davie Road is about 26,000 for both directions.

For traffic started from I-95 south of Ives Dairy Road, the major destinations are Ives Diary Road east of I-95 (11,600), Hallandale Beach Boulevard Off Ramps (11,500), Pembroke Road Off Ramps (7,400), Hollywood Boulevard Off Ramps (6,800), and I-595 east (4,200) and west (5,700) of I-95.

For traffic started from Ives Dairy Road, about 10,500 vehicles stayed on Ives Dairy Road travelling to the east and west. Among the traffic started from Ives Dairy Road east of I-95, about 9,800 vehicles travelled to Miami along I-95, about 4,600 vehicles went to I-595 west of I-95, and about 4,600 vehicles travelled to I-95 North of Davie Road. Among the traffic started from Ives Dairy Road west of I-95, about 6,200 vehicles travelled to Miami along I-95.

For traffic getting on I-95 from Hallandale Beach Boulevard, about 13,000 vehicles travelled to Miami along I-95, about 4,000 vehicles went to I-595 west of I-95, and about 4,300 vehicles travelled to I-95 north of Davie Road.

For traffic getting on I-95 from Pembroke Road, there are about 7,400 vehicles travelling to Miami along I-95, about 7,000 vehicles getting off I-95 from Hallandale Beach Boulevard, and about 4,800 vehicles travelling to I-95 north of Davie Road.

For traffic getting on I-95 from Hollywood Boulevard, there are about 7,300 vehicles travelling to Miami along I-95, about 4,100 vehicles getting off I-95 from Hallandale Beach Boulevard, about 4,500 vehicles getting off I-95 from Pembroke Road, about 4,200 vehicles going to I-595 west of I-95, and about 5,200 vehicles travelling to I-95 north of Davie Road.

For traffic started from Griffin Road, the majority of traffic (6,200 – 6,600) stayed on Griffin Road travelling to the east and west, and about 2,300 – 2,400 vehicles travelled to Miami along I-95. About 1,900 vehicles from Griffin Road east of I-95 and about 3,400 vehicles from Griffin Road west of I-95 travelled to I-95 north of Davie Road.

For traffic started from Stirling Road, the majority of traffic (8,700 – 8,800) stayed on Stirling Road travelling to the east and west, and about 2,000 vehicles travelled to Miami along I-95 from both directions. Among the traffic started from Stirling Road east of I-95, about 2,700 vehicles went to I-595 west of I-95, and about 2,500 vehicles travelled to I-95 North of Davie Road. Among

the traffic started from Stirling Road west of I-95, about 1,600 vehicles got off I-95 from Hallandale Beach Boulevard, about 1,500 vehicles went to I-595 west of I-95, and about 2,800 vehicles travelled to I-95 north of Davie Road.

For traffic started from Sheridan Street, the majority of traffic (9,000 – 9,200) stayed on Sheridan Street travelling to the east and west. Among the traffic started from Sheridan Street east of I-95, about 3,300 vehicles went to I-95 South of Ives Diary Road, about 3,800 vehicles went to I-595 west of I-95, and about 3,900 vehicles travelled to I-95 north of Davie Road. Among the traffic started from Sheridan Street west of I-95, about 2,300 vehicles went to I-95 south of Ives Diary Road, about 2,000 vehicles got off I-95 from Hallandale Beach Boulevard, about 1,500 vehicles went to I-595 west of I-95, and about 3,900 vehicles travelled to I-95 north of Davie Road.

For traffic started from I-595 east of I-95, 26,400 vehicles travelled to I-595 west of I-95, 4,900 vehicles travelled to I-95 south of Ives Diary Road, and about 9,000 vehicles travelled to I-95 north of Davie Road.

For traffic started from I-595 west of I-95, 25,000 vehicles travelled to I-595 east of I-95, 5,200 vehicles travelled to I-95 south of Ives Diary Road, and about 28,600 vehicles travelled to I-95 north of Davie Road.

For traffic started from I-95 north of Davie Road, the major destinations are I-595 east (10,000) and west (26,000) of I-95, Hollywood Boulevard Off Ramps (5,600), Pembroke Road Off Ramps (5,400), and Hallandale Beach Boulevard Off Ramps (5,300).

5. TRAFFIC FORECAST

Various traffic forecast methods were evaluated in this study to identify the most reasonable growth rates along the study corridor. Table 9 summarizes three methods to estimate traffic growth rates that were explored in this study.

Table 9. Growth Rate Estimation Methods

Method	Description
Historical Trend	Growth rates are developed based on regression analyses of at least five years of most recent historical AADTs using FDOT Trend Analysis Spreadsheet. The count stations include: • 860027: SR 818 /Griffin Road - E of I-95 W of Old Griffin Road • 860032: SR 848 /Stirling Road - 700' E of SR 9/I-95 • 860034: SR 822 /Sheridan Street - E of SR 9/I-95 • 860076: SR 818 /Griffin Road - W of SR 9/I-95 • 860092: SR 848 /Stirling Road - W of SR 9/I-95 • 860133: SR 848 /Stirling Road - W of Ravenswood Road • 860331: SR 9/I-95, 0.1 Mile N of SR-858/Hallandale Beach Boulevard, Broward • 860631: Old Griffin Road - East of SR-818/Griffin Road (Dummy Site From EB 867319) • 861487: SR 9/I-95 - S of SR 858/Hallandale Beach Boulevard (Express Lanes) • 862454: SR 9/I-95 - S of SR 822/Sheridan Street • 862455: SR 9 / I-95 - S of SR 848/Stirling Road • 862456: SR 9 / I-95 - S of SR 818/Griffin Road • 862458: SR 9 / I-95 - S of SR 862/I-595 • 862487: SR 9/I-95 - S of SR 858/Hallandale Beach Boulevard • 865173: SR 822 / Sheridan Street - W of I-95 500' W of CSX R/R • 865299: SR 818 / Griffin Road - W of US 1 • 868124: Ravenswood Road, S of Griffin Road • 869349: N 29 Avenue, S of Stirling Road
Model Volume Growth	Growth rates are the annual compound growth rates in model AADTs from model base year (2015) to model forecast year (2045).
Socioeconomic Growth	Growth rates are the annual population/employment compound growth rates within the 2-mile buffer around study interchange from model base year (2015) to model forecast year (2045).

Three types of historical trend analyses were conducted: straight line growth, exponential growth and decaying exponential growth. For each location with historical counts, the type of trend analysis with the highest R-squared was selected to produce the final historical growth rate. Historical trend analysis results are presented in **Appendix C**. The historical AADT volumes for all the FDOT count stations are presented in **Appendix A-4**.

Model volume growth rates were calculated using the model AADTs on corresponding model links based on the outputs of the latest regional travel demand model – SERPM 8.513. The model base year is the model validation year 2015 with 2015 socioeconomic data and 2015 transportation network. The model future year is the regional LRTP horizon year of 2045. The 2045 No-Build network was developed in close coordination with FDOT District 4 and District 6 Project Managers and District 6 I-95 PD&E Project Team with support from District 4's I-95 PD&E from Hallandale Boulevard to Hollywood Boulevard Team. The 2045 No-Build network was built by incorporating the Locally Preferred Alternative (LPA) from the I-95 Corridor Planning Study and Golden Glade Interchange (GGI) Ultimate Design as provided by FDOT. The base year 2015 and future year 2045 model volumes along study corridor are presented in **Appendix B-1** and **Appendix B-2**, respectively.

The socioeconomic growth rates were calculated based on SERPM 8.513's population and employment data. For this study, it was noted that the growth patterns might be different between areas east and west of I-95. Therefore, growth rates for the 2-mile buffers east and west of I-95 were developed separately. For each interchange, population and employment growth rates from model base year (2015) to model forecast year (2045) were calculated for three types of buffer areas: micro analysis zones (MAZs) located within 2-mile from the road intersecting I-95, MAZs located no more than 2-mile west of I-95, and MAZs located no more than 2-mile east of I-95. The population and employment data used to calculate the socioeconomic growth rates are presented in **Appendix B-3**.

After reviewing the growth rates calculated using three different forecast methods and adjacent land uses along the corridor, the most reasonable growth rates were recommended. The highest estimated growth rate was usually recommended to develop traffic projections, with two exceptions: (1) If all estimated growth rates were smaller than 0.5%, then a minimal growth rate of 0.5% was applied; (2) If the highest growth rate is not supported by adjacent land use development projection (e.g., existing development is closed to capacity), then a lower growth rate that is more consistent with estimated socioeconomic growth rates was recommended. All calculated and recommended growth rates are summarized in **Table 10**. The recommended growth rates were used to estimate future AADTs for interim year (2030), design year (2045) and 2050 (**Table 11**). Future volumes on C/D ramps from Hallandale Beach Boulevard to N of Hollywood Boulevard were estimated based on the On/Off ramp volumes and future lane geometry. For ramps with express lanes, each forecasted ramp AADT from I-95/I-595 to I-595/I-95 was split into two volumes: the AADT of the ramp from I-95/I-595 general purpose lane to I-95/I-595 general

purpose lane and the AADT from I-95/I-595 express lane to I-95/I-595 express lane. The split percentages were calculated using the 2045 model volumes from SERPM 8.513. **Figure 6**, **Figure 7** and **Figure 8** illustrate 2030 AADTs, 2045 AADTs and 2050 AADTs, respectively.

Table 10. Traffic Growth Rates

Interchange	Location	SERPM Model 8.513			Historical Trend					Socioeconomic Growth Rates						Recommended Growth Rate
		Model Volumes		Growth Rate	FDOT Site	Historical Growth Rates				Along Road		W of I-95		E of I-95		
		2,015	2,045			Straight Line	Exponential	Decaying Exponential	Recommended	POP	EMP	POP	EMP	POP	EMP	
I-95	N of I-595	217,401	232,294	0.2%												0.5%
I-95 at I-595	I-95 SB Off Ramp to WB I-595 On Ramp	29,374	50,079	1.8%						**0.6%**	**1.1%**	**0.2%**	**1.2%**	**1.1%**	**1.1%**	0.5%
	I-95 SB Off Ramp to EB I-595 On Ramp	9,466	15,182	1.6%												0.5%
	I-595 EB Off Ramp to NB I-95 NB On Ramp	42,857	49,006	0.4%												0.5%
	I-595 WB Off Ramp to I-95 NB On Ramp	6,399	13,505	2.5%												0.5%
	I-95 NB Off Ramp to WB I-595	29,072	42,757	1.3%												0.5%
	I-95 NB Off Ramp to EB I-595	2,102	5,693	3.4%												0.5%
	I-595 EB Off Ramp to SB I-95	30,172	33,941	0.4%												0.5%
	I-595 WB Off Ramp to SB I-95	2,442	5,650	2.8%												0.5%
I-95	S of I-595	264,490	304,556	0.5%	862458	0.7%	0.7%	1.4%	0.7%							0.5%
Griffin Road at Anglers Ave	Anglers Avenue N of Griffin Road	16,988	24,358	1.2%						**1.4%**	**1.4%**	**0.6%**	**1.5%**	**2.9%**	**1.4%**	1.0%
	Anglers Avenue S of Griffin Road	19,619	44,658	2.8%	868124	3.0%	2.8%	3.2%	3.2%							2.4%
	Griffin Road W of Anglers Avenue	27,900	30,599	0.3%												1.4%
Griffin Road at I-95 SB Ramps	I-95 SB Off Ramp	10,840	15,780	1.3%												1.4%
	Griffin Road E of I-95 SB Ramps	44,917	62,763	1.1%												1.4%
	I-95 SB On Ramp	20,095	24,403	0.6%												1.4%
	Griffin Road W of I-95 SB Ramps	45,712	56,339	0.7%	860076	2.7%	2.5%	2.6%	2.7%							1.4%
Griffin Road at I-95 NB Ramps	I-95 NB On Ramp	10,311	15,662	1.4%												1.4%
	Griffin Road E of I-95 NB Ramps	49,684	69,759	1.1%	860027	3.3%	2.8%	2.8%	3.3%							1.4%
	I-95 NB Off Ramp	20,070	22,700	0.4%												1.4%
Griffin Road at Old Griffin Road	Old Griffin Road N of Griffin Road	1,715[2]	2,964	1.8%												1.0%
	Griffin Road E of Old Griffin Road	40,827	59,989	1.3%	865299	2.6%	2.3%	1.7%	2.6%							1.4%
	DCOTA Entrance S of Griffin Road	7,198	8,244	0.5%	860631	4.1%	3.5%	3.3%	4.1%							1.0%
I-95	S of Griffin Road	294,344	335,997	0.4%	862456	0.1%	0.1%	0.0%	0.1%							0.5%
Stirling Road at Anglers Ave	Anglers Avenue N of Stirling Road	16,555	41,051	3.1%						**1.2%**	**0.9%**	**0.7%**	**0.9%**	**1.6%**	**0.9%**	2.4%
	Stirling Road E of Anglers Avenue	43,305	50,256	0.5%												0.9%
	Stirling Road W of Anglers Avenue	43,656	53,876	0.7%	860133	-0.2%	-0.1%	-0.4%	-0.4%							0.9%
Stirling Road at N 29 Ave	Stirling Road E of N 29 Avenue	41,323	46,404	0.4%	860092	1.9%	1.9%	2.0%	2.0%							0.9%
	N 29 Avenue S of Stirling Road	19,704	26,983	1.1%	869349	2.0%	1.7%	1.9%	2.0%							1.0%
Stirling Road at I-95 SB Ramps	I-95 SB Off Ramp	18,832	23,391	0.7%												0.8%
	Stirling Road E of I-95 SB Ramps	43,584	56,818	0.9%												0.9%
	I-95 SB On Ramp	12,075	15,907	0.9%												0.8%
Stirling Road at I-95 NB Ramps	I-95 NB On Ramp	17,466	23,239	1.0%												0.9%
	Stirling Road E of I-95 NB Ramps	48,027	71,393	1.3%	860032	1.3%	1.2%	1.3%	1.3%							0.9%
	I-95 NB Off Ramp	12,989	15,527	0.6%												0.9%
Stirling Road at Oakwood Blvd	Oakwood Blvd N of Stirling Road	7,482	9,163	0.7%												0.9%
	Stirling Road E of Oakwood Blvd	25,499	43,914	1.8%												0.9%
	Oakwood Blvd S of Stirling Road	-	-	-												0.5%
Stirling Road at Compass Way	Compass Way N of Stirling Road	7,482	9,163	0.7%												0.9%
	Stirling Road E of Compass Way	25,499	43,914	1.8%												0.9%
	Compass Way S of Stirling Road	-	-	-												0.5%
Stirling Road at Bryan Road	Bryan Road N of Stirling Road	7,482	9,163	0.7%												0.9%
	Stirling Road E of Bryan Road	25,499	43,914	1.8%												0.9%

[2] Note: The grey colored SERPM volumes are from the TAZ connector volumes and for reference only.

Table 10. Traffic Growth Rates (Cont'd)

Interchange	Location	SERPM Model 8.513			Historical Trend					Socioeconomic Growth Rates						Recommended Growth Rate
		Model Volumes		Growth Rate	FDOT Site	Historical Growth Rates				Along Road		W of I-95		E of I-95		
		2,015	2,045			Straight Line	Exponential	Decaying Exponential	Recommended	POP	EMP	POP	EMP	POP	EMP	
I-95	S of Stirling Road	283,111	320,801	0.4%	862455	0.3%	0.3%	0.4%	0.3%							0.5%
Sheridan Street at N 29 Avenue	N 29 Avenue N of Sheridan Street	19,311	25,446	0.9%						0.8%	0.9%	0.6%	0.9%	0.9%	0.9%	1.0%
	Sheridan Street E of N 29 Avenue	53,077	64,256	0.6%												0.9%
	N 29 Avenue S of Sheridan Street	2,862	6,063	2.5%												0.9%
	Sheridan Street W of N 29 Avenue	44,258	54,632	0.7%	865173	0.5%	0.5%	0.5%	0.5%							0.9%
Sheridan Street at I-95 SB Ramps	I-95 SB Off Ramp	20,951	23,799	0.4%												0.5%
	Sheridan Street E of I-95 SB Ramps	64,628	78,824	0.7%												0.9%
	I-95 SB On Ramp	13,267	14,223	0.2%												0.5%
	CORTLAND Ramp to I-95 SB On Ramp	-	-	-												0.5%
Sheridan Street at I-95 NB Ramps	I-95 NB On Ramp	21,218	24,247	0.4%												0.5%
	Sheridan Street E of I-95 NB Ramps	76,345	95,882	0.8%	860034	1.3%	1.3%	1.3%	1.3%							0.9%
	I-95 NB Off Ramp	13,280	13,601	0.1%												0.5%
Sheridan Street at N 28 Avenue	N 28 Avenue N of Sheridan Street	-	-	-												0.5%
	Sheridan Street E of N 28 Avenue	67,593	84,811	0.8%												0.9%
Sheridan Street at N 26 Avenue	N 26 Avenue N of Sheridan Street	12,502	16,549	0.9%												0.5%
	Sheridan Street E of N 26 Avenue	61,965	75,446	0.7%												0.9%
	N 26 Avenue S of Sheridan Street	5,962	10,000	1.7%												0.5%
I-95	S of Sheridan Street	267,487	300,579	0.4%	862454	0.5%	0.5%	0.6%	0.5%							0.5%
I-95 at Hollywood Blvd	I-95 SB Off Ramp to Hollywood Blvd.	14,096	15,545	0.3%						0.7%	0.9%	0.1%	0.9%	0.9%	0.9%	0.5%
	I-95 SB On Ramp from Hollywood Blvd.	10,844	10,856	0.0%												0.5%
	I-95 NB On Ramp from Hollywood Blvd.	14,805	17,794	0.6%												0.9%
	I-95 NB Off Ramp to Hollywood Blvd.	10,088	14,169	1.1%												0.9%
I-95	S of Hollywood Blvd	259,519	273,257	0.2%												0.5%
I-95 at Pembroke Road	I-95 SB Off Ramp to Pembroke Road	14,801	21,231	1.2%						0.6%	0.9%	0.3%	0.9%	0.8%	0.9%	1.3%
	I-95 SB On Ramp from Pembroke Road	10,214	15,062	1.3%												1.3%
	I-95 NB On Ramp from Pembroke Road	15,581	19,007	0.7%												0.9%
	I-95 NB Off Ramp to Pembroke Road	9,725	14,556	1.4%												0.9%
I-95	S of Pembroke Road	249,076	267,036	0.2%	860331	1.5%	1.4%	1.4%	1.5%							0.5%
I-95 at Hallandale Beach Blvd.	I-95 SB Off Ramp to Hallandale Beach Blvd.	18,496	18,627	0.0%						0.8%	0.9%	0.4%	0.9%	1.1%	0.9%	0.5%
	I-95 SB On Ramp from Hallandale Beach Blvd.	16,207	19,355	0.6%												0.7%
	I-95 NB On Ramp from Hallandale Beach Blvd.	20,549	21,625	0.2%												0.5%
	I-95 NB Off Ramp to Hallandale Beach Blvd.	15,570	17,537	0.4%												0.5%
I-95	S of Hallandale Beach Blvd.	241,807	278,283	0.5%	862487+861487	2.0%	1.8%	1.6%	2.0%							0.5%
I-95 at Ives Dairy Road	I-95 SB Off Ramp to Ives Dairy Road	37,041	41,213	0.4%												0.5%
	I-95 SB On Ramp from Ives Dairy Road	20,453	23,654	0.5%												0.5%
	I-95 NB On Ramp	27,272	29,313	0.2%												0.5%
	I-95 NB Off Ramp to Ives Dairy Road	19,425	21,510	0.3%												0.5%
I-95	S of Ives Dairy Road	217,370	252,919	0.5%												0.5%
I-95 Express	NB S of I-595															0.5%
	SB S of I-595															0.5%
	SB N of Ives Dairy Road															0.5%
	SB Off Ramp Egress N of Ives Dairy Road															0.5%
	NB On Ramp Ingress N of Ives Dairy Road															0.5%
	NB N of Ives Dairy Road															0.5%

Table 11. AADT Forecast

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
I-95	N of I-595	198,300	208,000	223,600	228,800
	NB Total	*99,800*	*104,900*	*112,100*	*114,400*
	NB General Purpose Lane		*88,340*	*94,200*	*95,920*
	NB Express Lane		*16,560*	*17,900*	*18,480*
	SB Total	*98,500*	*103,100*	*111,500*	*114,400*
	SB General Purpose Lane		*83,500*	*90,600*	*93,000*
	SB Express Lane		*19,600*	*20,900*	*21,400*
I-95 at I-595	I-95 SB Off Ramp to WB I-595 On Ramp	35,000	36,500	39,500	40,500
	SB I-95 General Purpose Lane to WB I-595 General Purpose Lane		*35,940*	*38,900*	*39,880*
	SB I-95 Express Lane to WB I-595 Express Lane		*560*	*600*	*620*
	I-95 SB Off Ramp to EB I-595 On Ramp	14,000	14,500	15,800	16,200
	I-595 EB Off Ramp to NB I-95 NB On Ramp	30,500	32,000	34,500	35,000
	EB I-595 General Purpose Lane to NB I-95 General Purpose Lane		*28,400*	*30,600*	*31,000*
	EB I-595 Express Lane to NB I-95 Express Lane		*3,600*	*3,900*	*4,000*
	I-595 WB Off Ramp to I-95 NB On Ramp	15,000	15,500	17,000	17,500
	I-95 NB Off Ramp to WB I-595	29,000	30,500	32,500	33,500
	NB I-95 General Purpose Lane to WB I-595 General Purpose Lane		*29,760*	*31,700*	*32,680*
	NB I-95 Express Lane to WB I-595 Express Lane		*740*	*800*	*820*
	I-95 NB Off Ramp to EB I-595	9,200	9,600	10,400	10,600
	I-595 EB Off Ramp to SB I-95	28,000	29,500	31,500	32,500
	EB I-595 General Purpose Lane to SB I-95 General Purpose Lane		*26,600*	*28,400*	*29,300*
	EB I-595 Express Lane to SB I-95 Express Lane		*2,900*	*3,100*	*3,200*
	I-595 WB Off Ramp to SB I-95	12,500	13,000	14,000	14,500
I-95	S of I-595	265,500	277,600	296,000	302,900
	NB Total	*138,000*	*145,000*	*155,000*	*158,500*
	NB General Purpose Lane		*127,700*	*136,300*	*139,200*
	NB Express Lane		*17,300*	*18,700*	*19,300*
	SB Total	*127,500*	*132,600*	*141,000*	*144,400*
	SB General Purpose Lane		*110,100*	*117,000*	*119,800*
	SB Express Lane		*22,500*	*24,000*	*24,600*
Griffin Road at Anglers Ave	Anglers Avenue N of Griffin Road	14,500	16,000	18,500	19,500
	Anglers Avenue S of Griffin Road	14,000	17,500	24,500	28,000
	Griffin Road W of Anglers Avenue	33,500	38,000	47,000	50,000

Table 11. AADT Forecast (Cont'd)

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
Griffin Road at I-95 SB Ramps	I-95 SB Off Ramp	11,500	13,000	16,000	17,000
	Griffin Road E of I-95 SB Ramps	36,500	41,500	51,000	54,500
	I-95 SB On Ramp	14,500	16,500	20,000	21,500
	Griffin Road W of I-95 SB Ramps	43,000	48,500	60,000	64,500
Griffin Road at I-95 NB Ramps	I-95 NB On Ramp	11,000	12,500	15,500	16,500
	Griffin Road E of I-95 NB Ramps	33,500	38,000	47,000	50,000
	I-95 NB Off Ramp	16,000	18,000	22,500	24,000
Griffin Road at Old Griffin Road	Old Griffin Road N of Griffin Road	4,600	5,000	5,800	6,100
	Griffin Road E of Old Griffin Road	29,000	33,000	40,500	43,500
	DCOTA Entrance S of Griffin Road	2,000	2,200	2,500	2,700
I-95	S of Griffin Road	285,000	299,600	323,000	331,900
	NB Total	*143,000*	*150,500*	*162,000*	*166,000*
	NB General Purpose Lane		*133,200*	*143,300*	*146,700*
	NB Express Lane		*17,300*	*18,700*	*19,300*
	SB Total	*142,000*	*149,100*	*161,000*	*165,900*
	SB General Purpose Lane		*126,600*	*137,000*	*141,300*
	SB Express Lane		*22,500*	*24,000*	*24,600*
Stirling Road at Anglers Ave	Anglers Avenue N of Stirling Road	13,000	16,000	23,000	26,000
	Stirling Road E of Anglers Avenue	49,500	53,500	61,500	64,000
	Stirling Road W of Anglers Avenue	43,000	46,500	53,500	56,000
Stirling Road at N 29 Ave	Stirling Road E of N 29 Avenue	48,500	52,500	60,000	63,000
	N 29 Avenue S of Stirling Road	8,300	9,100	10,500	11,000
Stirling Road at I-95 SB Ramps	I-95 SB Off Ramp	15,000	16,000	18,000	19,000
	Stirling Road E of I-95 SB Ramps	51,500	56,000	64,000	67,000
	I-95 SB On Ramp	15,500	16,500	19,000	19,500
Stirling Road at I-95 NB Ramps	I-95 NB On Ramp	15,000	16,500	18,500	19,500
	Stirling Road E of I-95 NB Ramps	53,000	57,500	65,500	68,500
	I-95 NB Off Ramp	16,000	17,500	20,000	20,500
Stirling Road at Oakwood Blvd	Oakwood Blvd N of Stirling Road	14,000	15,000	17,500	18,000
	Stirling Road E of Oakwood Blvd	39,000	42,500	48,500	50,500
	Oakwood Blvd S of Stirling Road	19,500	20,500	22,000	22,500

Table 11. AADT Forecast (Cont'd)

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
Stirling Road at Compass Way	Compass Way N of Stirling Road	6,600	7,200	8,200	8,600
	Stirling Road E of Compass Way	32,000	34,500	39,500	41,500
	Compass Way S of Stirling Road	950	1,000	1,070	1,100
Stirling Road at Bryan Road	Bryan Road N of Stirling Road	5,500	6,000	6,800	7,100
	Stirling Road E of Bryan Road	30,500	33,000	38,000	39,500
I-95	S of Stirling Road	286,500	301,100	325,500	333,400
	NB Total	*144,000*	*151,500*	*163,500*	*167,000*
	NB General Purpose Lane	*127,400*	*134,200*	*144,800*	*147,700*
	NB Express Lane	*16,600*	*17,300*	*18,700*	*19,300*
	SB Total	*142,500*	*149,600*	*162,000*	*166,400*
	SB General Purpose Lane	*121,100*	*127,100*	*138,000*	*141,800*
	SB Express Lane	*21,400*	*22,500*	*24,000*	*24,600*
Sheridan Street at N 29 Avenue	N 29 Avenue N of Sheridan Street	11,500	12,500	14,500	15,500
	Sheridan Street E of N 29 Avenue	53,000	57,500	65,500	68,500
	N 29 Avenue S of Sheridan Street	3,600	3,900	4,500	4,700
	Sheridan Street W of N 29 Avenue	51,500	56,000	64,000	67,000
Sheridan Street at I-95 SB Ramps	I-95 SB Off Ramp	18,500	19,500	21,000	21,500
	Sheridan Street E of I-95 SB Ramps	54,000	58,500	67,000	70,000
	I-95 SB On Ramp	14,500	15,000	16,500	17,000
	CORTLAND Ramp to I-95 SB On Ramp	1,800	1,900	2,000	2,100
Sheridan Street at I-95 NB Ramps	I-95 NB On Ramp	19,500	20,500	22,000	22,500
	Sheridan Street E of I-95 NB Ramps	57,000	62,000	70,500	74,000
	I-95 NB Off Ramp	16,500	17,500	18,500	19,000
Sheridan Street at N 28 Avenue	N 28 Avenue N of Sheridan Street	300	310	340	350
	Sheridan Street E of N 28 Avenue	51,500	56,000	64,000	67,000
Sheridan Street at N 26 Avenue	N 26 Avenue N of Sheridan Street	16,500	17,500	18,500	19,000
	Sheridan Street E of N 26 Avenue	46,500	50,500	57,500	60,500
	N 26 Avenue S of Sheridan Street	11,000	11,500	12,500	12,700

Table 11. AADT Forecast (Cont'd)

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
I-95	S of Sheridan Street	281,300	295,500	319,500	327,500
	NB Total	*141,000*	*148,500*	*160,000*	*163,500*
	NB General Purpose Lane	*124,400*	*131,200*	*141,300*	*144,200*
	NB Express Lane	*16,600*	*17,300*	*18,700*	*19,300*
	SB Total	*140,300*	*147,000*	*159,500*	*164,000*
	SB General Purpose Lane	*118,900*	*124,500*	*135,500*	*139,400*
	SB Express Lane	*21,400*	*22,500*	*24,000*	*24,600*
I-95 at Hollywood Blvd.	I-95 SB Off Ramp to Hollywood Blvd.	18,500	19,500	21,000	21,500
	I-95 SB On Ramp from Hollywood Blvd.	13,500	14,000	15,000	15,500
	I-95 NB On Ramp from Hollywood Blvd.	17,500	19,000	21,500	22,500
	I-95 NB Off Ramp to Hollywood Blvd.	12,500	13,500	15,500	16,000
	I-95 NB On Ramp after NB C/D Ramp		38,500	44,000	46,000
	I-95 SB Off Ramp before SB C/D Ramp		41,000	47,000	49,000
I-95	S of Hollywood Blvd	271,300	230,000	243,500	248,000
	NB Total	*136,000*	*110,000*	*116,000*	*117,500*
	NB General Purpose Lane	*119,400*	*92,700*	*97,300*	*98,200*
	NB Express Lane	*16,600*	*17,300*	*18,700*	*19,300*
	SB Total	*135,300*	*120,000*	*127,500*	*130,500*
	SB General Purpose Lane	*113,900*	*97,500*	*103,500*	*105,900*
	SB Express Lane	*21,400*	*22,500*	*24,000*	*24,600*
I-95 at Pembroke Road	I-95 SB Off Ramp to Pembroke Road	19,000	21,500	26,000	27,500
	I-95 SB On Ramp from Pembroke Road	12,000	13,500	16,500	17,500
	I-95 NB On Ramp from Pembroke Road	18,000	19,500	22,500	23,500
	I-95 NB Off Ramp to Pembroke Road	14,500	15,500	18,000	19,000
	NB C/D Ramp		33,000	38,000	39,500
	SB C/D Ramp		21,500	26,000	27,500
I-95	S of Pembroke Road	260,800	230,000	243,500	248,000
	NB Total	*132,500*	*110,000*	*116,000*	*117,500*
	NB General Purpose Lane	*115,900*	*92,700*	*97,300*	*98,200*
	NB Express Lane	*16,600*	*17,300*	*18,700*	*19,300*
	SB Total	*128,300*	*120,000*	*127,500*	*130,500*
	SB General Purpose Lane	*106,900*	*97,500*	*103,500*	*105,900*
	SB Express Lane	*21,400*	*22,500*	*24,000*	*24,600*

Table 11. AADT Forecast (Cont'd)

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
I-95 at Hallandale Beach Blvd.	I-95 SB Off Ramp to Hallandale Beach Blvd.	22,000	23,000	25,000	25,500
	I-95 SB On Ramp from Hallandale Beach Blvd.	13,500	14,500	16,000	16,500
	I-95 NB On Ramp from Hallandale Beach Blvd.	23,000	24,000	26,000	26,500
	I-95 NB Off Ramp to Hallandale Beach Blvd.	14,500	15,000	16,500	17,000
	NB C/D ramp		29,000	33,500	35,000
	SB C/D Ramp		13,500	16,500	17,500
I-95	S of Hallandale Beach Blvd.	243,800	255,000	275,000	282,000
	NB Total	*124,000*	*130,000*	*140,000*	*143,000*
	NB General Purpose Lane	*112,000*	*117,500*	*126,500*	*129,000*
	NB Express Lane	*12,000*	*12,500*	*13,500*	*14,000*
	SB Total	*119,800*	*125,000*	*135,000*	*139,000*
	SB General Purpose Lane	*103,700*	*108,000*	*117,000*	*120,500*
	SB Express Lane	*16,100*	*17,000*	*18,000*	*18,500*
I-95 at Ives Dairy Road	I-95 SB Off Ramp to Ives Dairy Road	33,200	34,500	37,500	38,500
	I-95 SB On Ramp from Ives Dairy Road	16,800	17,500	19,000	19,500
	I-95 NB On Ramp	29,900	31,500	33,500	34,500
	I-95 NB Off Ramp to Ives Dairy Road	17,000	18,000	19,000	19,500
I-95	S of Ives Dairy Road	214,500	224,500	242,000	248,000
	NB Total	*111,100*	*116,500*	*125,500*	*128,000*
	NB General Purpose Lane	*99,100*	*104,000*	*112,000*	*114,000*
	NB Express Lane	*12,000*	*12,500*	*13,500*	*14,000*
	SB Total	*103,400*	*108,000*	*116,500*	*120,000*
	SB General Purpose Lane	*87,300*	*91,000*	*98,500*	*101,500*
	SB Express Lane	*16,100*	*17,000*	*18,000*	*18,500*
I-95 Express	NB S of I-595	16,600	17,300	18,700	19,300
	SB S of I-595	21,400	22,500	24,000	24,600
	SB N of Ives Dairy Road	16,100	17,000	18,000	18,500
	SB Off Ramp Egress N of Ives Dairy Road	5,300	5,500	6,000	6,100
	NB On Ramp Ingress N of Ives Dairy Road	4,600	4,800	5,200	5,300
	NB N of Ives Dairy Road	12,000	12,500	13,500	14,000

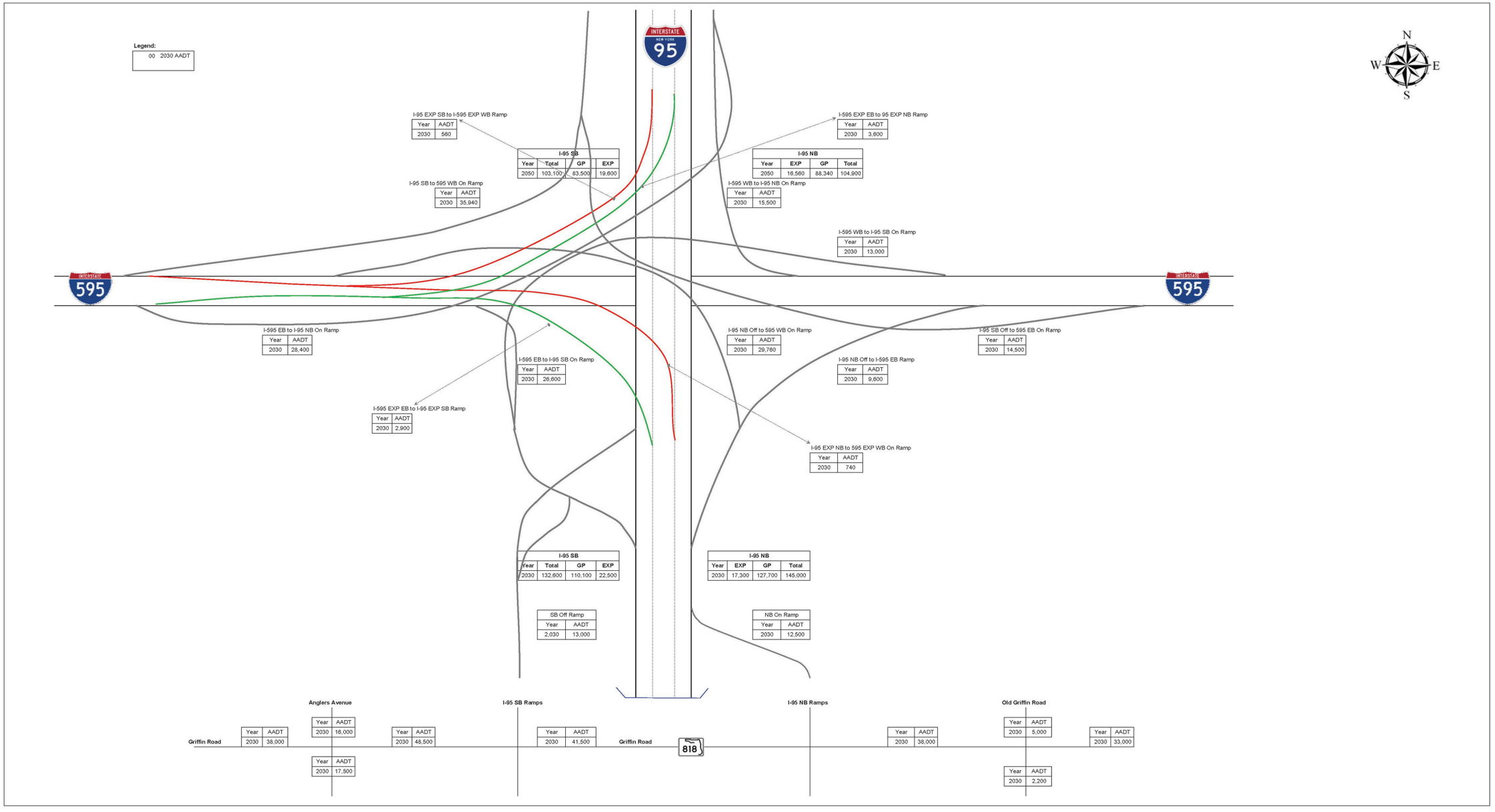


Figure 6. Interim Year (2030) AADTs

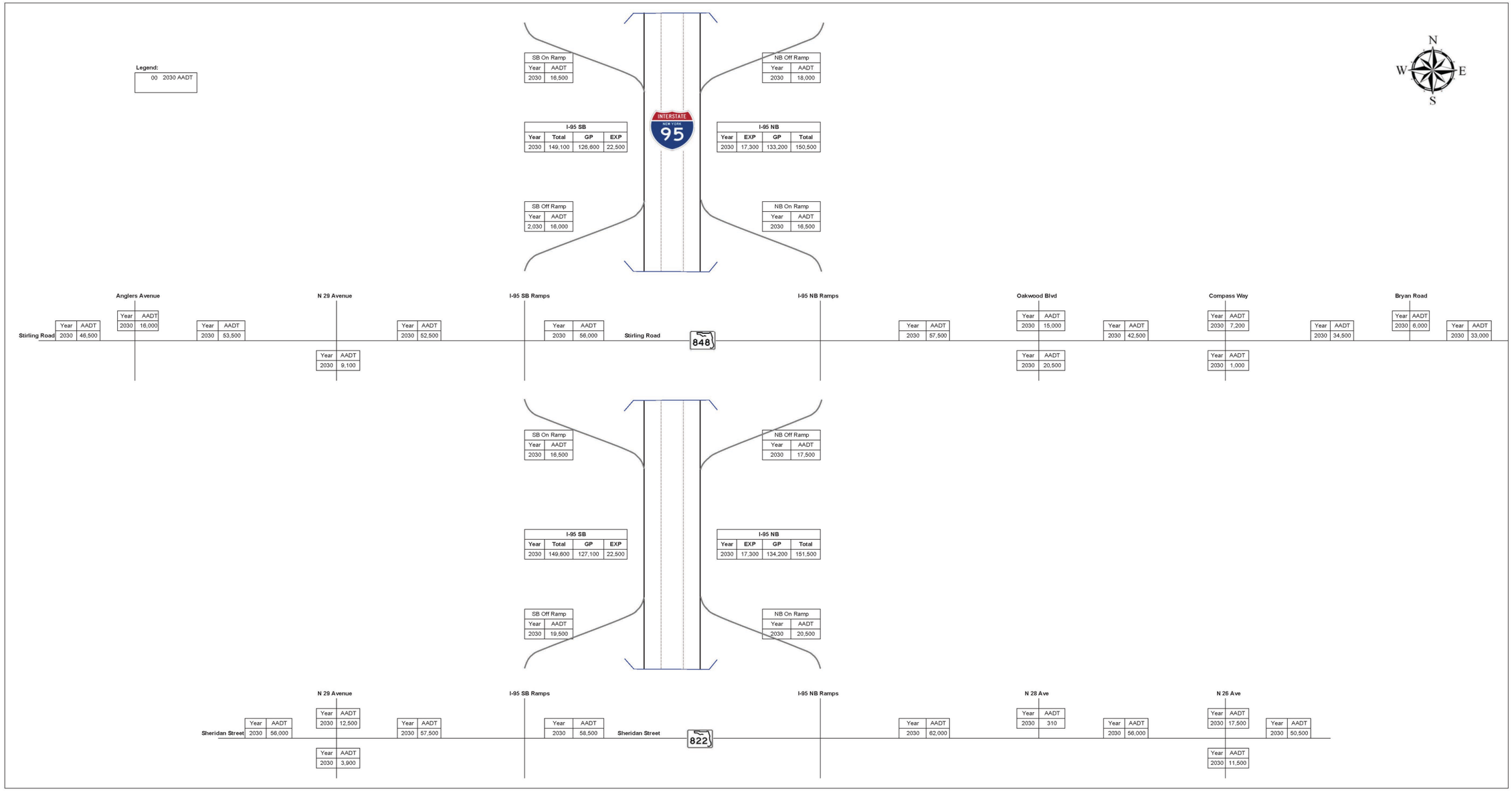


Figure 6. Interim Year (2030) AADTs (Cont'd)

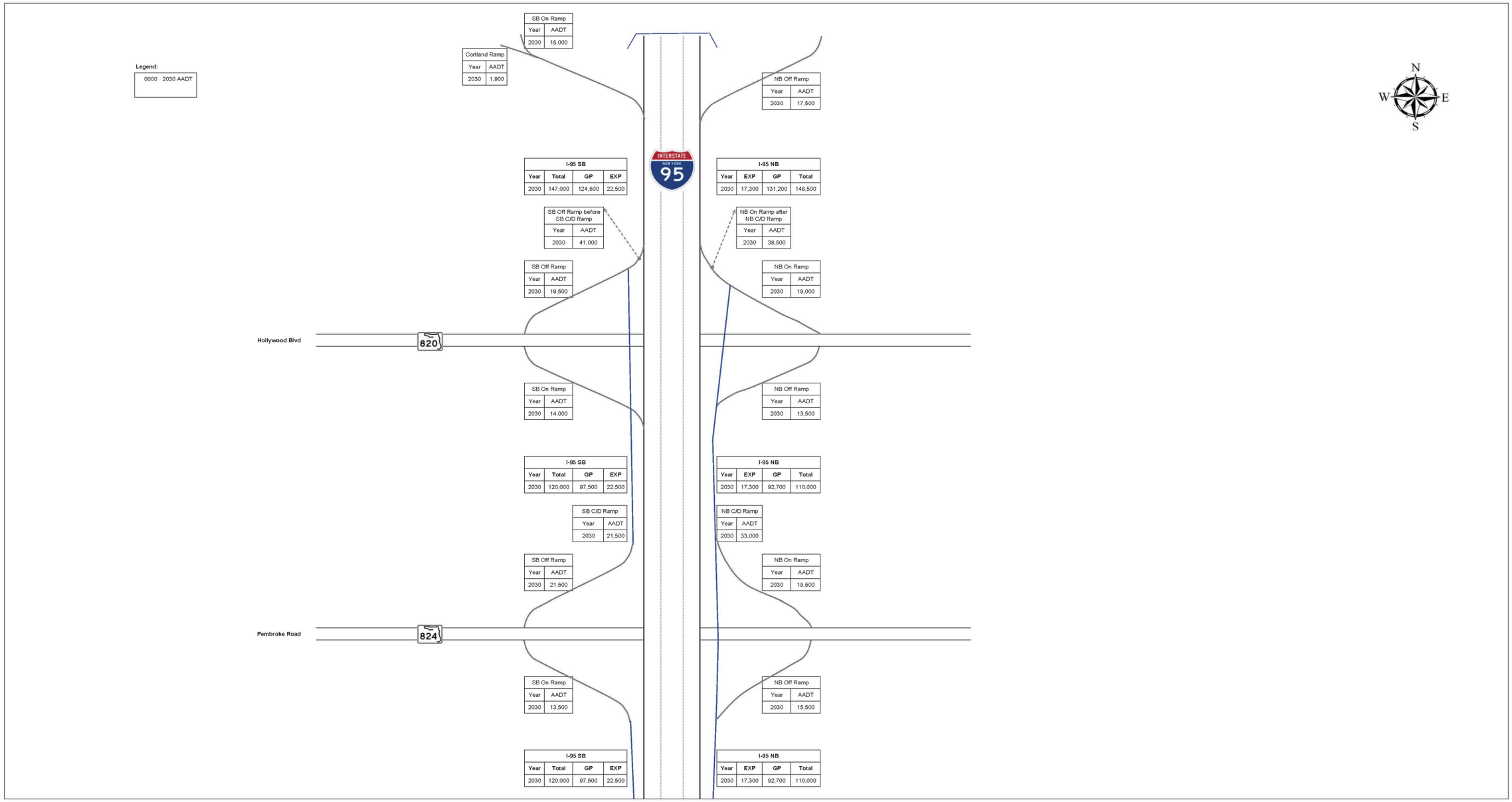


Figure 6. Interim Year (2030) AADTs (Cont'd)

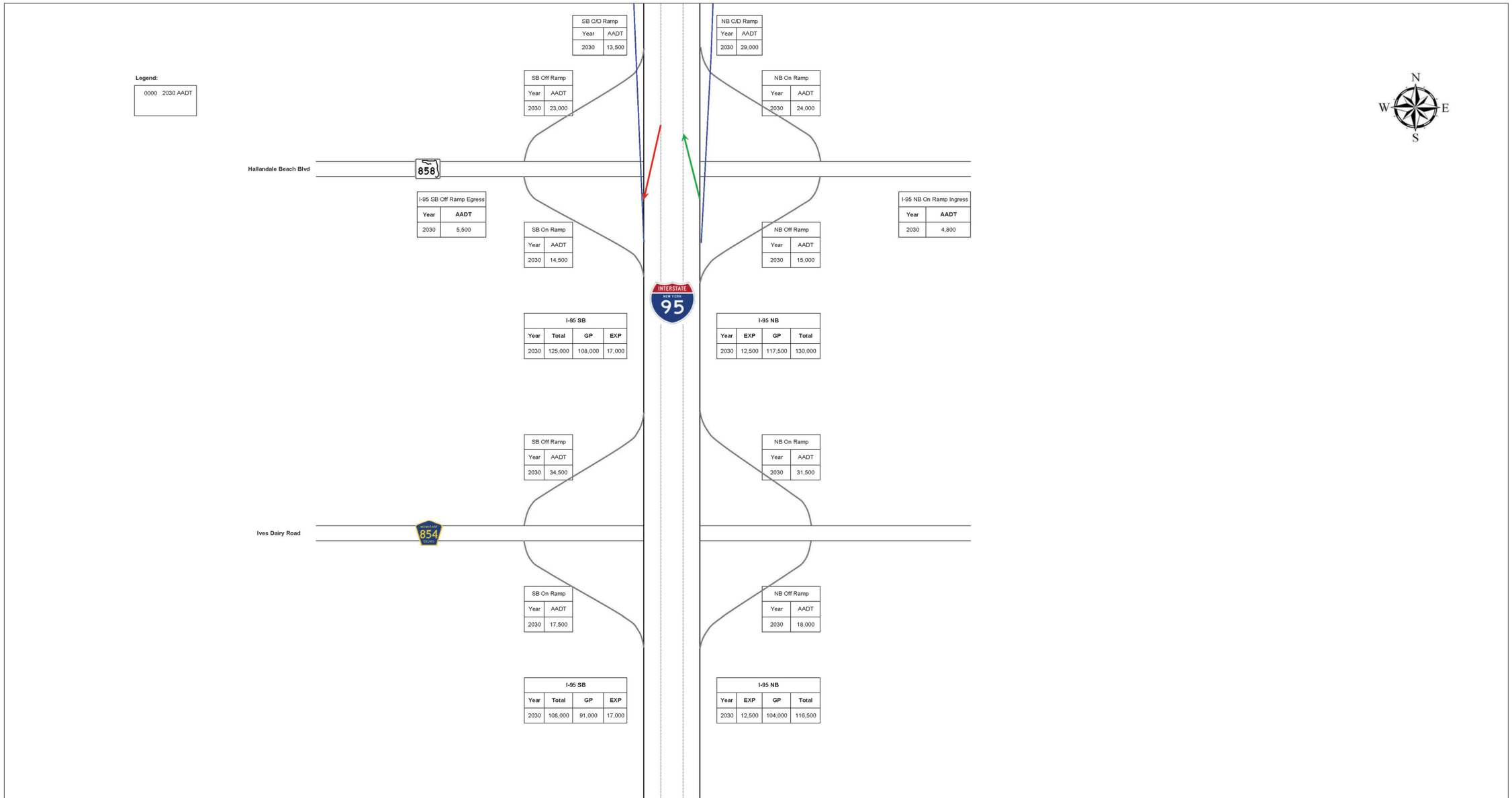
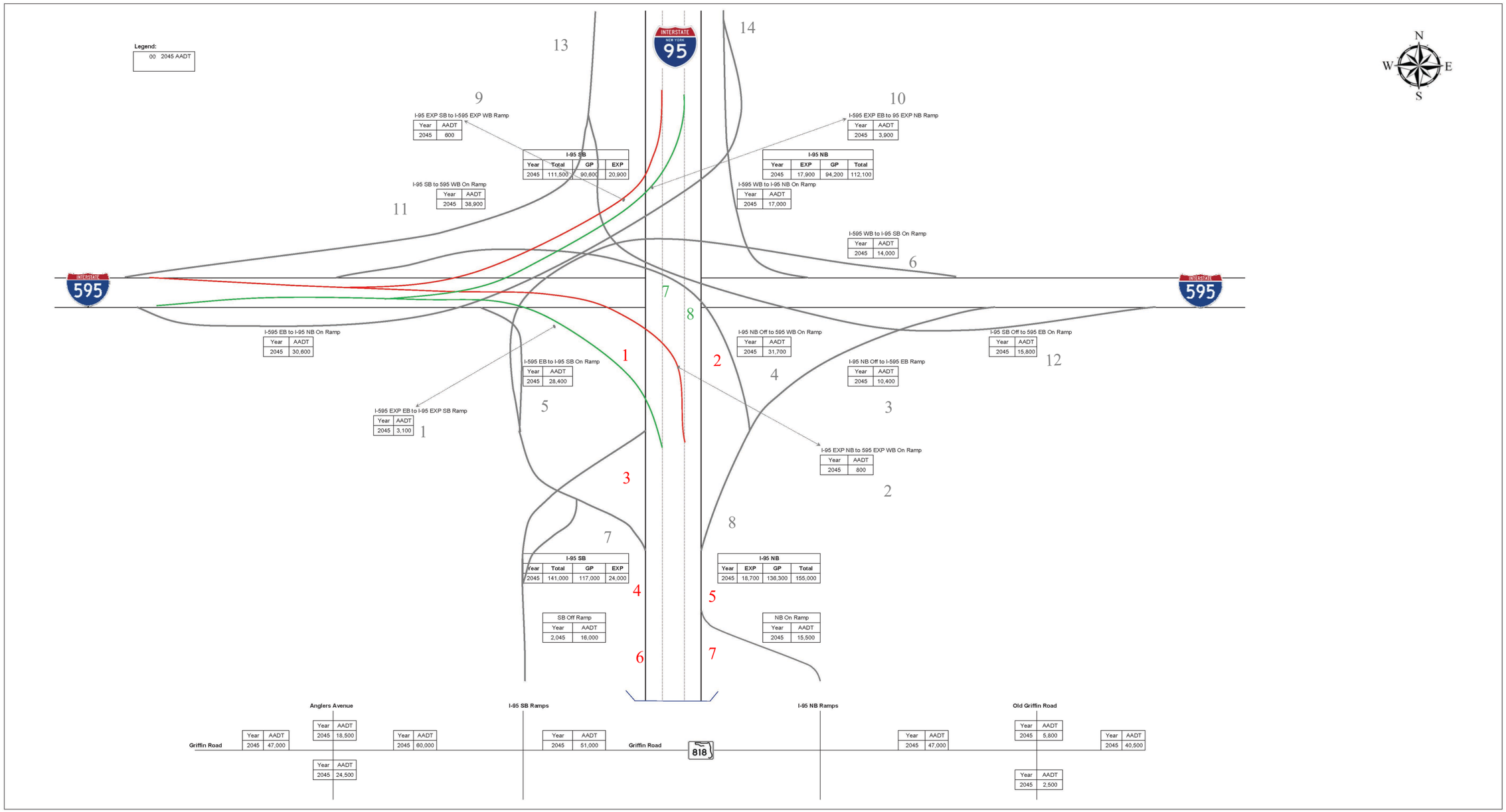


Figure 6. Interim Year (2030) AADTs (Cont'd)


Legend:
00 2045 AADT
N
W
E
S
INTERSTATE 95
INTERSTATE 595
INTERSTATE 595
13
14
9
10
11
6
7
8
1
2
4
3
5
1
3
2
8
7
4
5
6
7
I-95 EXP SB to I-595 EXP WB Ramp
Year AADT
2045 600
I-95 SB
Year Total GP EXP
2045 111,500 90,600 20,900
I-595 EXP EB to 95 EXP NB Ramp
Year AADT
2045 3,900
I-95 NB
Year EXP GP Total
2045 17,900 94,200 112,100
I-95 SB to 595 WB On Ramp
Year AADT
2045 38,900
I-595 WB to I-95 NB On Ramp
Year AADT
2045 17,000
I-595 WB to I-95 SB On Ramp
Year AADT
2045 14,000
I-595 EB to I-95 NB On Ramp
Year AADT
2045 30,600
I-595 EB to I-95 SB On Ramp
Year AADT
2045 28,400
I-95 NB Off to 595 WB On Ramp
Year AADT
2045 31,700
I-95 SB Off to 595 EB On Ramp
Year AADT
2045 15,800
I-95 NB Off to I-595 EB Ramp
Year AADT
2045 10,400
I-595 EXP EB to I-95 EXP SB Ramp
Year AADT
2045 3,100
I-95 EXP NB to 595 EXP WB On Ramp
Year AADT
2045 800
I-95 SB
Year Total GP EXP
2045 141,000 117,000 24,000
I-95 NB
Year EXP GP Total
2045 18,700 136,300 155,000
SB Off Ramp
Year AADT
2,045 16,000
NB On Ramp
Year AADT
2045 15,500
Anglers Avenue
I-95 SB Ramps
I-95 NB Ramps
Old Griffin Road
Griffin Road
Griffin Road
818
Year AADT
2045 47,000
Year AADT
2045 18,500
Year AADT
2045 24,500
Year AADT
2045 60,000
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Year AADT
2045 5,800
Year AADT
2045 2,500
Year AADT
2045 40,500

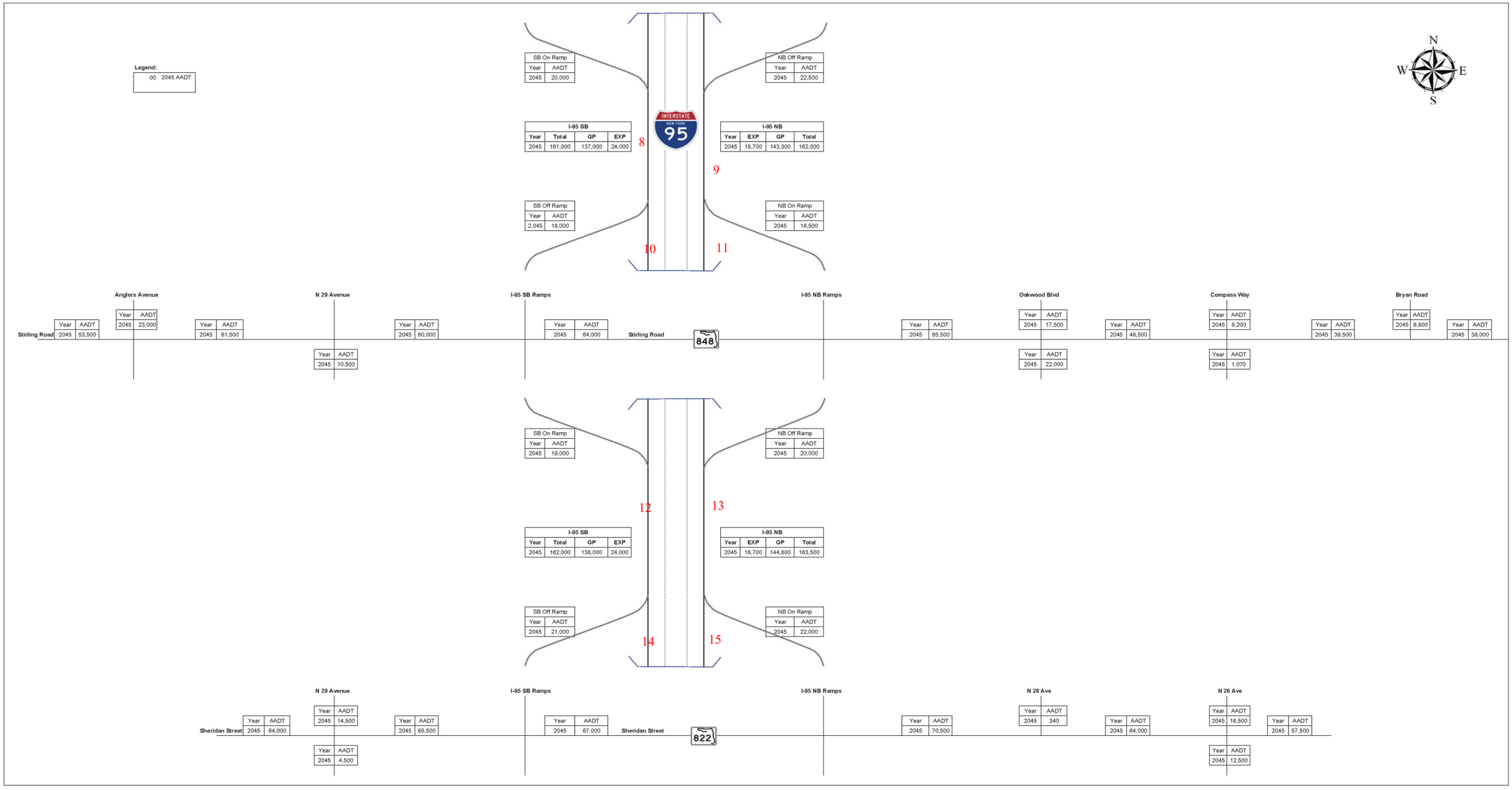


Figure 7. Design Year (2045) AADTs (Cont'd)

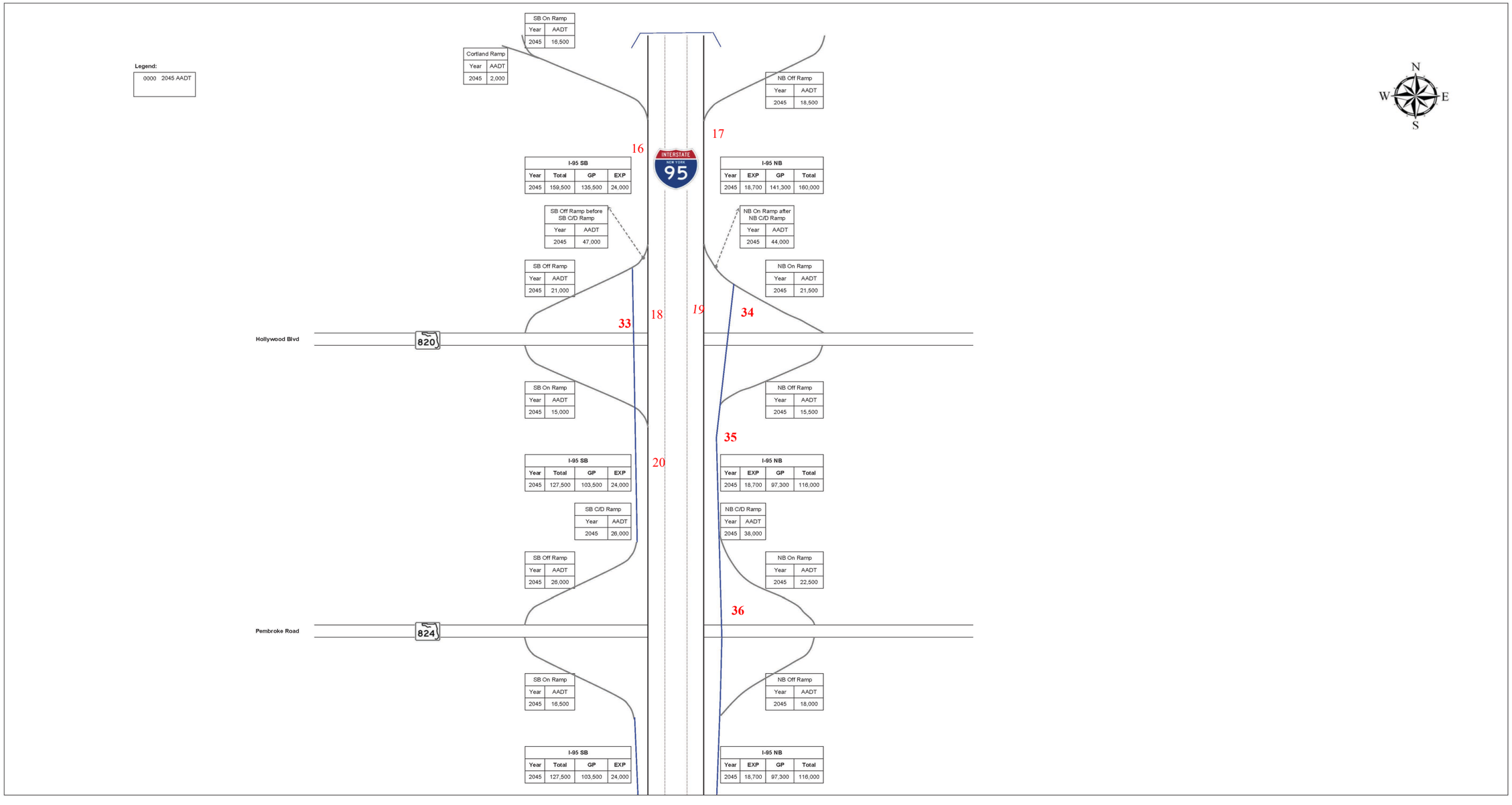


Figure 7. Design Year (2045) AADTs (Cont'd)

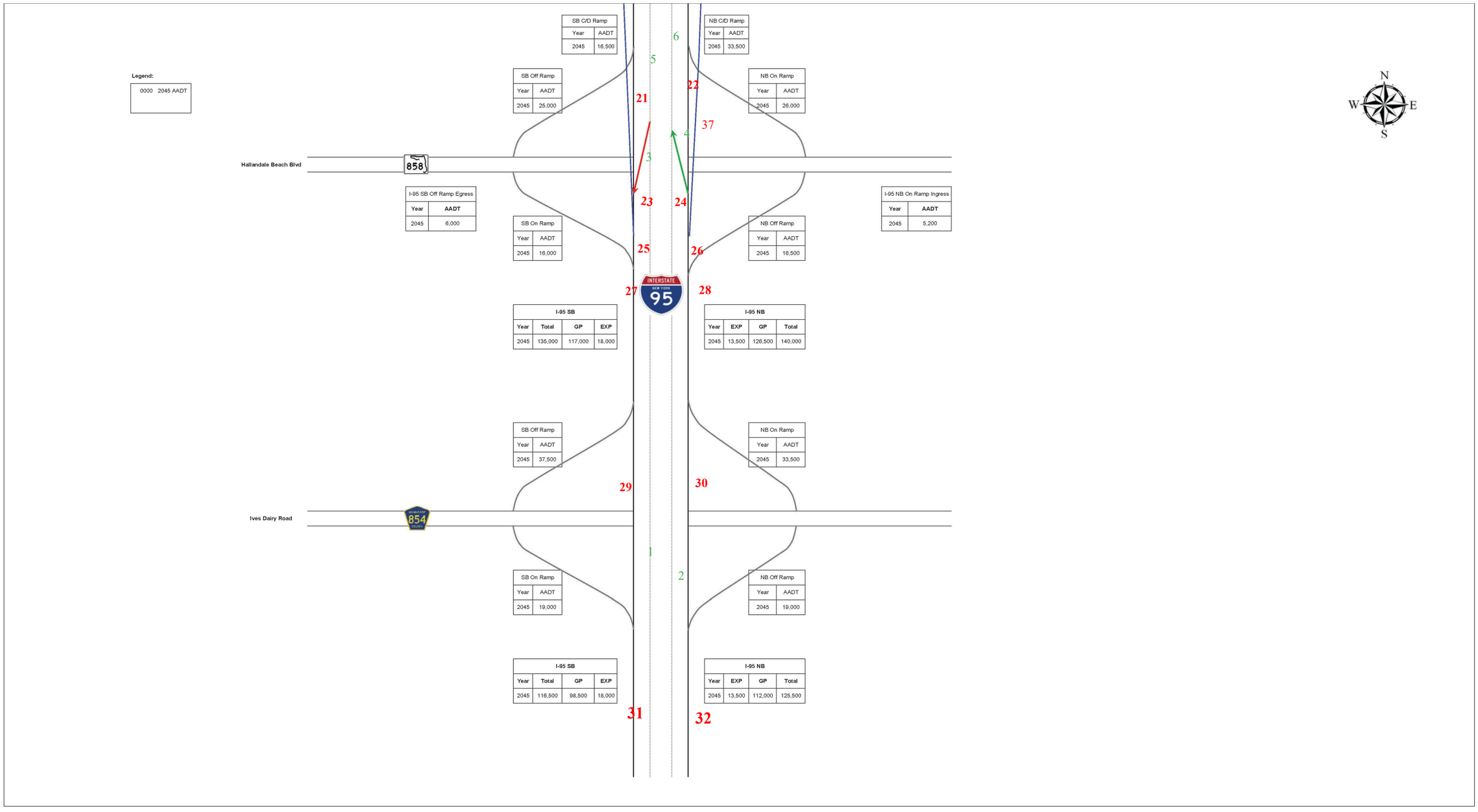


Figure 7. Design Year (2045) AADTs (Cont'd)

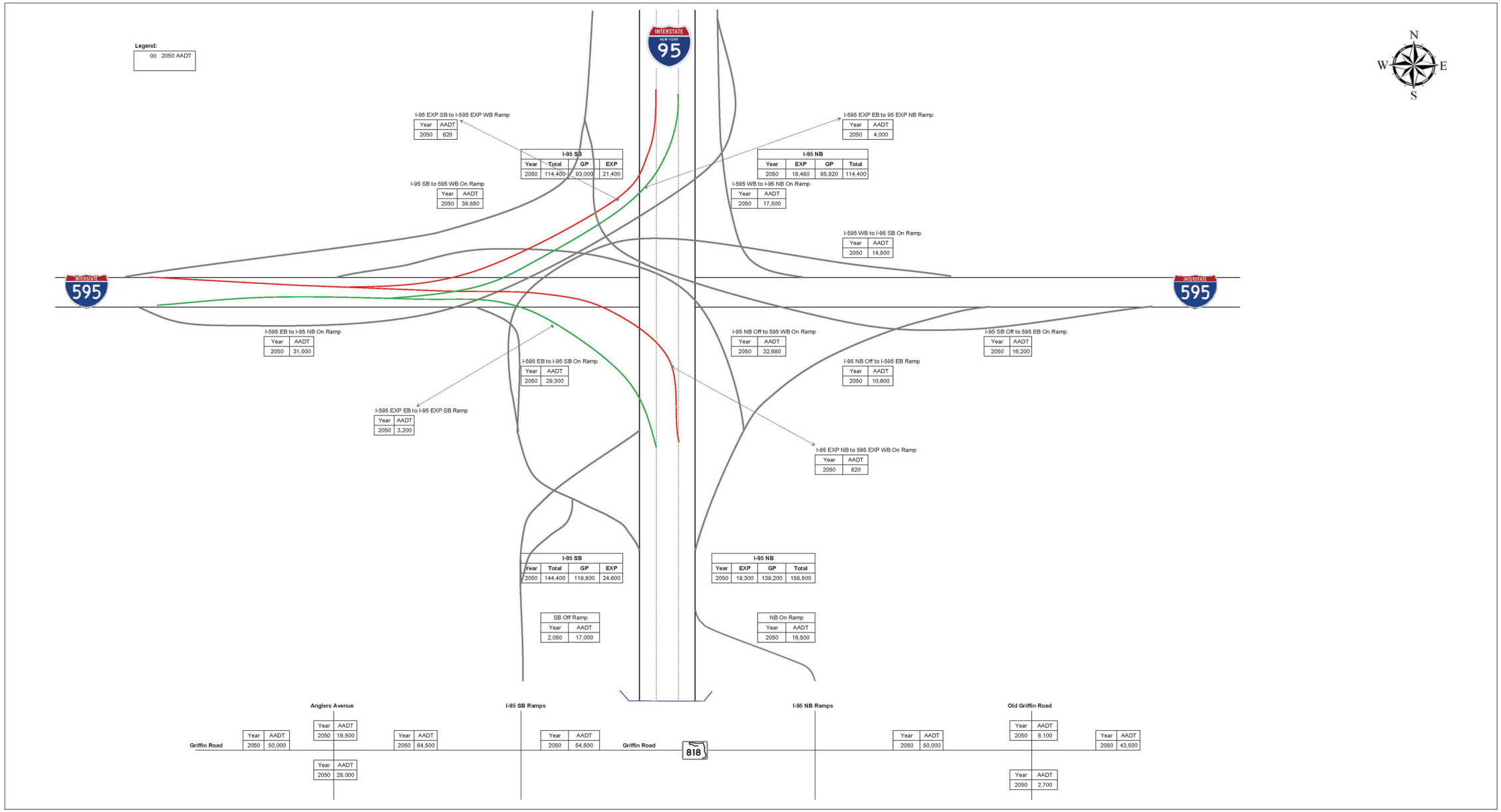


Figure 8. 2050 AADTs

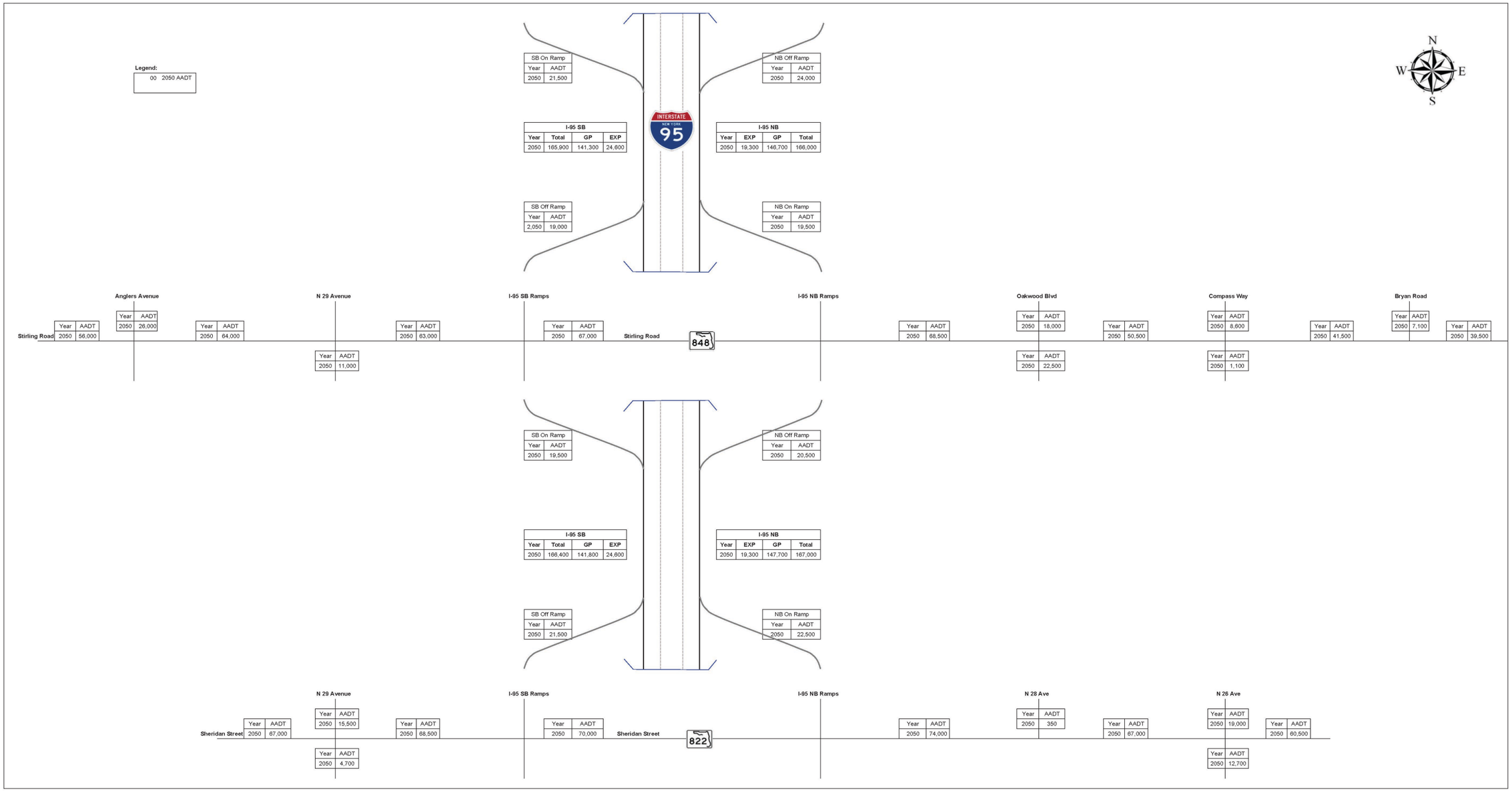


Figure 8. 2050 AADTs (Cont'd)

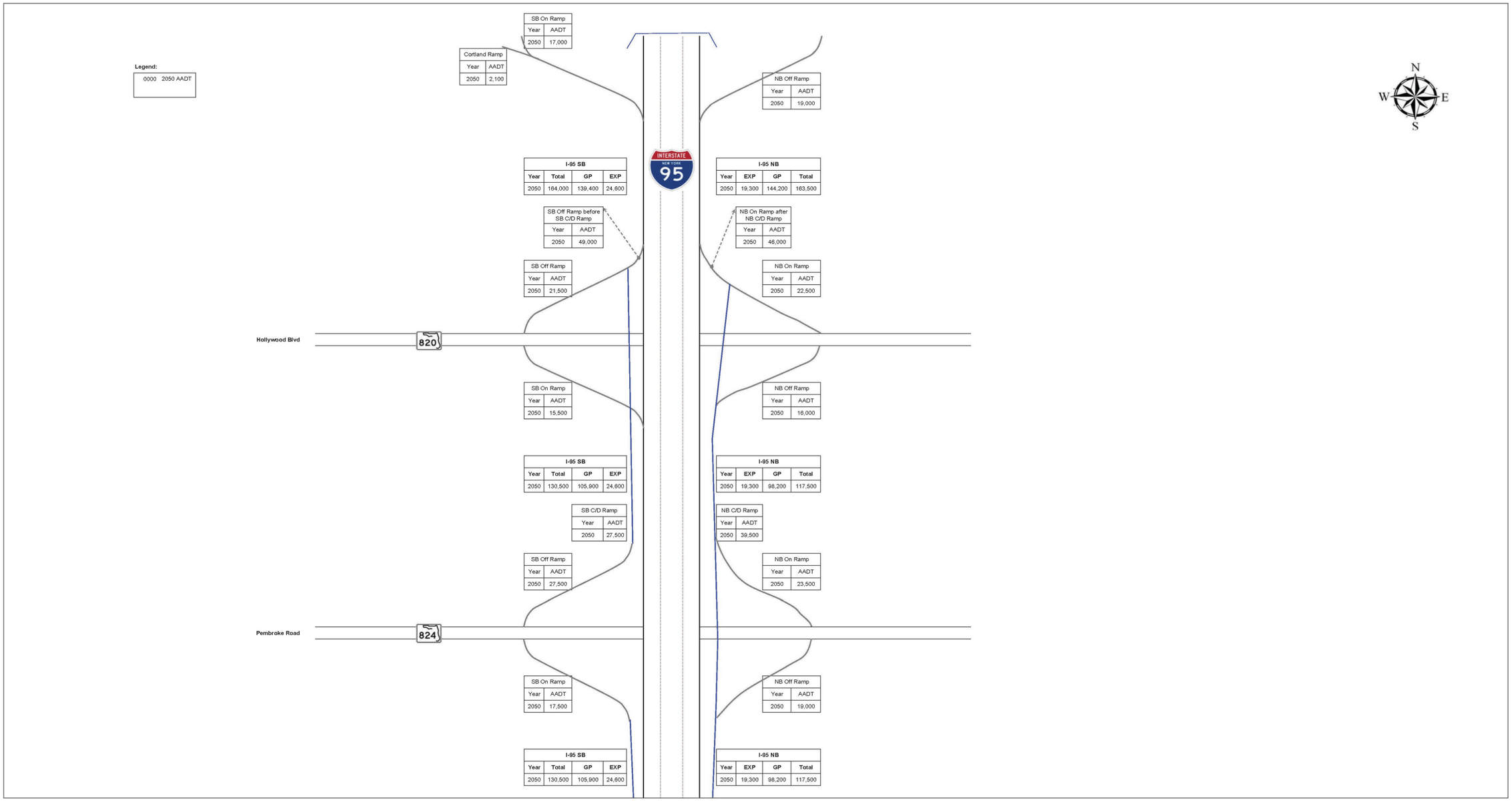


Figure 8. 2050 AADTs (Cont'd)

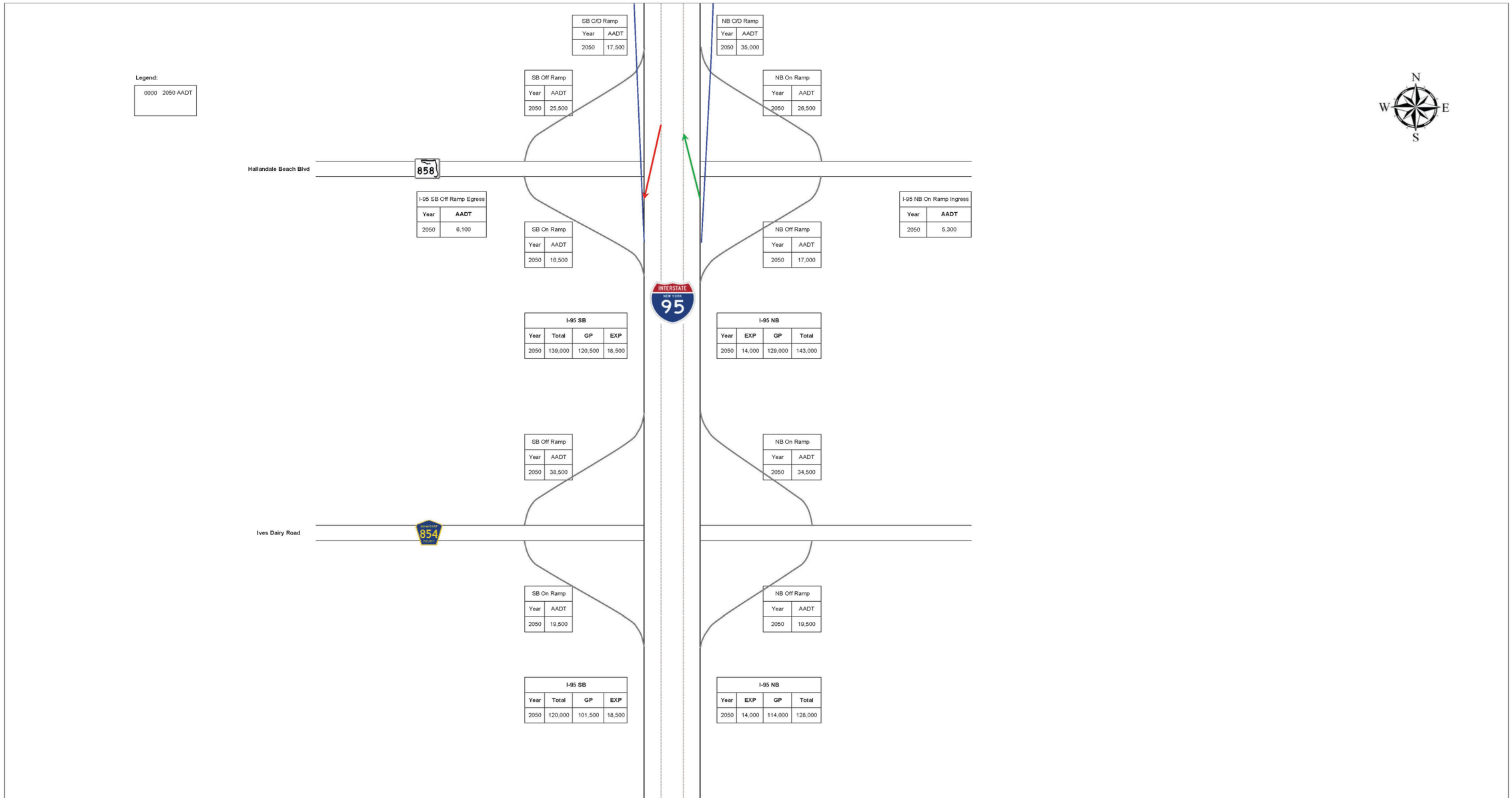


Figure 8. 2050 AADTs (Cont'd)

APPENDIX A
TRAFFIC DATA COLLECTION

Appendix A-1
Full Intersection Counts

Sheridan Street Corridor

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12A- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

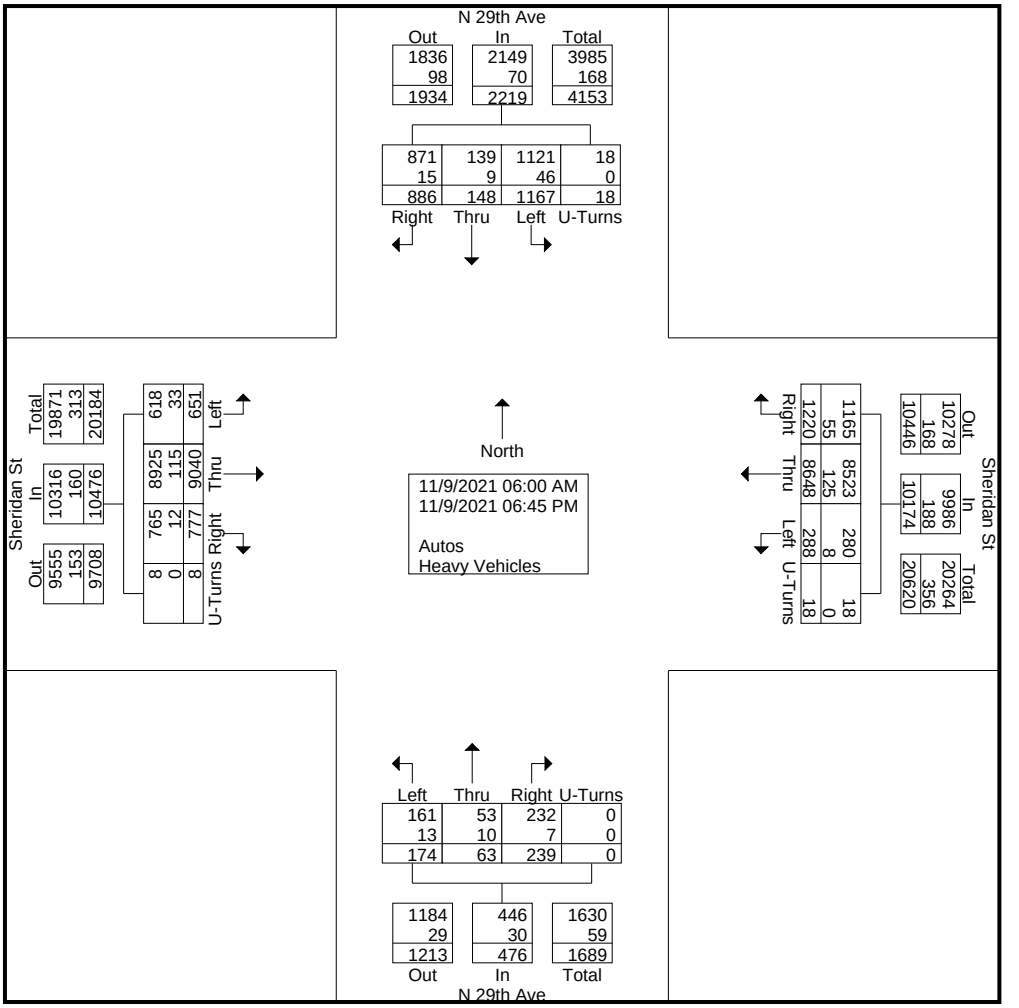
	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	9	131	27	167	0	9	118	25	152	0	4	0	8	12	0	15	1	10	26	357
06:15 AM	0	16	232	37	285	1	4	154	36	195	0	3	1	5	9	0	23	0	14	37	526
06:30 AM	0	14	289	29	332	0	5	195	26	226	0	3	1	12	16	1	22	1	10	34	608
06:45 AM	0	28	371	38	437	2	8	243	59	312	0	6	0	12	18	0	15	1	21	37	804
Total	0	67	1023	131	1221	3	26	710	146	885	0	16	2	37	55	1	75	3	55	134	2295
07:00 AM	0	30	387	43	460	0	3	269	47	319	0	2	2	17	21	0	27	4	28	59	859
07:15 AM	1	38	487	36	562	2	10	343	73	428	0	6	5	15	26	0	25	2	24	51	1067
07:30 AM	0	33	455	69	557	1	7	387	71	466	0	3	0	13	16	0	46	6	21	73	1112
07:45 AM	0	61	456	37	554	1	6	391	84	482	0	10	4	8	22	0	36	4	25	65	1123
Total	1	162	1785	185	2133	4	26	1390	275	1695	0	21	11	53	85	0	134	16	98	248	4161
08:00 AM	1	41	511	40	593	0	6	308	65	379	0	5	4	9	18	0	50	3	26	79	1069
08:15 AM	0	44	480	36	560	3	11	356	90	460	0	9	2	9	20	1	33	2	22	58	1098
08:30 AM	0	32	422	30	484	0	13	378	75	466	0	7	6	7	20	1	60	4	29	94	1064
08:45 AM	0	29	309	27	365	0	6	332	93	431	0	10	6	8	24	3	53	9	24	89	909
Total	1	146	1722	133	2002	3	36	1374	323	1736	0	31	18	33	82	5	196	18	101	320	4140
*** BREAK ***																					
04:00 PM	0	21	377	23	421	0	16	404	39	459	0	3	3	11	17	1	50	6	45	102	999
04:15 PM	0	26	433	29	488	1	6	428	40	475	0	5	2	7	14	1	62	4	38	105	1082
04:30 PM	0	25	409	23	457	1	20	439	37	497	0	8	5	15	28	0	73	12	63	148	1130
04:45 PM	0	22	389	28	439	0	12	471	47	530	0	11	6	8	25	0	60	10	52	122	1116
Total	0	94	1608	103	1805	2	54	1742	163	1961	0	27	16	41	84	2	245	32	198	477	4327
05:00 PM	0	24	439	26	489	0	14	443	36	493	0	13	1	9	23	1	97	19	89	206	1211
05:15 PM	0	32	431	28	491	3	17	412	25	457	0	11	4	17	32	0	80	18	68	166	1146
05:30 PM	0	28	404	25	457	1	18	430	41	490	0	13	3	6	22	0	78	11	59	148	1117
05:45 PM	2	24	416	22	464	0	20	479	42	541	0	3	1	8	12	2	45	3	48	98	1115
Total	2	108	1690	101	1901	4	69	1764	144	1981	0	40	9	40	89	3	300	51	264	618	4589
06:00 PM	2	18	349	37	406	2	17	431	42	492	0	6	2	9	17	0	88	15	56	159	1074
06:15 PM	0	14	313	25	352	0	13	476	36	525	0	12	1	13	26	0	34	8	46	88	991
06:30 PM	0	26	275	35	336	0	24	404	44	472	0	8	0	7	15	5	52	4	34	95	918
06:45 PM	2	16	275	27	320	0	23	357	47	427	0	13	4	6	23	2	43	1	34	80	850
Total	4	74	1212	124	1414	2	77	1668	169	1916	0	39	7	35	81	7	217	28	170	422	3833
Grand Total	8	651	9040	777	10476	18	288	8648	1220	10174	0	174	63	239	476	18	1167	148	886	2219	23345
Apprch %	0.1	6.2	86.3	7.4		0.2	2.8	85	12		0	36.6	13.2	50.2		0.8	52.6	6.7	39.9		
Total %	0	2.8	38.7	3.3	44.9	0.1	1.2	37	5.2	43.6	0	0.7	0.3	1	2	0.1	5	0.6	3.8	9.5	
Autos	8	618	8925	765	10316	18	280	8523	1165	9986	0	161	53	232	446	18	1121	139	871	2149	22897
% Autos	100	94.9	98.7	98.5	98.5	100	97.2	98.6	95.5	98.2	0	92.5	84.1	97.1	93.7	100	96.1	93.9	98.3	96.8	98.1
Heavy Vehicles	0	33	115	12	160	0	8	125	55	188	0	13	10	7	30	0	46	9	15	70	448
% Heavy Vehicles	0	5.1	1.3	1.5	1.5	0	2.8	1.4	4.5	1.8	0	7.5	15.9	2.9	6.3	0	3.9	6.1	1.7	3.2	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12A- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



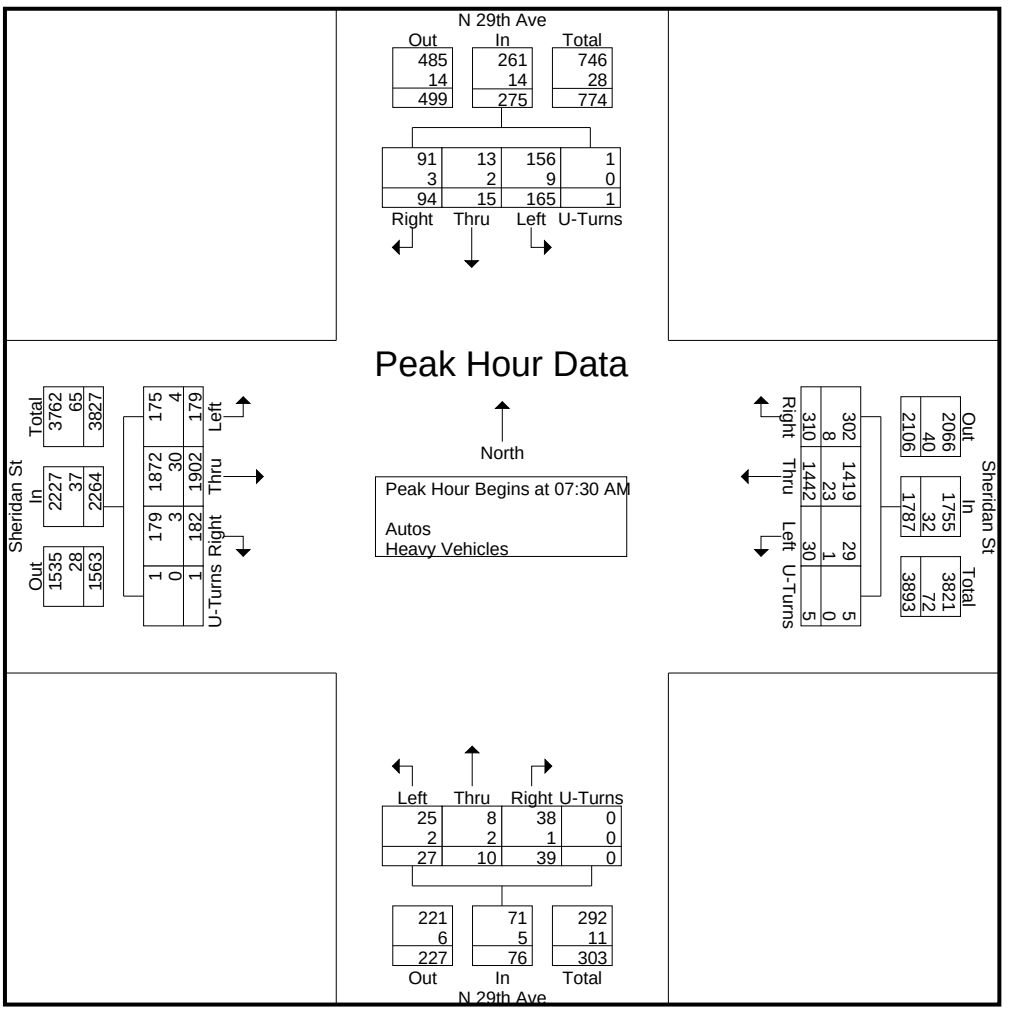
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12A- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	33	455	**69**	557	1	7	387	71	466	0	3	0	**13**	16	0	46	**6**	21	73	1112
07:45 AM	0	**61**	456	37	554	1	6	**391**	84	**482**	0	**10**	**4**	8	**22**	0	36	4	25	65	**1123**
08:00 AM	**1**	41	**511**	40	**593**	0	6	308	65	379	0	5	4	9	18	0	**50**	3	**26**	**79**	1069
08:15 AM	0	44	480	36	560	**3**	**11**	356	**90**	460	0	9	2	9	20	**1**	33	2	22	58	1098
Total Volume	1	179	1902	182	2264	5	30	1442	310	1787	0	27	10	39	76	1	165	15	94	275	4402
% App. Total	0	7.9	84	8		0.3	1.7	80.7	17.3		0	35.5	13.2	51.3		0.4	60	5.5	34.2		
PHF	.250	.734	.931	.659	.954	.417	.682	.922	.861	.927	.000	.675	.625	.750	.864	.250	.825	.625	.904	.870	.980
Autos	1	175	1872	179	2227	5	29	1419	302	1755	0	25	8	38	71	1	156	13	91	261	4314
% Autos	100	97.8	98.4	98.4	98.4	100	96.7	98.4	97.4	98.2	0	92.6	80.0	97.4	93.4	100	94.5	86.7	96.8	94.9	98.0
Heavy Vehicles	0	4	30	3	37	0	1	23	8	32	0	2	2	1	5	0	9	2	3	14	88
% Heavy Vehicles	0	2.2	1.6	1.6	1.6	0	3.3	1.6	2.6	1.8	0	7.4	20.0	2.6	6.6	0	5.5	13.3	3.2	5.1	2.0



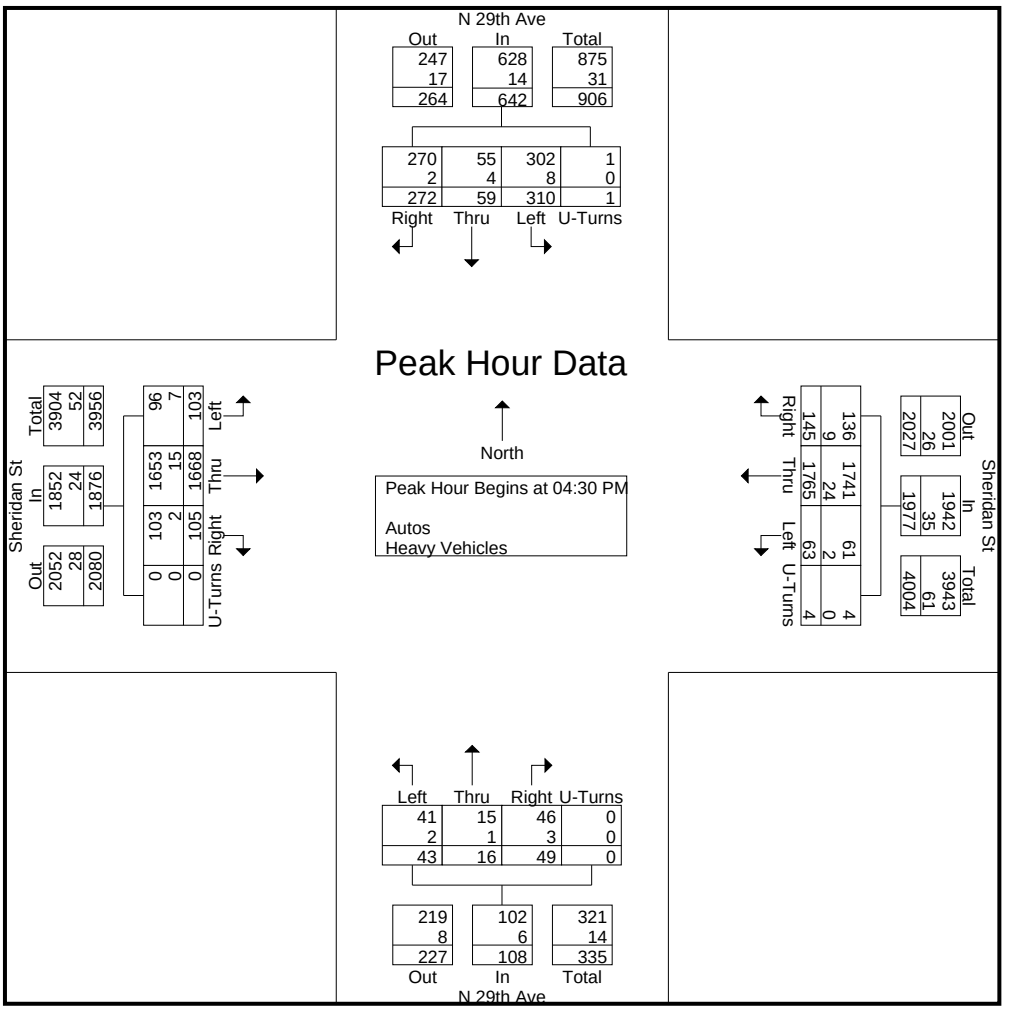
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12A- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	25	409	23	457	1	**20**	439	37	497	0	8	5	15	28	0	73	12	63	148	1130
04:45 PM	0	22	389	**28**	439	0	12	**471**	**47**	**530**	0	11	**6**	8	25	0	60	10	52	122	1116
05:00 PM	0	24	**439**	26	489	0	14	443	36	493	0	**13**	1	9	23	**1**	**97**	**19**	**89**	**206**	**1211**
05:15 PM	0	**32**	431	28	**491**	**3**	17	412	25	457	0	11	4	**17**	**32**	0	80	18	68	166	1146
Total Volume	0	103	1668	105	1876	4	63	1765	145	1977	0	43	16	49	108	1	310	59	272	642	4603
% App. Total	0	5.5	88.9	5.6		0.2	3.2	89.3	7.3		0	39.8	14.8	45.4		0.2	48.3	9.2	42.4		
PHF	.000	.805	.950	.938	.955	.333	.788	.937	.771	.933	.000	.827	.667	.721	.844	.250	.799	.776	.764	.779	.950
Autos	0	96	1653	103	1852	4	61	1741	136	1942	0	41	15	46	102	1	302	55	270	628	4524
% Autos	0	93.2	99.1	98.1	98.7	100	96.8	98.6	93.8	98.2	0	95.3	93.8	93.9	94.4	100	97.4	93.2	99.3	97.8	98.3
Heavy Vehicles	0	7	15	2	24	0	2	24	9	35	0	2	1	3	6	0	8	4	2	14	79
% Heavy Vehicles	0	6.8	0.9	1.9	1.3	0	3.2	1.4	6.2	1.8	0	4.7	6.3	6.1	5.6	0	2.6	6.8	0.7	2.2	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12A- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	4	2	6	0	1	0	0	1	0	2	0	0	2	9
06:15 AM	0	1	4	2	7	0	0	1	2	3	0	0	0	1	1	0	4	0	2	6	17
06:30 AM	0	1	11	0	12	0	1	5	1	7	0	0	1	0	1	0	3	0	1	4	24
06:45 AM	0	0	8	0	8	0	1	3	3	7	0	1	0	1	2	0	2	1	1	4	21
Total	0	2	23	2	27	0	2	13	8	23	0	2	1	2	5	0	11	1	4	16	71
07:00 AM	0	1	3	1	5	0	0	7	0	7	0	0	0	0	0	0	1	0	1	2	14
07:15 AM	0	0	3	0	3	0	0	15	3	18	0	0	1	0	1	0	1	0	1	2	24
07:30 AM	0	1	11	1	13	0	0	3	2	5	0	0	0	0	0	0	2	1	0	3	21
07:45 AM	0	0	4	1	5	0	1	6	3	10	0	1	2	0	3	0	0	0	1	1	19
Total	0	2	21	3	26	0	1	31	8	40	0	1	3	0	4	0	4	1	3	8	78
08:00 AM	0	1	10	0	11	0	0	6	1	7	0	0	0	0	0	0	4	0	2	6	24
08:15 AM	0	2	5	1	8	0	0	8	2	10	0	1	0	1	2	0	3	1	0	4	24
08:30 AM	0	1	9	0	10	0	1	8	0	9	0	1	0	0	1	0	2	0	2	4	24
08:45 AM	0	0	8	0	8	0	0	10	3	13	0	1	1	0	2	0	6	0	1	7	30
Total	0	4	32	1	37	0	1	32	6	39	0	3	1	1	5	0	15	1	5	21	102
*** BREAK ***																					
04:00 PM	0	1	3	1	5	0	0	9	5	14	0	1	1	0	2	0	0	1	0	1	22
04:15 PM	0	2	6	0	8	0	0	3	3	6	0	0	0	0	0	0	3	0	1	4	18
04:30 PM	0	2	5	2	9	0	2	5	2	9	0	0	0	2	2	0	4	0	0	4	24
04:45 PM	0	3	5	0	8	0	0	9	1	10	0	1	1	1	3	0	2	1	1	4	25
Total	0	8	19	3	30	0	2	26	11	39	0	2	2	3	7	0	9	2	2	13	89
05:00 PM	0	0	3	0	3	0	0	4	2	6	0	0	0	0	0	0	0	1	0	1	10
05:15 PM	0	2	2	0	4	0	0	6	4	10	0	1	0	0	1	0	2	2	1	5	20
05:30 PM	0	2	3	1	6	0	0	6	3	9	0	2	1	0	3	0	1	0	0	1	19
05:45 PM	0	3	2	0	5	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	7	10	1	18	0	0	17	10	27	0	3	1	0	4	0	3	3	1	7	56
06:00 PM	0	1	2	0	3	0	1	1	2	4	0	0	0	0	0	0	1	0	0	1	8
06:15 PM	0	3	5	1	9	0	0	3	2	5	0	2	1	1	4	0	0	1	0	1	19
06:30 PM	0	6	1	0	7	0	0	0	6	6	0	0	0	0	0	0	2	0	0	2	15
06:45 PM	0	0	2	1	3	0	1	2	2	5	0	0	1	0	1	0	1	0	0	1	10
Total	0	10	10	2	22	0	2	6	12	20	0	2	2	1	5	0	4	1	0	5	52
Grand Total	0	33	115	12	160	0	8	125	55	188	0	13	10	7	30	0	46	9	15	70	448
Apprch %	0	20.6	71.9	7.5		0	4.3	66.5	29.3		0	43.3	33.3	23.3		0	65.7	12.9	21.4		
Total %	0	7.4	25.7	2.7	35.7	0	1.8	27.9	12.3	42	0	2.9	2.2	1.6	6.7	0	10.3	2	3.3	15.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

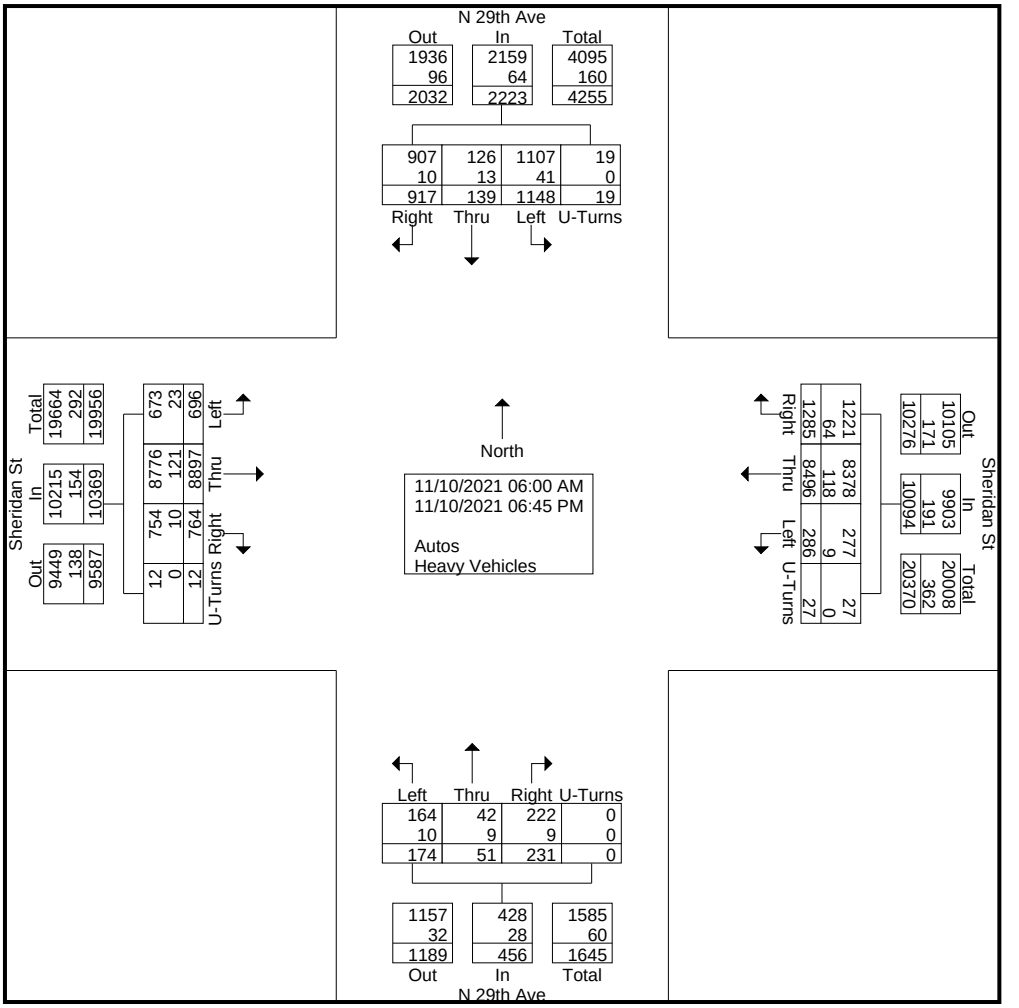
	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	8	145	26	179	0	4	109	28	141	0	2	1	4	7	0	19	1	12	32	359
06:15 AM	1	11	254	50	316	0	5	163	28	196	0	3	3	8	14	1	25	0	8	34	560
06:30 AM	1	17	275	40	333	0	8	159	38	205	0	7	1	6	14	0	23	2	14	39	591
06:45 AM	0	30	313	34	377	0	6	255	44	305	0	8	3	10	21	1	18	3	10	32	735
Total	2	66	987	150	1205	0	23	686	138	847	0	20	8	28	56	2	85	6	44	137	2245
07:00 AM	0	20	372	43	435	0	4	277	56	337	0	6	0	6	12	0	32	1	24	57	841
07:15 AM	1	32	553	42	628	4	8	323	50	385	0	3	6	17	26	1	47	1	19	68	1107
07:30 AM	0	23	458	49	530	0	7	409	72	488	0	3	3	14	20	0	23	3	20	46	1084
07:45 AM	0	55	457	53	565	2	10	342	94	448	0	6	2	9	17	0	35	3	18	56	1086
Total	1	130	1840	187	2158	6	29	1351	272	1658	0	18	11	46	75	1	137	8	81	227	4118
08:00 AM	1	57	489	53	600	1	7	346	92	446	0	7	3	12	22	1	42	4	20	67	1135
08:15 AM	0	50	460	58	568	3	7	337	71	418	0	7	0	13	20	1	51	5	28	85	1091
08:30 AM	0	50	372	28	450	2	9	318	90	419	0	8	4	11	23	0	46	3	32	81	973
08:45 AM	1	46	422	30	499	4	6	343	85	438	0	4	2	12	18	1	36	4	34	75	1030
Total	2	203	1743	169	2117	10	29	1344	338	1721	0	26	9	48	83	3	175	16	114	308	4229
*** BREAK ***																					
04:00 PM	0	27	400	22	449	0	20	383	35	438	0	6	4	8	18	0	55	6	59	120	1025
04:15 PM	0	27	405	17	449	1	12	380	35	428	0	5	0	4	9	1	57	12	54	124	1010
04:30 PM	1	19	322	17	359	2	16	436	46	500	0	16	3	11	30	0	85	11	64	160	1049
04:45 PM	1	42	405	22	470	0	18	399	54	471	0	10	1	11	22	0	61	10	54	125	1088
Total	2	115	1532	78	1727	3	66	1598	170	1837	0	37	8	34	79	1	258	39	231	529	4172
05:00 PM	0	22	430	27	479	2	9	480	59	550	0	8	1	9	18	0	80	18	79	177	1224
05:15 PM	1	22	399	24	446	0	11	458	55	524	0	11	3	11	25	1	76	11	79	167	1162
05:30 PM	1	23	372	15	411	2	14	495	37	548	0	10	3	5	18	1	68	11	58	138	1115
05:45 PM	1	28	390	29	448	2	22	448	58	530	0	12	2	15	29	2	61	4	56	123	1130
Total	3	95	1591	95	1784	6	56	1881	209	2152	0	41	9	40	90	4	285	44	272	605	4631
06:00 PM	0	16	273	31	320	0	15	440	37	492	0	8	1	8	17	3	74	8	59	144	973
06:15 PM	2	30	296	16	344	1	24	484	55	564	0	9	1	13	23	1	68	4	52	125	1056
06:30 PM	0	25	304	22	351	0	26	356	20	402	0	6	2	8	16	1	34	11	28	74	843
06:45 PM	0	16	331	16	363	1	18	356	46	421	0	9	2	6	17	3	32	3	36	74	875
Total	2	87	1204	85	1378	2	83	1636	158	1879	0	32	6	35	73	8	208	26	175	417	3747
Grand Total	12	696	8897	764	10369	27	286	8496	1285	10094	0	174	51	231	456	19	1148	139	917	2223	23142
Apprch %	0.1	6.7	85.8	7.4		0.3	2.8	84.2	12.7		0	38.2	11.2	50.7		0.9	51.6	6.3	41.3		
Total %	0.1	3	38.4	3.3	44.8	0.1	1.2	36.7	5.6	43.6	0	0.8	0.2	1	2	0.1	5	0.6	4	9.6	
Autos	12	673	8776	754	10215	27	277	8378	1221	9903	0	164	42	222	428	19	1107	126	907	2159	22705
% Autos	100	96.7	98.6	98.7	98.5	100	96.9	98.6	95	98.1	0	94.3	82.4	96.1	93.9	100	96.4	90.6	98.9	97.1	98.1
Heavy Vehicles	0	23	121	10	154	0	9	118	64	191	0	10	9	9	28	0	41	13	10	64	437
% Heavy Vehicles	0	3.3	1.4	1.3	1.5	0	3.1	1.4	5	1.9	0	5.7	17.6	3.9	6.1	0	3.6	9.4	1.1	2.9	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



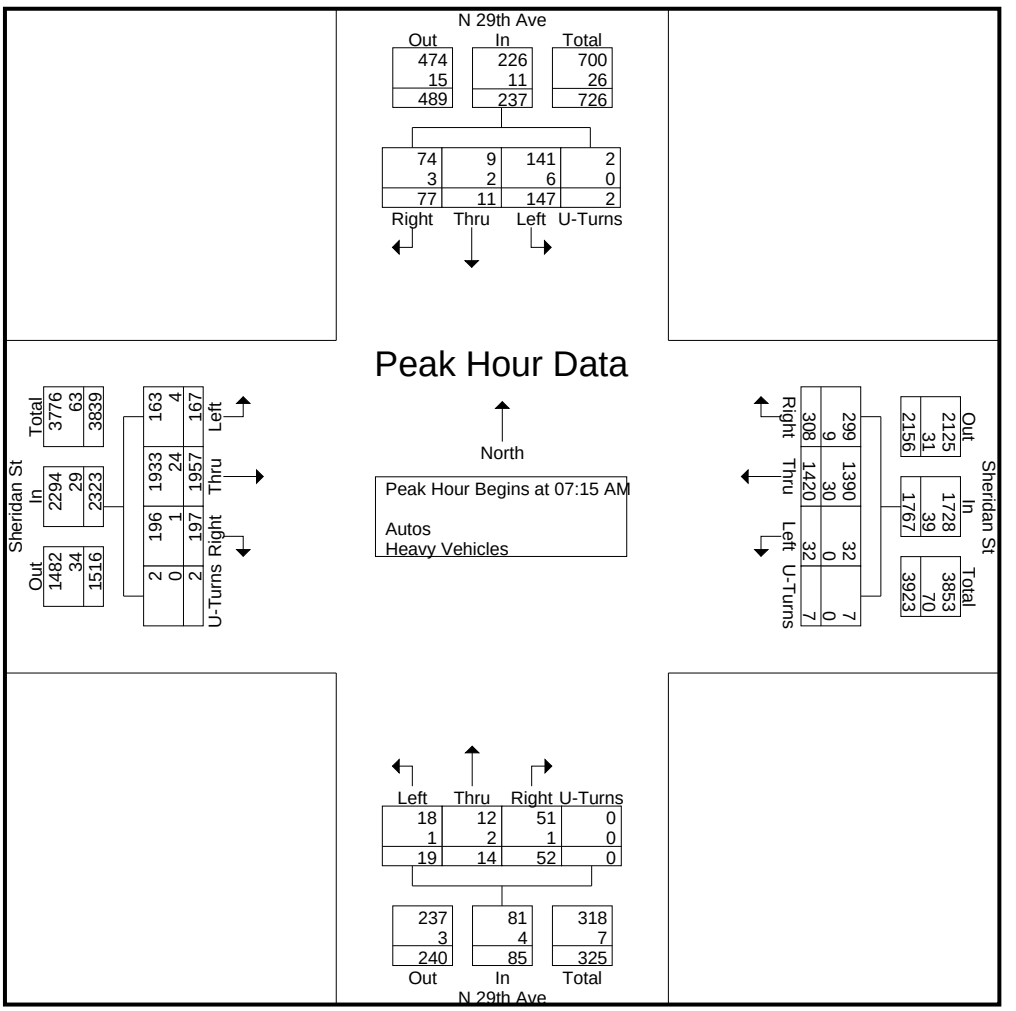
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	32	**553**	42	**628**	**4**	8	323	50	385	0	3	**6**	**17**	**26**	**1**	**47**	1	19	**68**	1107
07:30 AM	0	23	458	49	530	0	7	**409**	72	**488**	0	3	3	14	20	0	23	3	**20**	46	1084
07:45 AM	0	55	457	**53**	565	2	**10**	342	**94**	448	0	6	2	9	17	0	35	3	18	56	1086
08:00 AM	1	**57**	489	53	600	1	7	346	92	446	0	**7**	3	12	22	1	42	**4**	20	67	**1135**
Total Volume	2	167	1957	197	2323	7	32	1420	308	1767	0	19	14	52	85	2	147	11	77	237	4412
% App. Total	0.1	7.2	84.2	8.5		0.4	1.8	80.4	17.4		0	22.4	16.5	61.2		0.8	62	4.6	32.5		
PHF	.500	.732	.885	.929	.925	.438	.800	.868	.819	.905	.000	.679	.583	.765	.817	.500	.782	.688	.963	.871	.972
Autos	2	163	1933	196	2294	7	32	1390	299	1728	0	18	12	51	81	2	141	9	74	226	4329
% Autos	100	97.6	98.8	99.5	98.8	100	100	97.9	97.1	97.8	0	94.7	85.7	98.1	95.3	100	95.9	81.8	96.1	95.4	98.1
Heavy Vehicles	0	4	24	1	29	0	0	30	9	39	0	1	2	1	4	0	6	2	3	11	83
% Heavy Vehicles	0	2.4	1.2	0.5	1.2	0	0	2.1	2.9	2.2	0	5.3	14.3	1.9	4.7	0	4.1	18.2	3.9	4.6	1.9



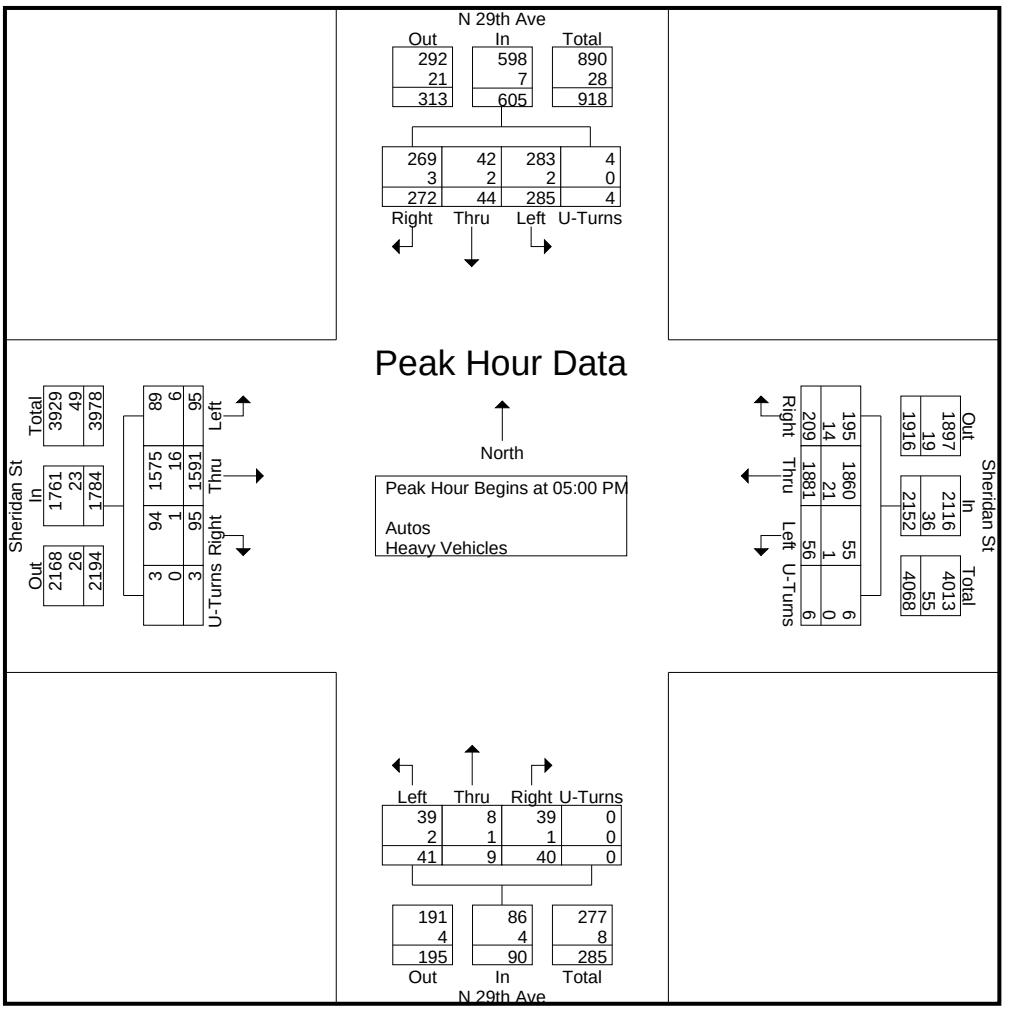
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	22	**430**	27	**479**	**2**	9	480	**59**	**550**	0	8	1	9	18	0	**80**	**18**	**79**	**177**	**1224**
05:15 PM	**1**	22	399	24	446	0	11	458	55	524	0	11	**3**	11	25	1	76	11	79	167	1162
05:30 PM	1	23	372	15	411	2	14	**495**	37	548	0	10	3	5	18	1	68	11	58	138	1115
05:45 PM	1	**28**	390	**29**	448	2	**22**	448	58	530	0	**12**	2	**15**	**29**	**2**	61	4	56	123	1130
Total Volume	3	95	1591	95	1784	6	56	1881	209	2152	0	41	9	40	90	4	285	44	272	605	4631
% App. Total	0.2	5.3	89.2	5.3		0.3	2.6	87.4	9.7		0	45.6	10	44.4		0.7	47.1	7.3	45		
PHF	.750	.848	.925	.819	.931	.750	.636	.950	.886	.978	.000	.854	.750	.667	.776	.500	.891	.611	.861	.855	.946
Autos	3	89	1575	94	1761	6	55	1860	195	2116	0	39	8	39	86	4	283	42	269	598	4561
% Autos	100	93.7	99.0	98.9	98.7	100	98.2	98.9	93.3	98.3	0	95.1	88.9	97.5	95.6	100	99.3	95.5	98.9	98.8	98.5
Heavy Vehicles	0	6	16	1	23	0	1	21	14	36	0	2	1	1	4	0	2	2	3	7	70
% Heavy Vehicles	0	6.3	1.0	1.1	1.3	0	1.8	1.1	6.7	1.7	0	4.9	11.1	2.5	4.4	0	0.7	4.5	1.1	1.2	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	0	2	0	0	4	0	4	0	1	0	0	1	0	2	0	0	2	9
06:15 AM	0	0	4	2	6	0	2	2	1	5	0	0	1	1	2	0	4	0	0	4	17
06:30 AM	0	0	7	0	7	0	0	4	2	6	0	0	0	1	1	0	6	0	1	7	21
06:45 AM	0	0	5	0	5	0	0	5	1	6	0	1	0	0	1	0	1	1	0	2	14
Total	0	0	18	2	20	0	2	15	4	21	0	2	1	2	5	0	13	1	1	15	61
07:00 AM	0	0	8	1	9	0	0	2	4	6	0	0	0	0	0	0	1	0	0	1	16
07:15 AM	0	0	6	0	6	0	0	14	1	15	0	0	1	0	1	0	1	0	1	2	24
07:30 AM	0	2	4	0	6	0	0	3	2	5	0	0	0	0	0	0	1	2	1	4	15
07:45 AM	0	1	3	1	5	0	0	6	3	9	0	1	1	0	2	0	0	0	1	1	17
Total	0	3	21	2	26	0	0	25	10	35	0	1	2	0	3	0	3	2	3	8	72
08:00 AM	0	1	11	0	12	0	0	7	3	10	0	0	0	1	1	0	4	0	0	4	27
08:15 AM	0	0	13	0	13	0	0	10	3	13	0	0	0	0	0	0	1	2	1	4	30
08:30 AM	0	0	5	2	7	0	2	6	5	13	0	1	1	2	4	0	2	0	0	2	26
08:45 AM	0	2	5	0	7	0	0	12	4	16	0	0	0	0	0	0	1	0	2	3	26
Total	0	3	34	2	39	0	2	35	15	52	0	1	1	3	5	0	8	2	3	13	109
*** BREAK ***																					
04:00 PM	0	0	6	0	6	0	0	3	0	3	0	2	1	0	3	0	3	2	0	5	17
04:15 PM	0	2	6	0	8	0	0	7	1	8	0	0	0	0	0	0	2	1	0	3	19
04:30 PM	0	1	4	0	5	0	1	4	1	6	0	0	1	0	1	0	2	0	0	2	14
04:45 PM	0	1	4	1	6	0	1	3	6	10	0	1	1	2	4	0	2	1	0	3	23
Total	0	4	20	1	25	0	2	17	8	27	0	3	3	2	8	0	9	4	0	13	73
05:00 PM	0	2	3	0	5	0	0	4	4	8	0	0	0	0	0	0	2	1	0	3	16
05:15 PM	0	1	5	0	6	0	0	5	2	7	0	0	0	0	0	0	0	0	3	3	16
05:30 PM	0	2	3	1	6	0	1	7	3	11	0	2	1	0	3	0	0	1	0	1	21
05:45 PM	0	1	5	0	6	0	0	5	5	10	0	0	0	1	1	0	0	0	0	0	17
Total	0	6	16	1	23	0	1	21	14	36	0	2	1	1	4	0	2	2	3	7	70
06:00 PM	0	0	1	1	2	0	0	4	2	6	0	0	1	0	1	0	3	0	0	3	12
06:15 PM	0	2	1	0	3	0	0	0	3	3	0	1	0	0	1	0	0	1	0	1	8
06:30 PM	0	3	6	0	9	0	1	1	3	5	0	0	0	0	0	0	1	0	0	1	15
06:45 PM	0	2	4	1	7	0	1	0	5	6	0	0	0	1	1	0	2	1	0	3	17
Total	0	7	12	2	21	0	2	5	13	20	0	1	1	1	3	0	6	2	0	8	52
Grand Total	0	23	121	10	154	0	9	118	64	191	0	10	9	9	28	0	41	13	10	64	437
Apprch %	0	14.9	78.6	6.5		0	4.7	61.8	33.5		0	35.7	32.1	32.1		0	64.1	20.3	15.6		
Total %	0	5.3	27.7	2.3	35.2	0	2.1	27	14.6	43.7	0	2.3	2.1	2.1	6.4	0	9.4	3	2.3	14.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12C- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

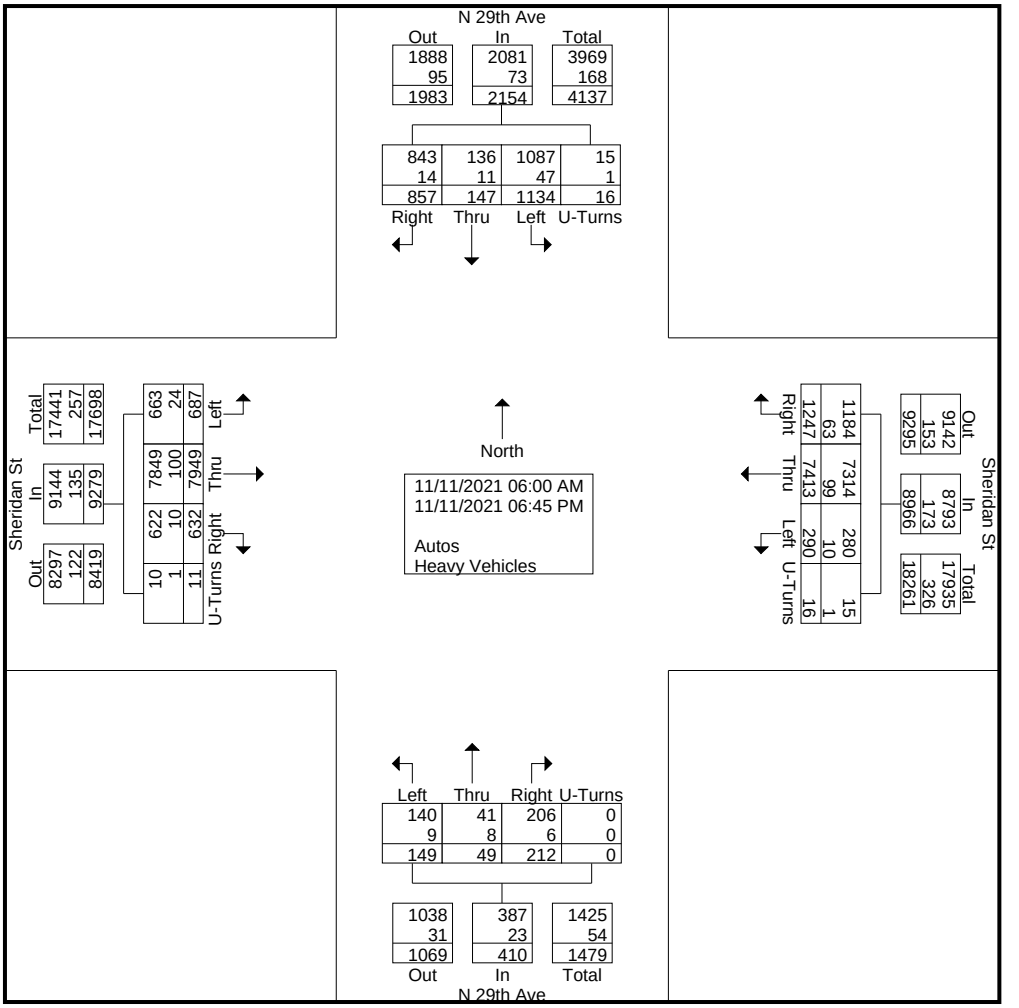
	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	9	112	18	140	1	14	87	21	123	0	1	1	8	10	0	15	2	12	29	302
06:15 AM	0	7	191	30	228	1	3	120	19	143	0	4	2	3	9	0	20	0	10	30	410
06:30 AM	0	15	211	20	246	2	4	140	35	181	0	2	1	9	12	0	16	0	9	25	464
06:45 AM	2	25	243	26	296	0	4	191	47	242	0	3	2	2	7	0	19	2	13	34	579
Total	3	56	757	94	910	4	25	538	122	689	0	10	6	22	38	0	70	4	44	118	1755
07:00 AM	0	23	284	21	328	0	1	204	35	240	0	2	1	3	6	0	24	2	13	39	613
07:15 AM	0	24	376	29	429	0	4	193	59	256	0	2	1	8	11	2	29	2	19	52	748
07:30 AM	1	35	342	39	417	0	11	314	64	389	0	4	1	13	18	0	29	1	14	44	868
07:45 AM	0	44	387	36	467	0	6	327	93	426	0	1	1	3	5	2	36	1	21	60	958
Total	1	126	1389	125	1641	0	22	1038	251	1311	0	9	4	27	40	4	118	6	67	195	3187
08:00 AM	0	44	293	52	389	0	7	281	81	369	0	10	2	9	21	1	47	3	26	77	856
08:15 AM	0	52	395	28	475	0	10	275	94	379	0	10	1	15	26	0	39	2	27	68	948
08:30 AM	1	58	369	32	460	0	7	298	99	404	0	7	2	10	19	0	54	1	37	92	975
08:45 AM	0	61	347	33	441	1	11	345	110	467	0	2	3	14	19	0	38	8	32	78	1005
Total	1	215	1404	145	1765	1	35	1199	384	1619	0	29	8	48	85	1	178	14	122	315	3784
*** BREAK ***																					
04:00 PM	1	38	441	23	503	0	23	361	47	431	0	4	2	10	16	1	61	5	44	111	1061
04:15 PM	0	16	283	19	318	1	14	365	31	411	0	11	4	8	23	1	65	6	54	126	878
04:30 PM	2	23	405	23	453	0	18	384	35	437	0	6	2	14	22	0	60	7	47	114	1026
04:45 PM	0	30	423	15	468	2	9	396	51	458	0	15	5	7	27	2	81	15	48	146	1099
Total	3	107	1552	80	1742	3	64	1506	164	1737	0	36	13	39	88	4	267	33	193	497	4064
05:00 PM	0	31	476	16	523	0	17	402	58	477	0	8	2	13	23	0	94	24	84	202	1225
05:15 PM	0	23	472	26	521	0	16	409	35	460	0	8	1	9	18	1	60	12	71	144	1143
05:30 PM	1	14	309	29	353	1	21	457	43	522	0	13	3	9	25	1	74	8	62	145	1045
05:45 PM	2	21	394	19	436	1	6	351	53	411	0	6	2	8	16	2	34	3	47	86	949
Total	3	89	1651	90	1833	2	60	1619	189	1870	0	35	8	39	82	4	262	47	264	577	4362
06:00 PM	0	41	382	29	452	2	15	394	42	453	0	8	3	5	16	0	72	6	47	125	1046
06:15 PM	0	13	248	19	280	1	28	395	37	461	0	7	5	14	26	1	69	17	51	138	905
06:30 PM	0	20	322	31	373	0	23	381	36	440	0	5	0	7	12	1	56	8	38	103	928
06:45 PM	0	20	244	19	283	3	18	343	22	386	0	10	2	11	23	1	42	12	31	86	778
Total	0	94	1196	98	1388	6	84	1513	137	1740	0	30	10	37	77	3	239	43	167	452	3657
Grand Total	11	687	7949	632	9279	16	290	7413	1247	8966	0	149	49	212	410	16	1134	147	857	2154	20809
Apprch %	0.1	7.4	85.7	6.8		0.2	3.2	82.7	13.9		0	36.3	12	51.7		0.7	52.6	6.8	39.8		
Total %	0.1	3.3	38.2	3	44.6	0.1	1.4	35.6	6	43.1	0	0.7	0.2	1	2	0.1	5.4	0.7	4.1	10.4	
Autos	10	663	7849	622	9144	15	280	7314	1184	8793	0	140	41	206	387	15	1087	136	843	2081	20405
% Autos	90.9	96.5	98.7	98.4	98.5	93.8	96.6	98.7	94.9	98.1	0	94	83.7	97.2	94.4	93.8	95.9	92.5	98.4	96.6	98.1
Heavy Vehicles	1	24	100	10	135	1	10	99	63	173	0	9	8	6	23	1	47	11	14	73	404
% Heavy Vehicles	9.1	3.5	1.3	1.6	1.5	6.2	3.4	1.3	5.1	1.9	0	6	16.3	2.8	5.6	6.2	4.1	7.5	1.6	3.4	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12C- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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File Name : 12C- N29th Ave & Sheridan St
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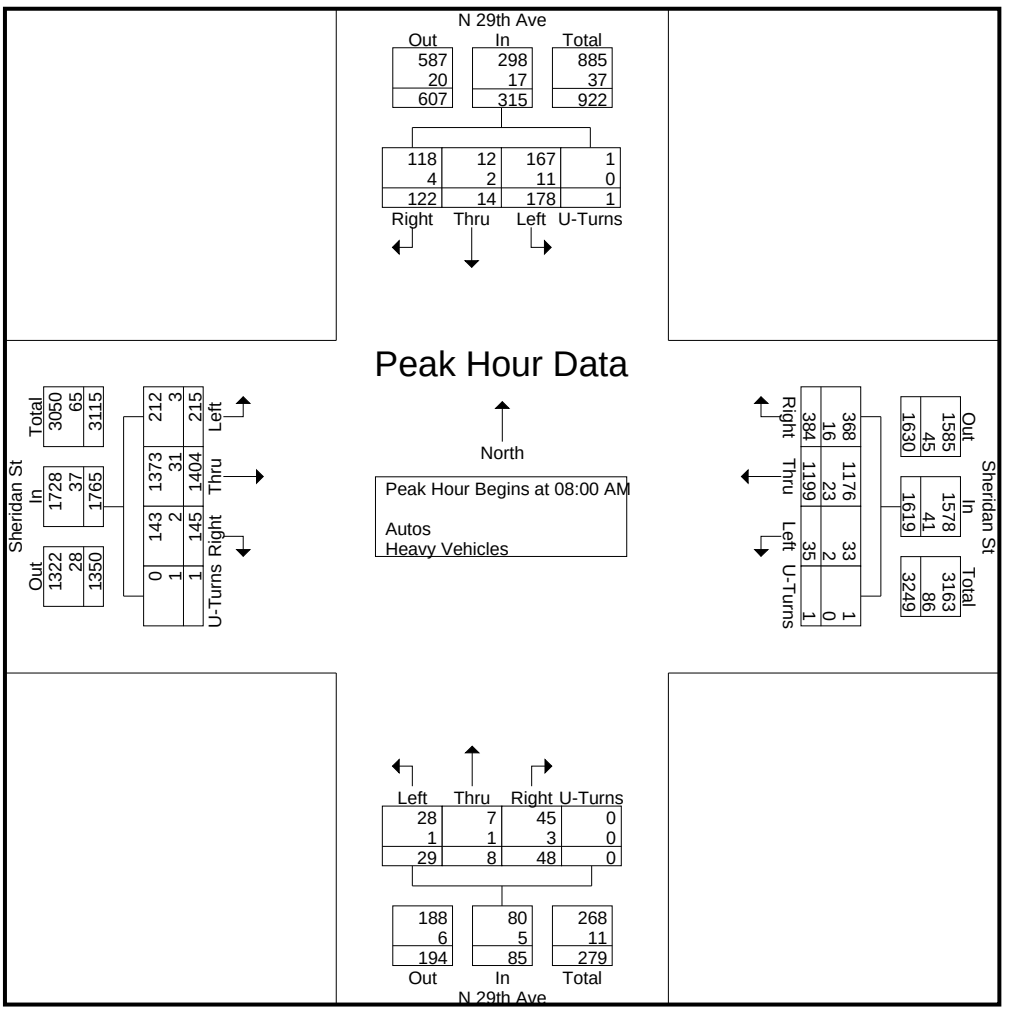
	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	44	293	**52**	389	0	7	281	81	369	0	**10**	2	9	21	**1**	47	3	26	77	856
08:15 AM	0	52	**395**	28	**475**	0	10	275	94	379	0	10	1	**15**	**26**	0	39	2	27	68	948
08:30 AM	**1**	58	369	32	460	0	7	298	99	404	0	7	2	10	19	0	**54**	1	**37**	**92**	975
08:45 AM	0	**61**	347	33	441	**1**	**11**	**345**	**110**	**467**	0	2	**3**	14	19	0	38	**8**	32	78	**1005**
Total Volume	1	215	1404	145	1765	1	35	1199	384	1619	0	29	8	48	85	1	178	14	122	315	3784
% App. Total	0.1	12.2	79.5	8.2		0.1	2.2	74.1	23.7		0	34.1	9.4	56.5		0.3	56.5	4.4	38.7		
PHF	.250	.881	.889	.697	.929	.250	.795	.869	.873	.867	.000	.725	.667	.800	.817	.250	.824	.438	.824	.856	.941
Autos	0	212	1373	143	1728	1	33	1176	368	1578	0	28	7	45	80	1	167	12	118	298	3684
% Autos	0	98.6	97.8	98.6	97.9	100	94.3	98.1	95.8	97.5	0	96.6	87.5	93.8	94.1	100	93.8	85.7	96.7	94.6	97.4
Heavy Vehicles	1	3	31	2	37	0	2	23	16	41	0	1	1	3	5	0	11	2	4	17	100
% Heavy Vehicles	100	1.4	2.2	1.4	2.1	0	5.7	1.9	4.2	2.5	0	3.4	12.5	6.3	5.9	0	6.2	14.3	3.3	5.4	2.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
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CLIENT: FDOT D4
JOB NO.: 2021012.001
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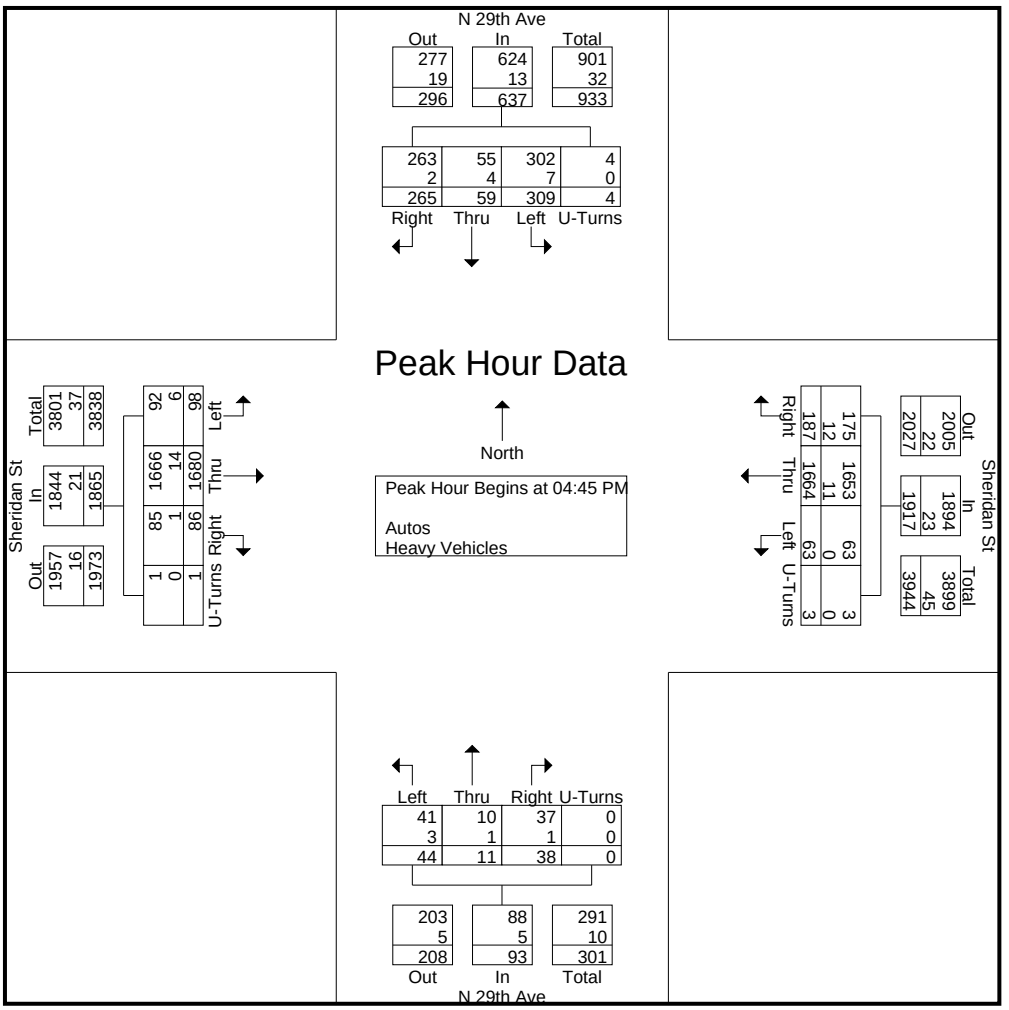
File Name : 12C- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	30	423	15	468	**2**	9	396	51	458	0	**15**	**5**	7	**27**	**2**	81	15	48	146	1099
05:00 PM	0	**31**	**476**	16	**523**	0	17	402	**58**	477	0	8	2	**13**	23	0	**94**	**24**	**84**	**202**	**1225**
05:15 PM	0	23	472	26	521	0	16	409	35	460	0	8	1	9	18	1	60	12	71	144	1143
05:30 PM	**1**	14	309	**29**	353	1	**21**	**457**	43	**522**	0	13	3	9	25	1	74	8	62	145	1045
Total Volume	1	98	1680	86	1865	3	63	1664	187	1917	0	44	11	38	93	4	309	59	265	637	4512
% App. Total	0.1	5.3	90.1	4.6		0.2	3.3	86.8	9.8		0	47.3	11.8	40.9		0.6	48.5	9.3	41.6		
PHF	.250	.790	.882	.741	.891	.375	.750	.910	.806	.918	.000	.733	.550	.731	.861	.500	.822	.615	.789	.788	.921
Autos	1	92	1666	85	1844	3	63	1653	175	1894	0	41	10	37	88	4	302	55	263	624	4450
% Autos	100	93.9	99.2	98.8	98.9	100	100	99.3	93.6	98.8	0	93.2	90.9	97.4	94.6	100	97.7	93.2	99.2	98.0	98.6
Heavy Vehicles	0	6	14	1	21	0	0	11	12	23	0	3	1	1	5	0	7	4	2	13	62
% Heavy Vehicles	0	6.1	0.8	1.2	1.1	0	0	0.7	6.4	1.2	0	6.8	9.1	2.6	5.4	0	2.3	6.8	0.8	2.0	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12C- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	2	4	0	6	0	1	0	0	1	0	0	0	0	0	7
06:15 AM	0	0	2	1	3	0	0	4	0	4	0	0	1	1	2	0	1	0	0	1	10
06:30 AM	0	1	5	0	6	1	1	4	2	8	0	0	0	0	0	0	2	0	1	3	17
06:45 AM	0	0	1	0	1	0	0	3	2	5	0	1	0	0	1	0	2	1	1	4	11
Total	0	1	8	1	10	1	3	15	4	23	0	2	1	1	4	0	5	1	2	8	45
07:00 AM	0	1	7	1	9	0	0	5	1	6	0	0	0	0	0	0	1	0	0	1	16
07:15 AM	0	0	4	0	4	0	0	3	5	8	0	0	1	0	1	0	6	0	0	6	19
07:30 AM	0	0	3	0	3	0	1	6	2	9	0	1	0	0	1	0	2	1	0	3	16
07:45 AM	0	0	6	1	7	0	0	10	5	15	0	0	1	0	1	1	2	0	2	5	28
Total	0	1	20	2	23	0	1	24	13	38	0	1	2	0	3	1	11	1	2	15	79
08:00 AM	0	1	4	0	5	0	0	7	6	13	0	0	0	0	0	0	0	1	2	3	21
08:15 AM	0	0	7	0	7	0	0	4	6	10	0	0	0	1	1	0	4	1	1	6	24
08:30 AM	1	1	11	2	15	0	2	7	0	9	0	1	1	2	4	0	2	0	1	3	31
08:45 AM	0	1	9	0	10	0	0	5	4	9	0	0	0	0	0	0	5	0	0	5	24
Total	1	3	31	2	37	0	2	23	16	41	0	1	1	3	5	0	11	2	4	17	100
*** BREAK ***																					
04:00 PM	0	0	7	0	7	0	0	5	2	7	0	1	1	0	2	0	1	0	0	1	17
04:15 PM	0	2	3	0	5	0	1	3	2	6	0	0	0	0	0	0	7	1	1	9	20
04:30 PM	0	1	8	2	11	0	0	11	2	13	0	0	0	0	0	0	0	0	1	1	25
04:45 PM	0	1	6	0	7	0	0	4	4	8	0	1	1	1	3	0	5	3	0	8	26
Total	0	4	24	2	30	0	1	23	10	34	0	2	2	1	5	0	13	4	2	19	88
05:00 PM	0	4	1	0	5	0	0	3	6	9	0	0	0	0	0	0	1	0	0	1	15
05:15 PM	0	0	5	0	5	0	0	3	2	5	0	1	0	0	1	0	0	0	1	1	12
05:30 PM	0	1	2	1	4	0	0	1	0	1	0	1	0	0	1	0	1	1	1	3	9
05:45 PM	0	1	2	0	3	0	0	0	5	5	0	0	1	0	1	0	0	0	0	0	9
Total	0	6	10	1	17	0	0	7	13	20	0	2	1	0	3	0	2	1	2	5	45
06:00 PM	0	3	4	1	8	0	0	1	1	2	0	0	1	0	1	0	1	0	1	2	13
06:15 PM	0	2	0	0	2	0	1	4	1	6	0	1	0	1	2	0	2	1	1	4	14
06:30 PM	0	1	3	0	4	0	0	2	4	6	0	0	0	0	0	0	2	0	0	2	12
06:45 PM	0	3	0	1	4	0	2	0	1	3	0	0	0	0	0	0	0	1	0	1	8
Total	0	9	7	2	18	0	3	7	7	17	0	1	1	1	3	0	5	2	2	9	47
Grand Total	1	24	100	10	135	1	10	99	63	173	0	9	8	6	23	1	47	11	14	73	404
Apprch %	0.7	17.8	74.1	7.4		0.6	5.8	57.2	36.4		0	39.1	34.8	26.1		1.4	64.4	15.1	19.2		
Total %	0.2	5.9	24.8	2.5	33.4	0.2	2.5	24.5	15.6	42.8	0	2.2	2	1.5	5.7	0.2	11.6	2.7	3.5	18.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

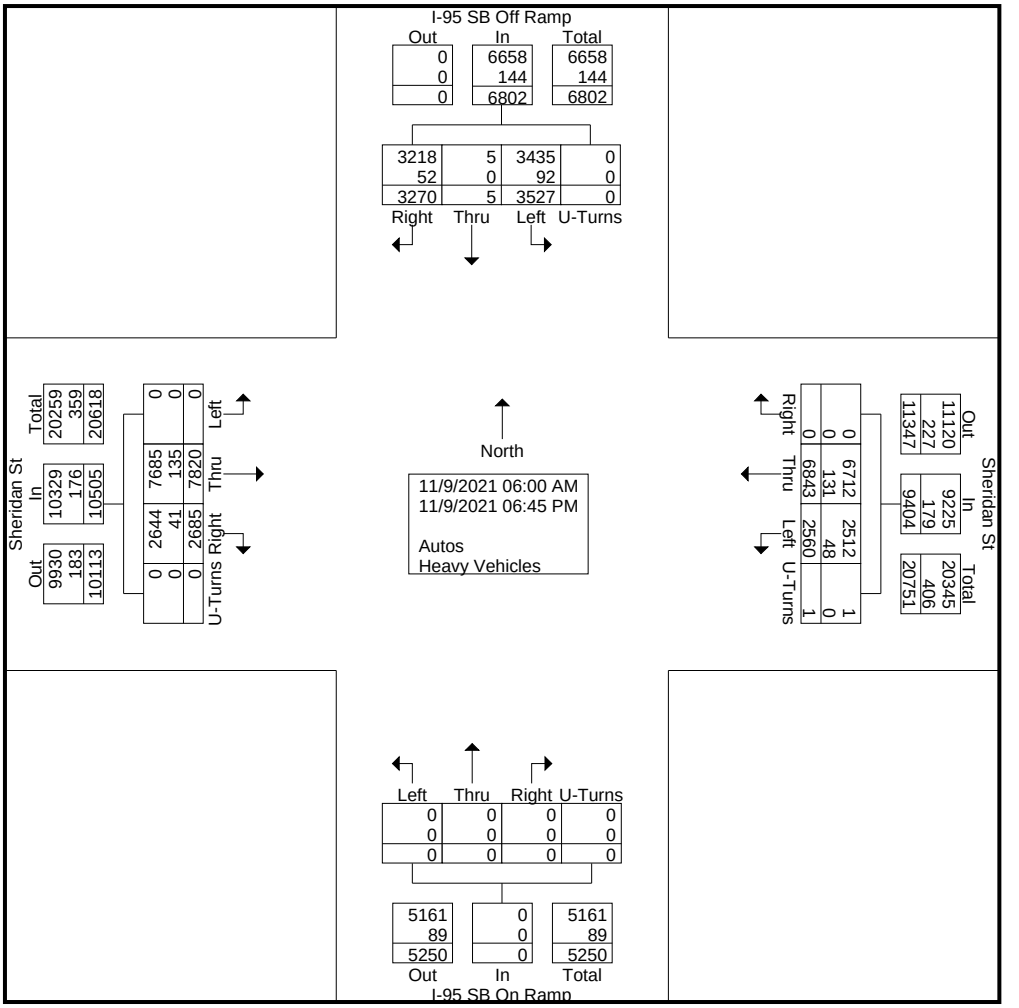
	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	126	39	165	0	59	75	0	134	0	0	0	0	0	0	45	0	71	116	415
06:15 AM	0	0	177	81	258	0	99	105	0	204	0	0	0	0	0	0	45	0	103	148	610
06:30 AM	0	0	225	104	329	0	106	107	0	213	0	0	0	0	0	0	114	1	99	214	756
06:45 AM	0	0	287	110	397	0	119	208	0	327	0	0	0	0	0	0	119	0	104	223	947
Total	0	0	815	334	1149	0	383	495	0	878	0	0	0	0	0	0	323	1	377	701	2728
07:00 AM	0	0	309	116	425	0	104	199	0	303	0	0	0	0	0	0	163	0	129	292	1020
07:15 AM	0	0	398	159	557	0	147	282	0	429	0	0	0	0	0	0	178	0	128	306	1292
07:30 AM	0	0	394	127	521	0	97	297	0	394	0	0	0	0	0	0	141	0	168	309	1224
07:45 AM	0	0	376	141	517	0	118	337	0	455	0	0	0	0	0	0	146	0	129	275	1247
Total	0	0	1477	543	2020	0	466	1115	0	1581	0	0	0	0	0	0	628	0	554	1182	4783
08:00 AM	0	0	440	141	581	0	91	275	0	366	0	0	0	0	0	0	157	1	120	278	1225
08:15 AM	0	0	406	138	544	0	114	317	0	431	0	0	0	0	0	0	175	0	132	307	1282
08:30 AM	0	0	340	122	462	0	104	342	0	446	0	0	0	0	0	0	149	0	121	270	1178
08:45 AM	0	0	300	78	378	0	88	304	0	392	0	0	0	0	0	0	167	0	122	289	1059
Total	0	0	1486	479	1965	0	397	1238	0	1635	0	0	0	0	0	0	648	1	495	1144	4744
*** BREAK ***																					
04:00 PM	0	0	321	118	439	0	113	313	0	426	0	0	0	0	0	0	159	1	149	309	1174
04:15 PM	0	0	402	99	501	0	123	334	0	457	0	0	0	0	0	0	128	0	152	280	1238
04:30 PM	0	0	344	134	478	0	107	332	0	439	0	0	0	0	0	0	171	0	143	314	1231
04:45 PM	0	0	342	117	459	0	109	358	0	467	0	0	0	0	0	0	182	0	167	349	1275
Total	0	0	1409	468	1877	0	452	1337	0	1789	0	0	0	0	0	0	640	1	611	1252	4918
05:00 PM	0	0	418	167	585	0	96	308	0	404	0	0	0	0	0	0	173	0	170	343	1332
05:15 PM	0	0	379	127	506	0	86	284	0	370	0	0	0	0	0	0	162	0	171	333	1209
05:30 PM	0	0	356	126	482	0	124	363	0	487	0	0	0	0	0	0	154	0	156	310	1279
05:45 PM	0	0	339	94	433	0	120	378	0	498	0	0	0	0	0	0	173	0	147	320	1251
Total	0	0	1492	514	2006	0	426	1333	0	1759	0	0	0	0	0	0	662	0	644	1306	5071
06:00 PM	0	0	296	92	388	0	97	340	0	437	0	0	0	0	0	0	160	1	163	324	1149
06:15 PM	0	0	322	96	418	1	125	349	0	475	0	0	0	0	0	0	156	0	153	309	1202
06:30 PM	0	0	272	81	353	0	99	333	0	432	0	0	0	0	0	0	143	1	140	284	1069
06:45 PM	0	0	251	78	329	0	115	303	0	418	0	0	0	0	0	0	167	0	133	300	1047
Total	0	0	1141	347	1488	1	436	1325	0	1762	0	0	0	0	0	0	626	2	589	1217	4467
Grand Total	0	0	7820	2685	10505	1	2560	6843	0	9404	0	0	0	0	0	0	3527	5	3270	6802	26711
Apprch %	0	0	74.4	25.6		0	27.2	72.8	0		0	0	0	0		0	51.9	0.1	48.1		
Total %	0	0	29.3	10.1	39.3	0	9.6	25.6	0	35.2	0	0	0	0	0	0	13.2	0	12.2	25.5	
Autos	0	0	7685	2644	10329	1	2512	6712	0	9225	0	0	0	0	0	0	3435	5	3218	6658	26212
% Autos	0	0	98.3	98.5	98.3	100	98.1	98.1	0	98.1	0	0	0	0	0	0	97.4	100	98.4	97.9	98.1
Heavy Vehicles	0	0	135	41	176	0	48	131	0	179	0	0	0	0	0	0	92	0	52	144	499
% Heavy Vehicles	0	0	1.7	1.5	1.7	0	1.9	1.9	0	1.9	0	0	0	0	0	0	2.6	0	1.6	2.1	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



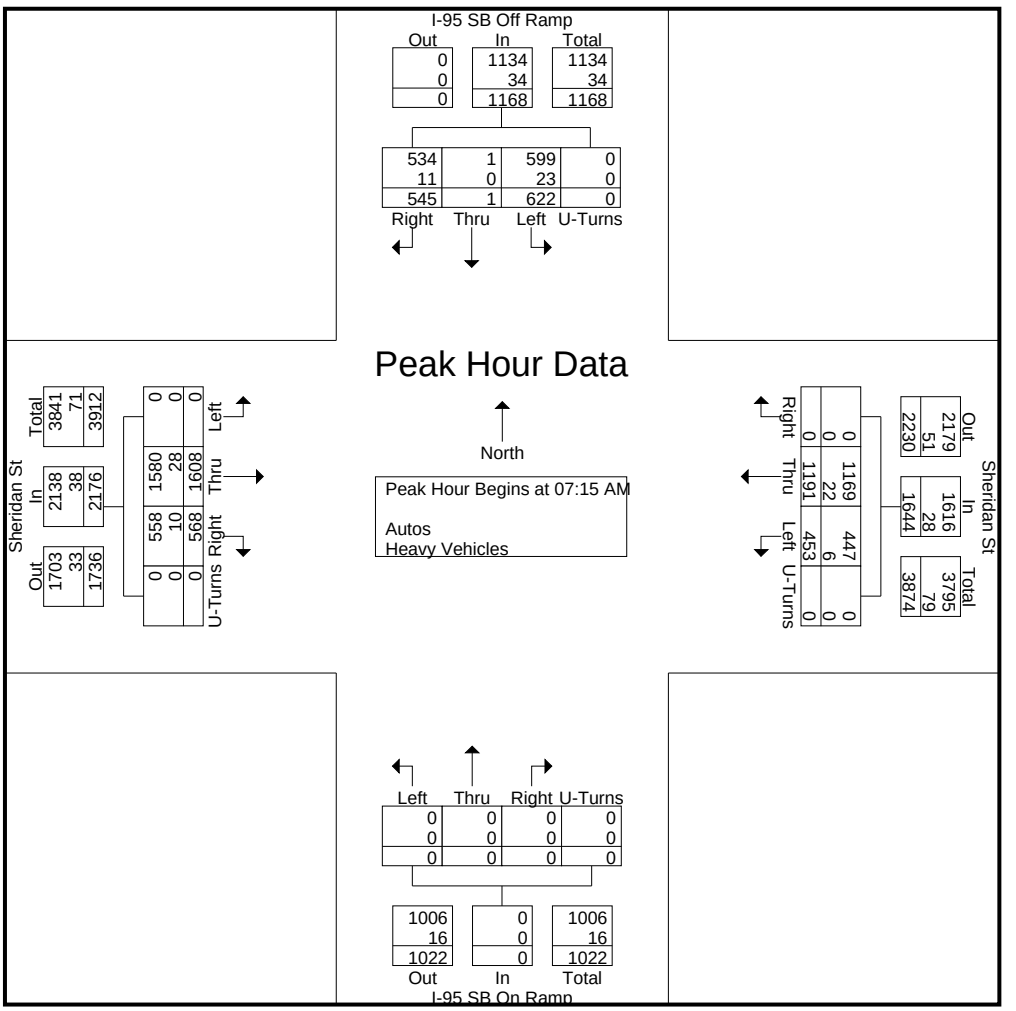
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	398	**159**	557	0	**147**	282	0	429	0	0	0	0	0	0	**178**	0	128	306	**1292**
07:30 AM	0	0	394	127	521	0	97	297	0	394	0	0	0	0	0	0	141	0	**168**	**309**	1224
07:45 AM	0	0	376	141	517	0	118	**337**	0	**455**	0	0	0	0	0	0	146	0	129	275	1247
08:00 AM	0	0	**440**	141	**581**	0	91	275	0	366	0	0	0	0	0	0	157	**1**	120	278	1225
Total Volume	0	0	1608	568	2176	0	453	1191	0	1644	0	0	0	0	0	0	622	1	545	1168	4988
% App. Total	0	0	73.9	26.1		0	27.6	72.4	0		0	0	0	0		0	53.3	0.1	46.7		
PHF	.000	.000	.914	.893	.936	.000	.770	.884	.000	.903	.000	.000	.000	.000	.000	.000	.874	.250	.811	.945	.965
Autos	0	0	1580	558	2138	0	447	1169	0	1616	0	0	0	0	0	0	599	1	534	1134	4888
% Autos	0	0	98.3	98.2	98.3	0	98.7	98.2	0	98.3	0	0	0	0	0	0	96.3	100	98.0	97.1	98.0
Heavy Vehicles	0	0	28	10	38	0	6	22	0	28	0	0	0	0	0	0	23	0	11	34	100
% Heavy Vehicles	0	0	1.7	1.8	1.7	0	1.3	1.8	0	1.7	0	0	0	0	0	0	3.7	0	2.0	2.9	2.0



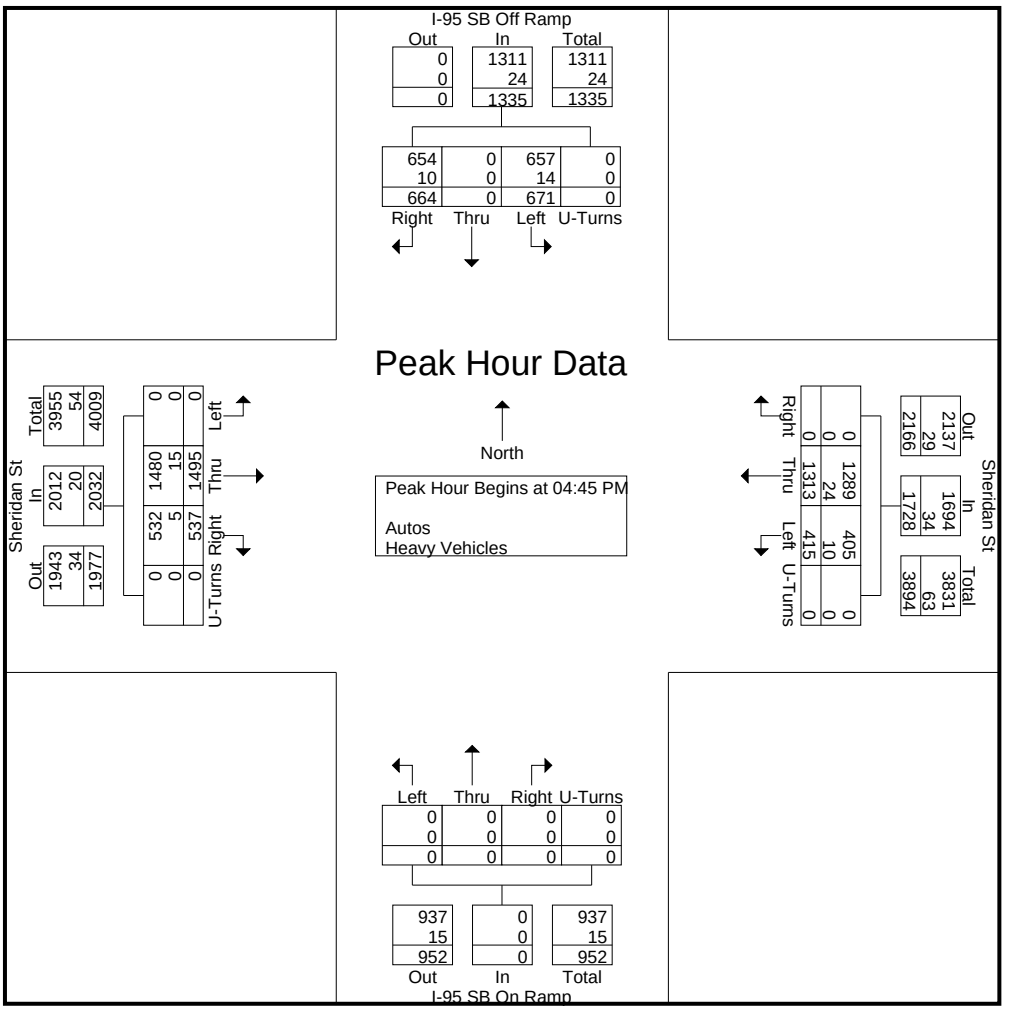
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	342	117	459	0	109	358	0	467	0	0	0	0	0	0	**182**	0	167	**349**	1275
05:00 PM	0	0	**418**	**167**	**585**	0	96	308	0	404	0	0	0	0	0	0	173	0	170	343	**1332**
05:15 PM	0	0	379	127	506	0	86	284	0	370	0	0	0	0	0	0	162	0	**171**	333	1209
05:30 PM	0	0	356	126	482	0	**124**	**363**	0	**487**	0	0	0	0	0	0	154	0	156	310	1279
Total Volume	0	0	1495	537	2032	0	415	1313	0	1728	0	0	0	0	0	0	671	0	664	1335	5095
% App. Total	0	0	73.6	26.4		0	24	76	0		0	0	0	0		0	50.3	0	49.7		
PHF	.000	.000	.894	.804	.868	.000	.837	.904	.000	.887	.000	.000	.000	.000	.000	.000	.922	.000	.971	.956	.956
Autos	0	0	1480	532	2012	0	405	1289	0	1694	0	0	0	0	0	0	657	0	654	1311	5017
% Autos	0	0	99.0	99.1	99.0	0	97.6	98.2	0	98.0	0	0	0	0	0	0	97.9	0	98.5	98.2	98.5
Heavy Vehicles	0	0	15	5	20	0	10	24	0	34	0	0	0	0	0	0	14	0	10	24	78
% Heavy Vehicles	0	0	1.0	0.9	1.0	0	2.4	1.8	0	2.0	0	0	0	0	0	0	2.1	0	1.5	1.8	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	1	2	0	0	2	0	2	0	0	0	0	0	0	2	0	3	5	9
06:15 AM	0	0	6	1	7	0	1	2	0	3	0	0	0	0	0	0	2	0	1	3	13
06:30 AM	0	0	13	3	16	0	4	5	0	9	0	0	0	0	0	0	2	0	2	4	29
06:45 AM	0	0	9	3	12	0	1	4	0	5	0	0	0	0	0	0	5	0	1	6	23
Total	0	0	29	8	37	0	6	13	0	19	0	0	0	0	0	0	11	0	7	18	74
07:00 AM	0	0	2	2	4	0	2	6	0	8	0	0	0	0	0	0	6	0	1	7	19
07:15 AM	0	0	4	0	4	0	5	11	0	16	0	0	0	0	0	0	6	0	4	10	30
07:30 AM	0	0	8	6	14	0	0	4	0	4	0	0	0	0	0	0	5	0	2	7	25
07:45 AM	0	0	2	2	4	0	0	4	0	4	0	0	0	0	0	0	6	0	2	8	16
Total	0	0	16	10	26	0	7	25	0	32	0	0	0	0	0	0	23	0	9	32	90
08:00 AM	0	0	14	2	16	0	1	3	0	4	0	0	0	0	0	0	6	0	3	9	29
08:15 AM	0	0	13	3	16	0	2	7	0	9	0	0	0	0	0	0	5	0	5	10	35
08:30 AM	0	0	6	2	8	0	5	6	0	11	0	0	0	0	0	0	3	0	2	5	24
08:45 AM	0	0	11	1	12	0	4	12	0	16	0	0	0	0	0	0	8	0	0	8	36
Total	0	0	44	8	52	0	12	28	0	40	0	0	0	0	0	0	22	0	10	32	124
*** BREAK ***																					
04:00 PM	0	0	3	1	4	0	2	11	0	13	0	0	0	0	0	0	4	0	2	6	23
04:15 PM	0	0	6	2	8	0	4	2	0	6	0	0	0	0	0	0	3	0	4	7	21
04:30 PM	0	0	8	3	11	0	3	8	0	11	0	0	0	0	0	0	3	0	3	6	28
04:45 PM	0	0	8	2	10	0	3	8	0	11	0	0	0	0	0	0	1	0	2	3	24
Total	0	0	25	8	33	0	12	29	0	41	0	0	0	0	0	0	11	0	11	22	96
05:00 PM	0	0	2	1	3	0	4	4	0	8	0	0	0	0	0	0	3	0	1	4	15
05:15 PM	0	0	2	1	3	0	2	6	0	8	0	0	0	0	0	0	8	0	4	12	23
05:30 PM	0	0	3	1	4	0	1	6	0	7	0	0	0	0	0	0	2	0	3	5	16
05:45 PM	0	0	1	1	2	0	0	4	0	4	0	0	0	0	0	0	3	0	0	3	9
Total	0	0	8	4	12	0	7	20	0	27	0	0	0	0	0	0	16	0	8	24	63
06:00 PM	0	0	3	1	4	0	1	4	0	5	0	0	0	0	0	0	2	0	1	3	12
06:15 PM	0	0	5	1	6	0	0	3	0	3	0	0	0	0	0	0	3	0	3	6	15
06:30 PM	0	0	2	1	3	0	1	5	0	6	0	0	0	0	0	0	0	0	1	1	10
06:45 PM	0	0	3	0	3	0	2	4	0	6	0	0	0	0	0	0	4	0	2	6	15
Total	0	0	13	3	16	0	4	16	0	20	0	0	0	0	0	0	9	0	7	16	52
Grand Total	0	0	135	41	176	0	48	131	0	179	0	0	0	0	0	0	92	0	52	144	499
Apprch %	0	0	76.7	23.3		0	26.8	73.2	0		0	0	0	0		0	63.9	0	36.1		
Total %	0	0	27.1	8.2	35.3	0	9.6	26.3	0	35.9	0	0	0	0	0	0	18.4	0	10.4	28.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

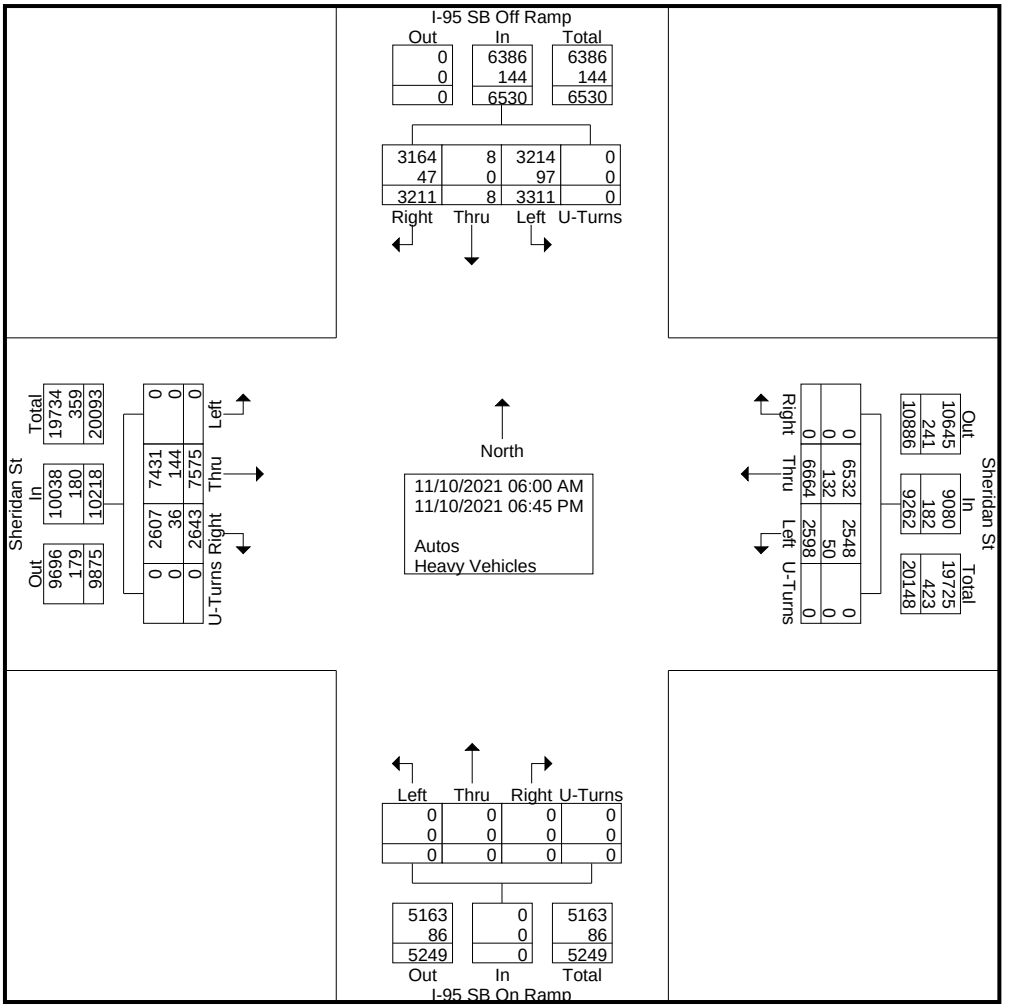
	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	120	51	171	0	54	70	0	124	0	0	0	0	0	0	55	0	70	125	420
06:15 AM	0	0	168	82	250	0	109	107	0	216	0	0	0	0	0	0	58	0	104	162	628
06:30 AM	0	0	259	85	344	0	98	106	0	204	0	0	0	0	0	0	98	0	79	177	725
06:45 AM	0	0	239	98	337	0	98	176	0	274	0	0	0	0	0	0	136	2	129	267	878
Total	0	0	786	316	1102	0	359	459	0	818	0	0	0	0	0	0	347	2	382	731	2651
07:00 AM	0	0	311	95	406	0	120	213	0	333	0	0	0	0	0	0	178	0	134	312	1051
07:15 AM	0	0	388	149	537	0	124	250	0	374	0	0	0	0	0	0	147	0	112	259	1170
07:30 AM	0	0	382	130	512	0	151	333	0	484	0	0	0	0	0	0	148	0	137	285	1281
07:45 AM	0	0	407	130	537	0	113	326	0	439	0	0	0	0	0	0	144	0	137	281	1257
Total	0	0	1488	504	1992	0	508	1122	0	1630	0	0	0	0	0	0	617	0	520	1137	4759
08:00 AM	0	0	356	123	479	0	107	304	0	411	0	0	0	0	0	0	165	0	117	282	1172
08:15 AM	0	0	414	125	539	0	96	285	0	381	0	0	0	0	0	0	157	0	141	298	1218
08:30 AM	0	0	384	120	504	0	107	311	0	418	0	0	0	0	0	0	126	0	115	241	1163
08:45 AM	0	0	364	111	475	0	95	277	0	372	0	0	0	0	0	0	165	0	130	295	1142
Total	0	0	1518	479	1997	0	405	1177	0	1582	0	0	0	0	0	0	613	0	503	1116	4695
*** BREAK ***																					
04:00 PM	0	0	362	137	499	0	122	289	0	411	0	0	0	0	0	0	134	0	142	276	1186
04:15 PM	0	0	338	126	464	0	101	264	0	365	0	0	0	0	0	0	162	0	154	316	1145
04:30 PM	0	0	317	110	427	0	109	306	0	415	0	0	0	0	0	0	178	1	150	329	1171
04:45 PM	0	0	344	113	457	0	115	318	0	433	0	0	0	0	0	0	125	1	144	270	1160
Total	0	0	1361	486	1847	0	447	1177	0	1624	0	0	0	0	0	0	599	2	590	1191	4662
05:00 PM	0	0	365	137	502	0	117	355	0	472	0	0	0	0	0	0	151	1	149	301	1275
05:15 PM	0	0	357	138	495	0	102	366	0	468	0	0	0	0	0	0	105	1	155	261	1224
05:30 PM	0	0	316	85	401	0	118	383	0	501	0	0	0	0	0	0	151	1	160	312	1214
05:45 PM	0	0	357	116	473	0	132	358	0	490	0	0	0	0	0	0	135	1	145	281	1244
Total	0	0	1395	476	1871	0	469	1462	0	1931	0	0	0	0	0	0	542	4	609	1155	4957
06:00 PM	0	0	221	108	329	0	109	324	0	433	0	0	0	0	0	0	159	0	162	321	1083
06:15 PM	0	0	293	112	405	0	99	328	0	427	0	0	0	0	0	0	164	0	177	341	1173
06:30 PM	0	0	254	84	338	0	104	317	0	421	0	0	0	0	0	0	146	0	143	289	1048
06:45 PM	0	0	259	78	337	0	98	298	0	396	0	0	0	0	0	0	124	0	125	249	982
Total	0	0	1027	382	1409	0	410	1267	0	1677	0	0	0	0	0	0	593	0	607	1200	4286
Grand Total	0	0	7575	2643	10218	0	2598	6664	0	9262	0	0	0	0	0	0	3311	8	3211	6530	26010
Apprch %	0	0	74.1	25.9		0	28.1	71.9	0		0	0	0	0		0	50.7	0.1	49.2		
Total %	0	0	29.1	10.2	39.3	0	10	25.6	0	35.6	0	0	0	0	0	0	12.7	0	12.3	25.1	
Autos	0	0	7431	2607	10038	0	2548	6532	0	9080	0	0	0	0	0	0	3214	8	3164	6386	25504
% Autos	0	0	98.1	98.6	98.2	0	98.1	98	0	98	0	0	0	0	0	0	97.1	100	98.5	97.8	98.1
Heavy Vehicles	0	0	144	36	180	0	50	132	0	182	0	0	0	0	0	0	97	0	47	144	506
% Heavy Vehicles	0	0	1.9	1.4	1.8	0	1.9	2	0	2	0	0	0	0	0	0	2.9	0	1.5	2.2	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



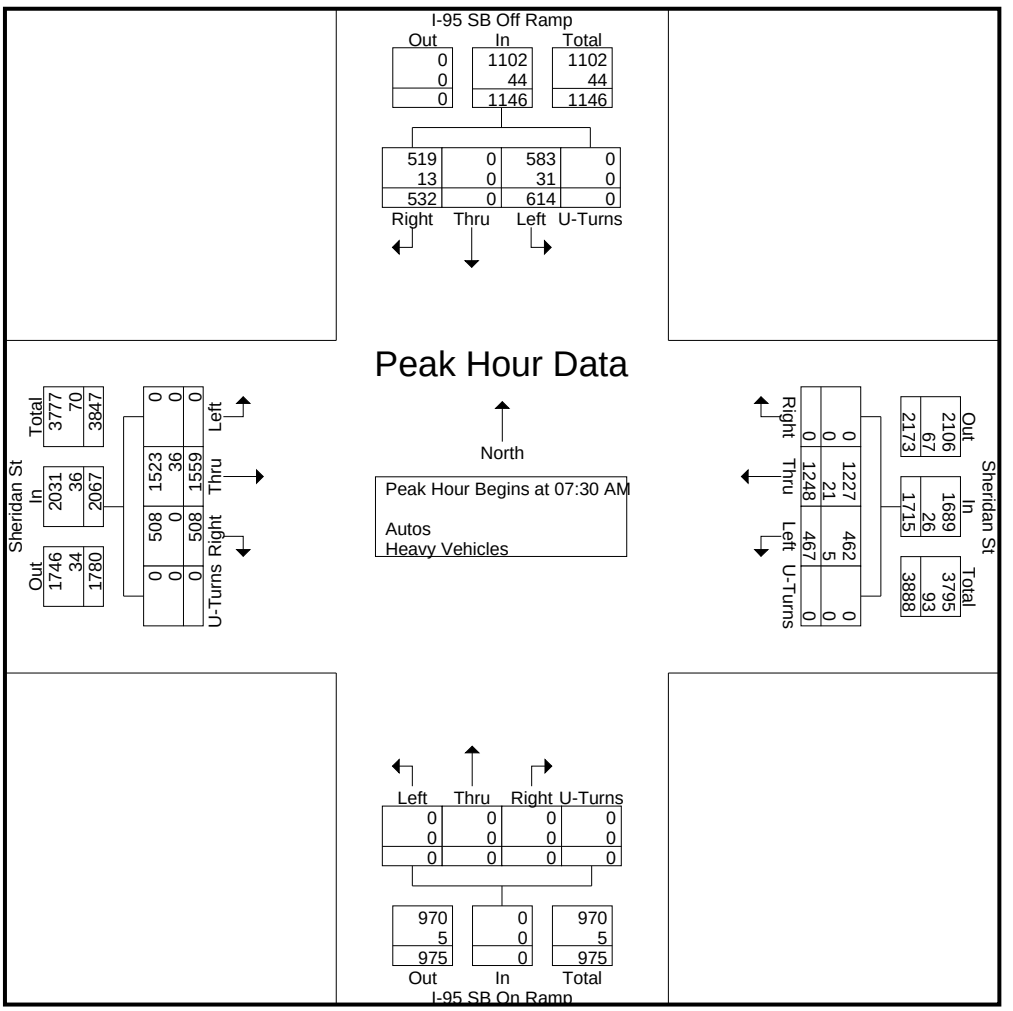
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	382	**130**	512	0	**151**	**333**	0	**484**	0	0	0	0	0	0	148	0	137	285	**1281**
07:45 AM	0	0	407	130	537	0	113	326	0	439	0	0	0	0	0	0	144	0	137	281	1257
08:00 AM	0	0	356	123	479	0	107	304	0	411	0	0	0	0	0	0	**165**	0	117	282	1172
08:15 AM	0	0	**414**	125	**539**	0	96	285	0	381	0	0	0	0	0	0	157	0	**141**	**298**	1218
Total Volume	0	0	1559	508	2067	0	467	1248	0	1715	0	0	0	0	0	0	614	0	532	1146	4928
% App. Total	0	0	75.4	24.6		0	27.2	72.8	0		0	0	0	0		0	53.6	0	46.4		
PHF	.000	.000	.941	.977	.959	.000	.773	.937	.000	.886	.000	.000	.000	.000	.000	.000	.930	.000	.943	.961	.962
Autos	0	0	1523	508	2031	0	462	1227	0	1689	0	0	0	0	0	0	583	0	519	1102	4822
% Autos	0	0	97.7	100	98.3	0	98.9	98.3	0	98.5	0	0	0	0	0	0	95.0	0	97.6	96.2	97.8
Heavy Vehicles	0	0	36	0	36	0	5	21	0	26	0	0	0	0	0	0	31	0	13	44	106
% Heavy Vehicles	0	0	2.3	0	1.7	0	1.1	1.7	0	1.5	0	0	0	0	0	0	5.0	0	2.4	3.8	2.2



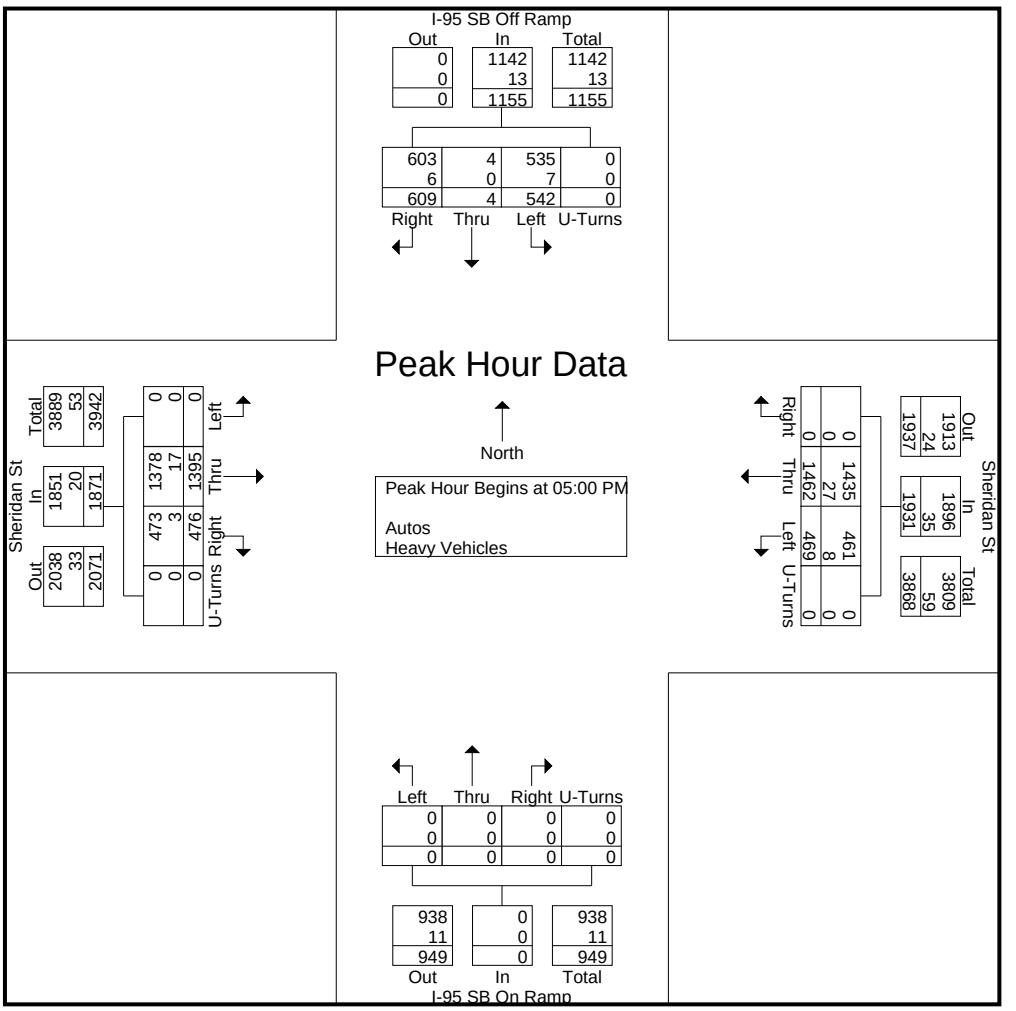
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**365**	137	**502**	0	117	355	0	472	0	0	0	0	0	0	**151**	**1**	149	301	**1275**
05:15 PM	0	0	357	**138**	495	0	102	366	0	468	0	0	0	0	0	0	105	1	155	261	1224
05:30 PM	0	0	316	85	401	0	118	**383**	0	**501**	0	0	0	0	0	0	151	1	**160**	**312**	1214
05:45 PM	0	0	357	116	473	0	**132**	358	0	490	0	0	0	0	0	0	135	1	145	281	1244
Total Volume	0	0	1395	476	1871	0	469	1462	0	1931	0	0	0	0	0	0	542	4	609	1155	4957
% App. Total	0	0	74.6	25.4		0	24.3	75.7	0		0	0	0	0		0	46.9	0.3	52.7		
PHF	.000	.000	.955	.862	.932	.000	.888	.954	.000	.964	.000	.000	.000	.000	.000	.000	.897	1.00	.952	.925	.972
Autos	0	0	1378	473	1851	0	461	1435	0	1896	0	0	0	0	0	0	535	4	603	1142	4889
% Autos	0	0	98.8	99.4	98.9	0	98.3	98.2	0	98.2	0	0	0	0	0	0	98.7	100	99.0	98.9	98.6
Heavy Vehicles	0	0	17	3	20	0	8	27	0	35	0	0	0	0	0	0	7	0	6	13	68
% Heavy Vehicles	0	0	1.2	0.6	1.1	0	1.7	1.8	0	1.8	0	0	0	0	0	0	1.3	0	1.0	1.1	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	1	4	0	0	2	0	2	0	0	0	0	0	0	2	0	2	4	10
06:15 AM	0	0	4	4	8	0	4	3	0	7	0	0	0	0	0	0	0	0	3	3	18
06:30 AM	0	0	14	3	17	0	3	2	0	5	0	0	0	0	0	0	4	0	4	8	30
06:45 AM	0	0	4	1	5	0	2	4	0	6	0	0	0	0	0	0	3	0	2	5	16
Total	0	0	25	9	34	0	9	11	0	20	0	0	0	0	0	0	9	0	11	20	74
07:00 AM	0	0	5	3	8	0	3	4	0	7	0	0	0	0	0	0	9	0	3	12	27
07:15 AM	0	0	6	0	6	0	4	9	0	13	0	0	0	0	0	0	4	0	2	6	25
07:30 AM	0	0	5	0	5	0	1	2	0	3	0	0	0	0	0	0	7	0	3	10	18
07:45 AM	0	0	4	0	4	0	1	5	0	6	0	0	0	0	0	0	4	0	3	7	17
Total	0	0	20	3	23	0	9	20	0	29	0	0	0	0	0	0	24	0	11	35	87
08:00 AM	0	0	14	0	14	0	1	6	0	7	0	0	0	0	0	0	12	0	2	14	35
08:15 AM	0	0	13	0	13	0	2	8	0	10	0	0	0	0	0	0	8	0	5	13	36
08:30 AM	0	0	11	1	12	0	6	12	0	18	0	0	0	0	0	0	8	0	2	10	40
08:45 AM	0	0	6	3	9	0	3	11	0	14	0	0	0	0	0	0	8	0	2	10	33
Total	0	0	44	4	48	0	12	37	0	49	0	0	0	0	0	0	36	0	11	47	144
*** BREAK ***																					
04:00 PM	0	0	9	3	12	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	21
04:15 PM	0	0	6	2	8	0	2	5	0	7	0	0	0	0	0	0	3	0	3	6	21
04:30 PM	0	0	3	3	6	0	2	4	0	6	0	0	0	0	0	0	7	0	1	8	20
04:45 PM	0	0	5	2	7	0	0	8	0	8	0	0	0	0	0	0	2	0	2	4	19
Total	0	0	23	10	33	0	6	18	0	24	0	0	0	0	0	0	18	0	6	24	81
05:00 PM	0	0	4	1	5	0	3	7	0	10	0	0	0	0	0	0	2	0	1	3	18
05:15 PM	0	0	4	1	5	0	2	3	0	5	0	0	0	0	0	0	0	0	1	1	11
05:30 PM	0	0	3	0	3	0	2	9	0	11	0	0	0	0	0	0	2	0	2	4	18
05:45 PM	0	0	6	1	7	0	1	8	0	9	0	0	0	0	0	0	3	0	2	5	21
Total	0	0	17	3	20	0	8	27	0	35	0	0	0	0	0	0	7	0	6	13	68
06:00 PM	0	0	1	3	4	0	2	5	0	7	0	0	0	0	0	0	0	0	1	1	12
06:15 PM	0	0	2	0	2	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	0	5	3	8	0	2	4	0	6	0	0	0	0	0	0	0	0	1	1	15
06:45 PM	0	0	7	1	8	0	1	6	0	7	0	0	0	0	0	0	3	0	0	3	18
Total	0	0	15	7	22	0	6	19	0	25	0	0	0	0	0	0	3	0	2	5	52
Grand Total	0	0	144	36	180	0	50	132	0	182	0	0	0	0	0	0	97	0	47	144	506
Apprch %	0	0	80	20		0	27.5	72.5	0		0	0	0	0		0	67.4	0	32.6		
Total %	0	0	28.5	7.1	35.6	0	9.9	26.1	0	36	0	0	0	0	0	0	19.2	0	9.3	28.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

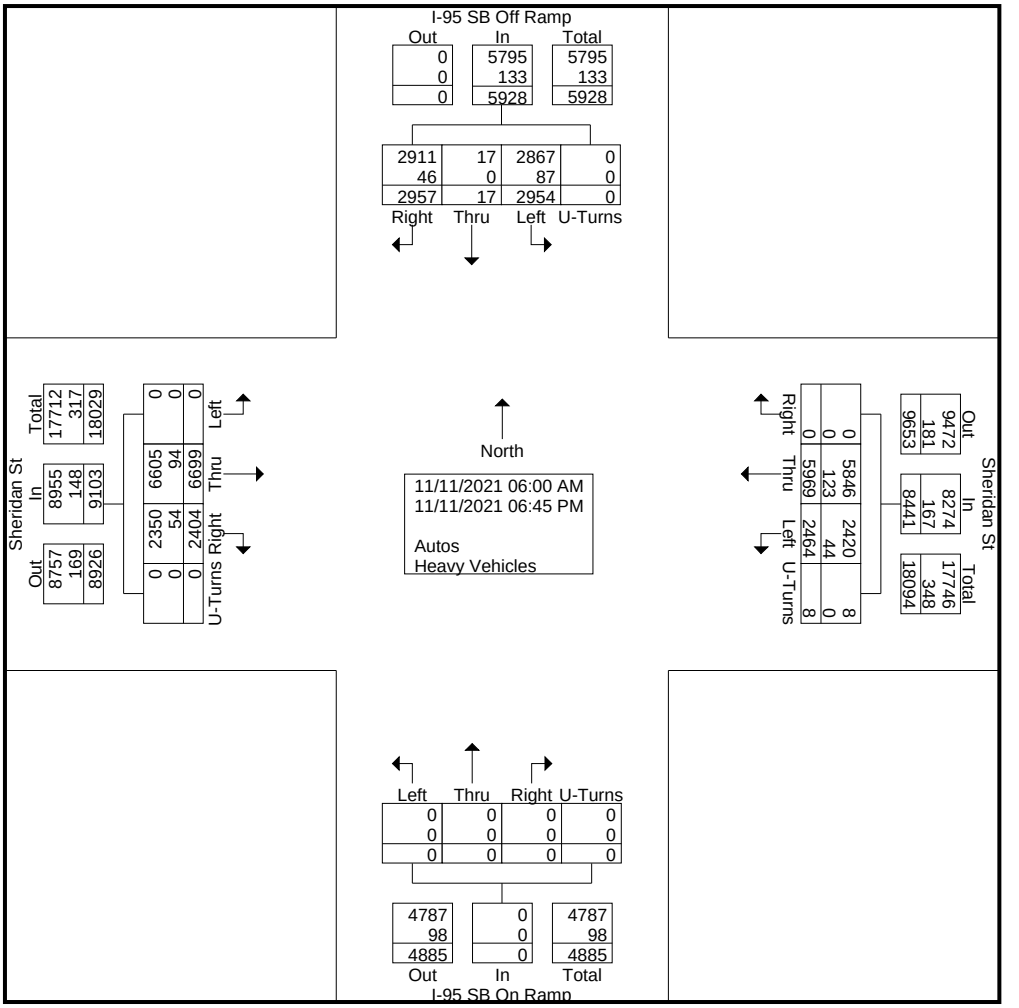
	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	99	33	132	0	66	80	0	146	0	0	0	0	0	0	37	0	66	103	381
06:15 AM	0	0	141	58	199	0	65	60	0	125	0	0	0	0	0	0	48	0	62	110	434
06:30 AM	0	0	169	64	233	0	73	99	0	172	0	0	0	0	0	0	88	0	82	170	575
06:45 AM	0	0	180	72	252	0	110	143	0	253	0	0	0	0	0	0	90	0	112	202	707
Total	0	0	589	227	816	0	314	382	0	696	0	0	0	0	0	0	263	0	322	585	2097
07:00 AM	0	0	213	90	303	0	88	144	0	232	0	0	0	0	0	0	76	0	78	154	689
07:15 AM	0	0	296	106	402	0	94	180	0	274	0	0	0	0	0	0	80	0	97	177	853
07:30 AM	0	0	247	105	352	0	87	225	0	312	0	0	0	0	0	0	150	0	141	291	955
07:45 AM	0	0	321	109	430	0	94	281	0	375	0	0	0	0	0	0	121	0	142	263	1068
Total	0	0	1077	410	1487	0	363	830	0	1193	0	0	0	0	0	0	427	0	458	885	3565
08:00 AM	0	0	263	85	348	1	77	249	0	327	0	0	0	0	0	0	110	0	126	236	911
08:15 AM	0	0	333	114	447	0	97	265	0	362	0	0	0	0	0	0	132	0	112	244	1053
08:30 AM	0	0	291	128	419	1	95	301	0	397	0	0	0	0	0	0	96	1	127	224	1040
08:45 AM	0	0	295	102	397	0	107	326	0	433	0	0	0	0	0	0	111	2	135	248	1078
Total	0	0	1182	429	1611	2	376	1141	0	1519	0	0	0	0	0	0	449	3	500	952	4082
*** BREAK ***																					
04:00 PM	0	0	402	113	515	0	121	298	0	419	0	0	0	0	0	0	136	3	145	284	1218
04:15 PM	0	0	241	104	345	0	114	257	0	371	0	0	0	0	0	0	169	0	143	312	1028
04:30 PM	0	0	347	106	453	1	109	306	0	416	0	0	0	0	0	0	159	1	132	292	1161
04:45 PM	0	0	361	129	490	0	100	304	0	404	0	0	0	0	0	0	142	2	152	296	1190
Total	0	0	1351	452	1803	1	444	1165	0	1610	0	0	0	0	0	0	606	6	572	1184	4597
05:00 PM	0	0	394	156	550	0	135	320	0	455	0	0	0	0	0	0	159	2	150	311	1316
05:15 PM	0	0	394	152	546	0	137	310	0	447	0	0	0	0	0	0	180	3	153	336	1329
05:30 PM	0	0	307	99	406	1	111	339	0	451	0	0	0	0	0	0	185	0	121	306	1163
05:45 PM	0	0	309	97	406	0	116	319	0	435	0	0	0	0	0	0	138	0	118	256	1097
Total	0	0	1404	504	1908	1	499	1288	0	1788	0	0	0	0	0	0	662	5	542	1209	4905
06:00 PM	0	0	274	92	366	1	134	308	0	443	0	0	0	0	0	0	139	0	145	284	1093
06:15 PM	0	0	315	110	425	0	93	306	0	399	0	0	0	0	0	0	153	2	154	309	1133
06:30 PM	0	0	280	104	384	1	137	292	0	430	0	0	0	0	0	0	112	0	140	252	1066
06:45 PM	0	0	227	76	303	2	104	257	0	363	0	0	0	0	0	0	143	1	124	268	934
Total	0	0	1096	382	1478	4	468	1163	0	1635	0	0	0	0	0	0	547	3	563	1113	4226
Grand Total	0	0	6699	2404	9103	8	2464	5969	0	8441	0	0	0	0	0	0	2954	17	2957	5928	23472
Apprch %	0	0	73.6	26.4		0.1	29.2	70.7	0		0	0	0	0		0	49.8	0.3	49.9		
Total %	0	0	28.5	10.2	38.8	0	10.5	25.4	0	36	0	0	0	0	0	0	12.6	0.1	12.6	25.3	
Autos	0	0	6605	2350	8955	8	2420	5846	0	8274	0	0	0	0	0	0	2867	17	2911	5795	23024
% Autos	0	0	98.6	97.8	98.4	100	98.2	97.9	0	98	0	0	0	0	0	0	97.1	100	98.4	97.8	98.1
Heavy Vehicles	0	0	94	54	148	0	44	123	0	167	0	0	0	0	0	0	87	0	46	133	448
% Heavy Vehicles	0	0	1.4	2.2	1.6	0	1.8	2.1	0	2	0	0	0	0	0	0	2.9	0	1.6	2.2	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



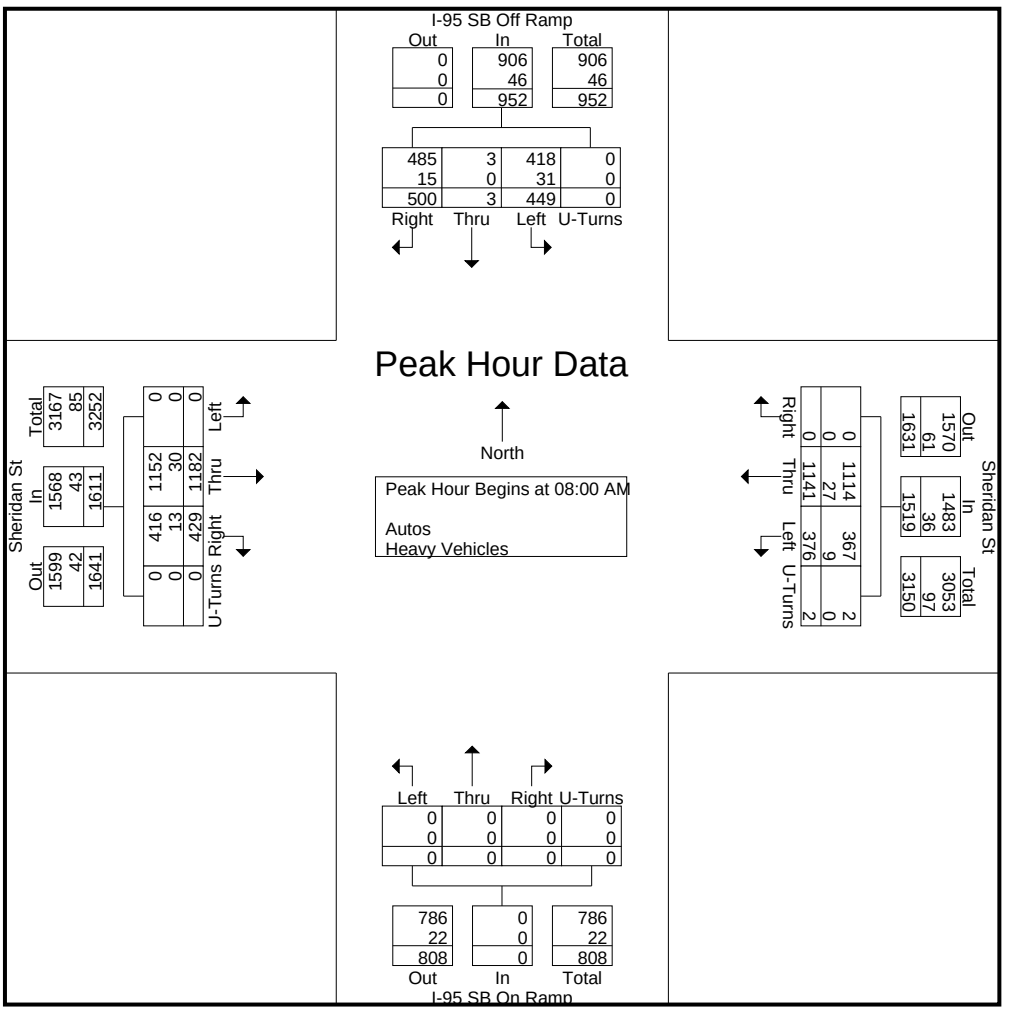
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	263	85	348	**1**	77	249	0	327	0	0	0	0	0	0	110	0	126	236	911
08:15 AM	0	0	**333**	114	**447**	0	97	265	0	362	0	0	0	0	0	0	**132**	0	112	244	1053
08:30 AM	0	0	291	**128**	419	1	95	301	0	397	0	0	0	0	0	0	96	1	127	224	1040
08:45 AM	0	0	295	102	397	0	**107**	**326**	0	**433**	0	0	0	0	0	0	111	**2**	**135**	**248**	**1078**
Total Volume	0	0	1182	429	1611	2	376	1141	0	1519	0	0	0	0	0	0	449	3	500	952	4082
% App. Total	0	0	73.4	26.6		0.1	24.8	75.1	0		0	0	0	0		0	47.2	0.3	52.5		
PHF	.000	.000	.887	.838	.901	.500	.879	.875	.000	.877	.000	.000	.000	.000	.000	.000	.850	.375	.926	.960	.947
Autos	0	0	1152	416	1568	2	367	1114	0	1483	0	0	0	0	0	0	418	3	485	906	3957
% Autos	0	0	97.5	97.0	97.3	100	97.6	97.6	0	97.6	0	0	0	0	0	0	93.1	100	97.0	95.2	96.9
Heavy Vehicles	0	0	30	13	43	0	9	27	0	36	0	0	0	0	0	0	31	0	15	46	125
% Heavy Vehicles	0	0	2.5	3.0	2.7	0	2.4	2.4	0	2.4	0	0	0	0	0	0	6.9	0	3.0	4.8	3.1



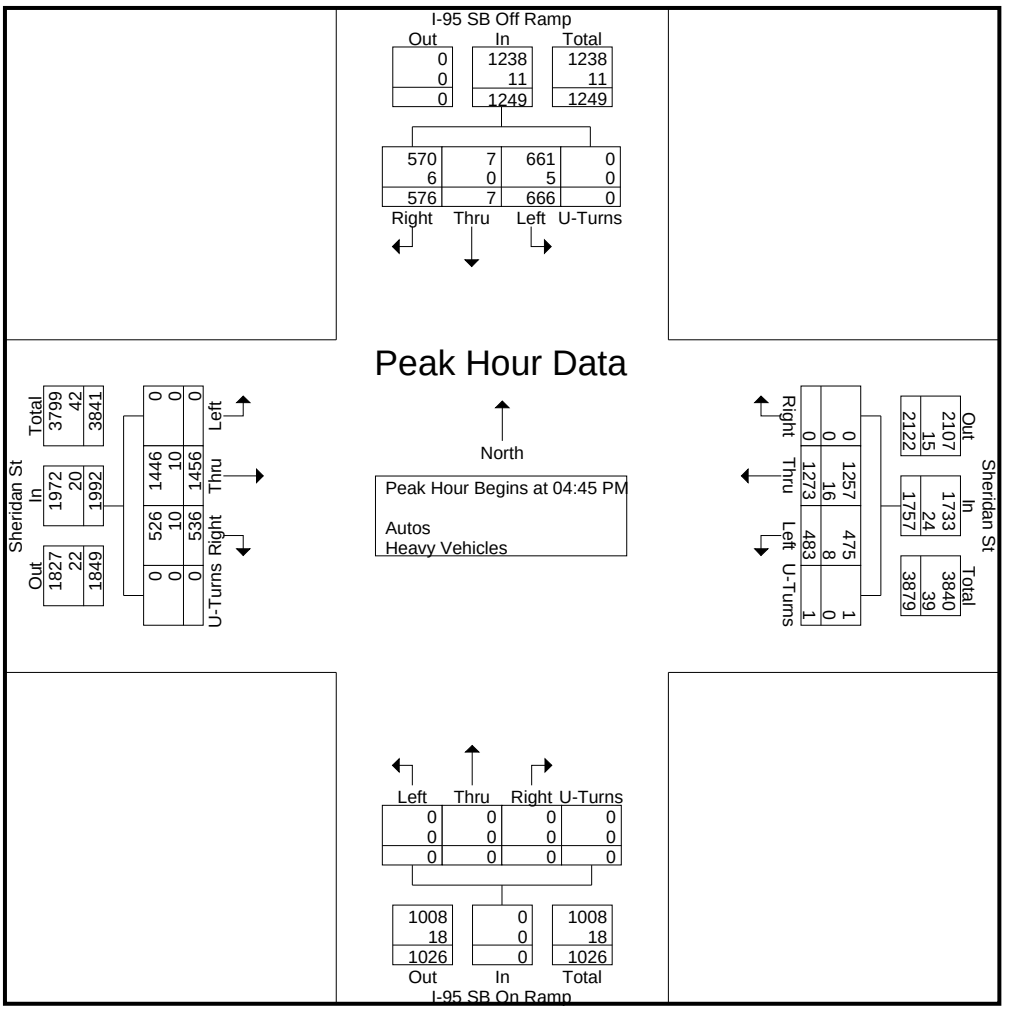
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	361	129	490	0	100	304	0	404	0	0	0	0	0	0	142	2	152	296	1190
05:00 PM	0	0	**394**	**156**	**550**	0	135	320	0	**455**	0	0	0	0	0	0	159	2	150	311	1316
05:15 PM	0	0	394	152	546	0	**137**	310	0	447	0	0	0	0	0	0	180	**3**	**153**	**336**	**1329**
05:30 PM	0	0	307	99	406	**1**	111	**339**	0	451	0	0	0	0	0	0	**185**	0	121	306	1163
Total Volume	0	0	1456	536	1992	1	483	1273	0	1757	0	0	0	0	0	0	666	7	576	1249	4998
% App. Total	0	0	73.1	26.9		0.1	27.5	72.5	0		0	0	0	0		0	53.3	0.6	46.1		
PHF	.000	.000	.924	.859	.905	.250	.881	.939	.000	.965	.000	.000	.000	.000	.000	.000	.900	.583	.941	.929	.940
Autos	0	0	1446	526	1972	1	475	1257	0	1733	0	0	0	0	0	0	661	7	570	1238	4943
% Autos	0	0	99.3	98.1	99.0	100	98.3	98.7	0	98.6	0	0	0	0	0	0	99.2	100	99.0	99.1	98.9
Heavy Vehicles	0	0	10	10	20	0	8	16	0	24	0	0	0	0	0	0	5	0	6	11	55
% Heavy Vehicles	0	0	0.7	1.9	1.0	0	1.7	1.3	0	1.4	0	0	0	0	0	0	0.8	0	1.0	0.9	1.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	0	1	0	3	4	9
06:15 AM	0	0	4	1	5	0	1	3	0	4	0	0	0	0	0	0	4	0	0	4	13
06:30 AM	0	0	6	4	10	0	0	5	0	5	0	0	0	0	0	0	6	0	2	8	23
06:45 AM	0	0	0	3	3	0	4	2	0	6	0	0	0	0	0	0	1	0	1	2	11
Total	0	0	10	8	18	0	6	14	0	20	0	0	0	0	0	0	12	0	6	18	56
07:00 AM	0	0	6	0	6	0	2	3	0	5	0	0	0	0	0	0	2	0	3	5	16
07:15 AM	0	0	5	5	10	0	1	7	0	8	0	0	0	0	0	0	3	0	1	4	22
07:30 AM	0	0	3	2	5	0	2	4	0	6	0	0	0	0	0	0	9	0	2	11	22
07:45 AM	0	0	5	3	8	0	2	11	0	13	0	0	0	0	0	0	8	0	3	11	32
Total	0	0	19	10	29	0	7	25	0	32	0	0	0	0	0	0	22	0	9	31	92
08:00 AM	0	0	3	1	4	0	1	8	0	9	0	0	0	0	0	0	12	0	6	18	31
08:15 AM	0	0	6	5	11	0	4	8	0	12	0	0	0	0	0	0	9	0	3	12	35
08:30 AM	0	0	12	2	14	0	2	6	0	8	0	0	0	0	0	0	2	0	3	5	27
08:45 AM	0	0	9	5	14	0	2	5	0	7	0	0	0	0	0	0	8	0	3	11	32
Total	0	0	30	13	43	0	9	27	0	36	0	0	0	0	0	0	31	0	15	46	125
*** BREAK ***																					
04:00 PM	0	0	7	1	8	0	3	7	0	10	0	0	0	0	0	0	2	0	0	2	20
04:15 PM	0	0	4	5	9	0	4	5	0	9	0	0	0	0	0	0	9	0	1	10	28
04:30 PM	0	0	5	2	7	0	3	9	0	12	0	0	0	0	0	0	0	0	4	4	23
04:45 PM	0	0	6	5	11	0	4	5	0	9	0	0	0	0	0	0	4	0	2	6	26
Total	0	0	22	13	35	0	14	26	0	40	0	0	0	0	0	0	15	0	7	22	97
05:00 PM	0	0	0	2	2	0	2	7	0	9	0	0	0	0	0	0	0	0	3	3	14
05:15 PM	0	0	2	2	4	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	8
05:30 PM	0	0	2	1	3	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	7
05:45 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	7
Total	0	0	5	5	10	0	4	16	0	20	0	0	0	0	0	0	1	0	5	6	36
06:00 PM	0	0	1	2	3	0	0	1	0	1	0	0	0	0	0	0	2	0	1	3	7
06:15 PM	0	0	5	2	7	0	2	5	0	7	0	0	0	0	0	0	1	0	1	2	16
06:30 PM	0	0	2	1	3	0	0	6	0	6	0	0	0	0	0	0	3	0	1	4	13
06:45 PM	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	1	1	6
Total	0	0	8	5	13	0	4	15	0	19	0	0	0	0	0	0	6	0	4	10	42
Grand Total	0	0	94	54	148	0	44	123	0	167	0	0	0	0	0	0	87	0	46	133	448
Apprch %	0	0	63.5	36.5		0	26.3	73.7	0		0	0	0	0		0	65.4	0	34.6		
Total %	0	0	21	12.1	33	0	9.8	27.5	0	37.3	0	0	0	0	0	0	19.4	0	10.3	29.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

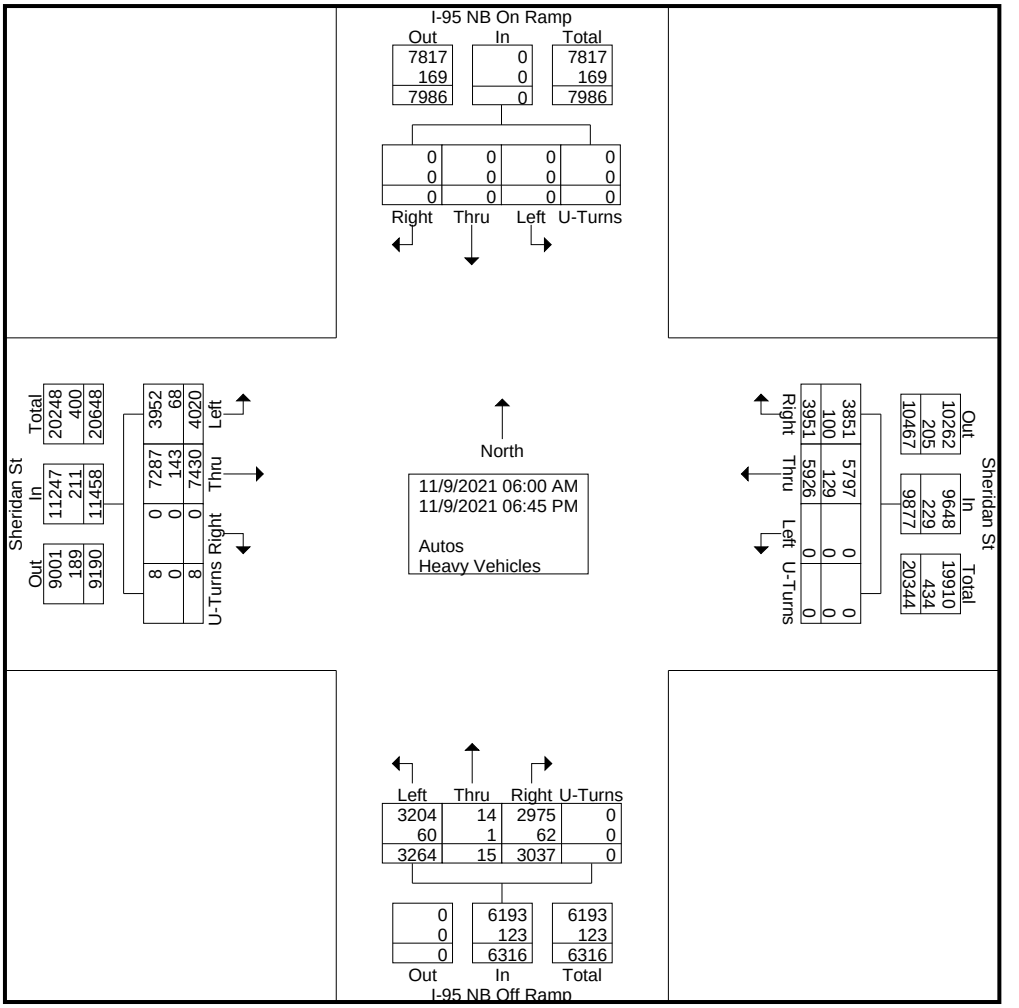
	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	83	83	0	166	0	0	92	97	189	0	36	0	37	73	0	0	0	0	0	428
06:15 AM	0	120	101	0	221	0	0	149	116	265	0	54	1	53	108	0	0	0	0	0	594
06:30 AM	1	142	192	0	335	0	0	176	175	351	0	58	0	71	129	0	0	0	0	0	815
06:45 AM	0	160	221	0	381	0	0	155	144	299	0	109	0	116	225	0	0	0	0	0	905
Total	1	505	597	0	1103	0	0	572	532	1104	0	257	1	277	535	0	0	0	0	0	2742
07:00 AM	0	208	306	0	514	0	0	209	176	385	0	89	0	121	210	0	0	0	0	0	1109
07:15 AM	1	217	332	0	550	0	0	297	212	509	0	115	0	123	238	0	0	0	0	0	1297
07:30 AM	1	261	283	0	545	0	0	233	172	405	0	157	2	96	255	0	0	0	0	0	1205
07:45 AM	0	204	308	0	512	0	0	256	182	438	0	147	0	113	260	0	0	0	0	0	1210
Total	2	890	1229	0	2121	0	0	995	742	1737	0	508	2	453	963	0	0	0	0	0	4821
08:00 AM	0	225	367	0	592	0	0	242	177	419	0	143	0	106	249	0	0	0	0	0	1260
08:15 AM	1	167	353	0	521	0	0	245	169	414	0	162	1	130	293	0	0	0	0	0	1228
08:30 AM	0	185	345	0	530	0	0	254	164	418	0	163	1	161	325	0	0	0	0	0	1273
08:45 AM	1	149	333	0	483	0	0	241	152	393	0	128	0	108	236	0	0	0	0	0	1112
Total	2	726	1398	0	2126	0	0	982	662	1644	0	596	2	505	1103	0	0	0	0	0	4873
*** BREAK ***																					
04:00 PM	0	190	375	0	565	0	0	260	203	463	0	170	1	146	317	0	0	0	0	0	1345
04:15 PM	1	167	313	0	481	0	0	293	199	492	0	128	1	129	258	0	0	0	0	0	1231
04:30 PM	0	150	369	0	519	0	0	277	181	458	0	156	0	146	302	0	0	0	0	0	1279
04:45 PM	0	208	370	0	578	0	0	294	195	489	0	173	0	180	353	0	0	0	0	0	1420
Total	1	715	1427	0	2143	0	0	1124	778	1902	0	627	2	601	1230	0	0	0	0	0	5275
05:00 PM	0	145	354	0	499	0	0	237	199	436	0	142	1	101	244	0	0	0	0	0	1179
05:15 PM	0	223	392	0	615	0	0	256	142	398	0	153	0	157	310	0	0	0	0	0	1323
05:30 PM	0	158	377	0	535	0	0	269	149	418	0	174	0	140	314	0	0	0	0	0	1267
05:45 PM	0	164	363	0	527	0	0	326	195	521	0	170	1	152	323	0	0	0	0	0	1371
Total	0	690	1486	0	2176	0	0	1088	685	1773	0	639	2	550	1191	0	0	0	0	0	5140
06:00 PM	0	123	322	0	445	0	0	295	182	477	0	153	1	144	298	0	0	0	0	0	1220
06:15 PM	1	158	354	0	513	0	0	301	158	459	0	182	2	158	342	0	0	0	0	0	1314
06:30 PM	0	103	302	0	405	0	0	279	118	397	0	166	3	175	344	0	0	0	0	0	1146
06:45 PM	1	110	315	0	426	0	0	290	94	384	0	136	0	174	310	0	0	0	0	0	1120
Total	2	494	1293	0	1789	0	0	1165	552	1717	0	637	6	651	1294	0	0	0	0	0	4800
Grand Total	8	4020	7430	0	11458	0	0	5926	3951	9877	0	3264	15	3037	6316	0	0	0	0	0	27651
Apprch %	0.1	35.1	64.8	0		0	0	60	40		0	51.7	0.2	48.1		0	0	0	0		
Total %	0	14.5	26.9	0	41.4	0	0	21.4	14.3	35.7	0	11.8	0.1	11	22.8	0	0	0	0	0	
Autos	8	3952	7287	0	11247	0	0	5797	3851	9648	0	3204	14	2975	6193	0	0	0	0	0	27088
% Autos	100	98.3	98.1	0	98.2	0	0	97.8	97.5	97.7	0	98.2	93.3	98	98.1	0	0	0	0	0	98
Heavy Vehicles	0	68	143	0	211	0	0	129	100	229	0	60	1	62	123	0	0	0	0	0	563
% Heavy Vehicles	0	1.7	1.9	0	1.8	0	0	2.2	2.5	2.3	0	1.8	6.7	2	1.9	0	0	0	0	0	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



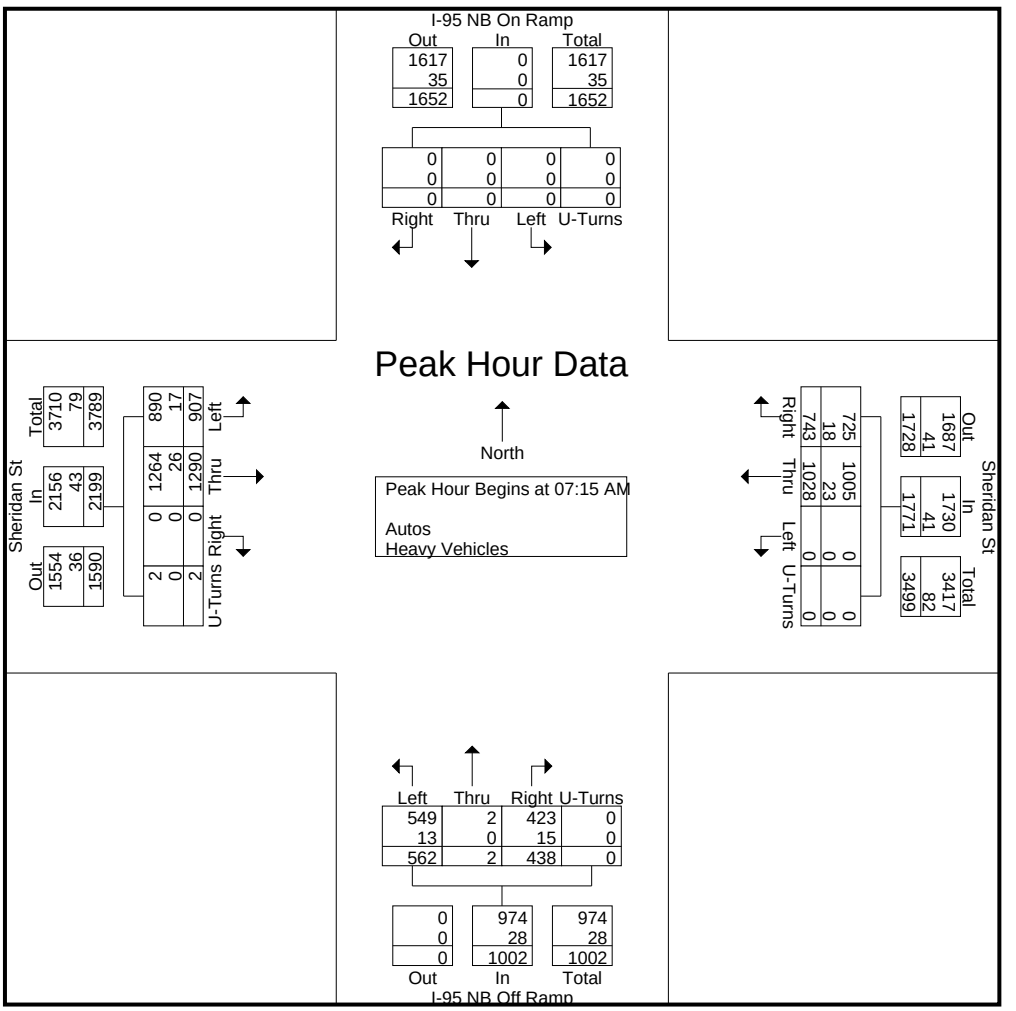
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	217	332	0	550	0	0	**297**	**212**	**509**	0	115	0	**123**	238	0	0	0	0	0	**1297**
07:30 AM	1	**261**	283	0	545	0	0	233	172	405	0	**157**	**2**	96	255	0	0	0	0	0	1205
07:45 AM	0	204	308	0	512	0	0	256	182	438	0	147	0	113	**260**	0	0	0	0	0	1210
08:00 AM	0	225	**367**	0	**592**	0	0	242	177	419	0	143	0	106	249	0	0	0	0	0	1260
Total Volume	2	907	1290	0	2199	0	0	1028	743	1771	0	562	2	438	1002	0	0	0	0	0	4972
% App. Total	0.1	41.2	58.7	0		0	0	58	42		0	56.1	0.2	43.7		0	0	0	0		
PHF	.500	.869	.879	.000	.929	.000	.000	.865	.876	.870	.000	.895	.250	.890	.963	.000	.000	.000	.000	.000	.958
Autos	2	890	1264	0	2156	0	0	1005	725	1730	0	549	2	423	974	0	0	0	0	0	4860
% Autos	100	98.1	98.0	0	98.0	0	0	97.8	97.6	97.7	0	97.7	100	96.6	97.2	0	0	0	0	0	97.7
Heavy Vehicles	0	17	26	0	43	0	0	23	18	41	0	13	0	15	28	0	0	0	0	0	112
% Heavy Vehicles	0	1.9	2.0	0	2.0	0	0	2.2	2.4	2.3	0	2.3	0	3.4	2.8	0	0	0	0	0	2.3



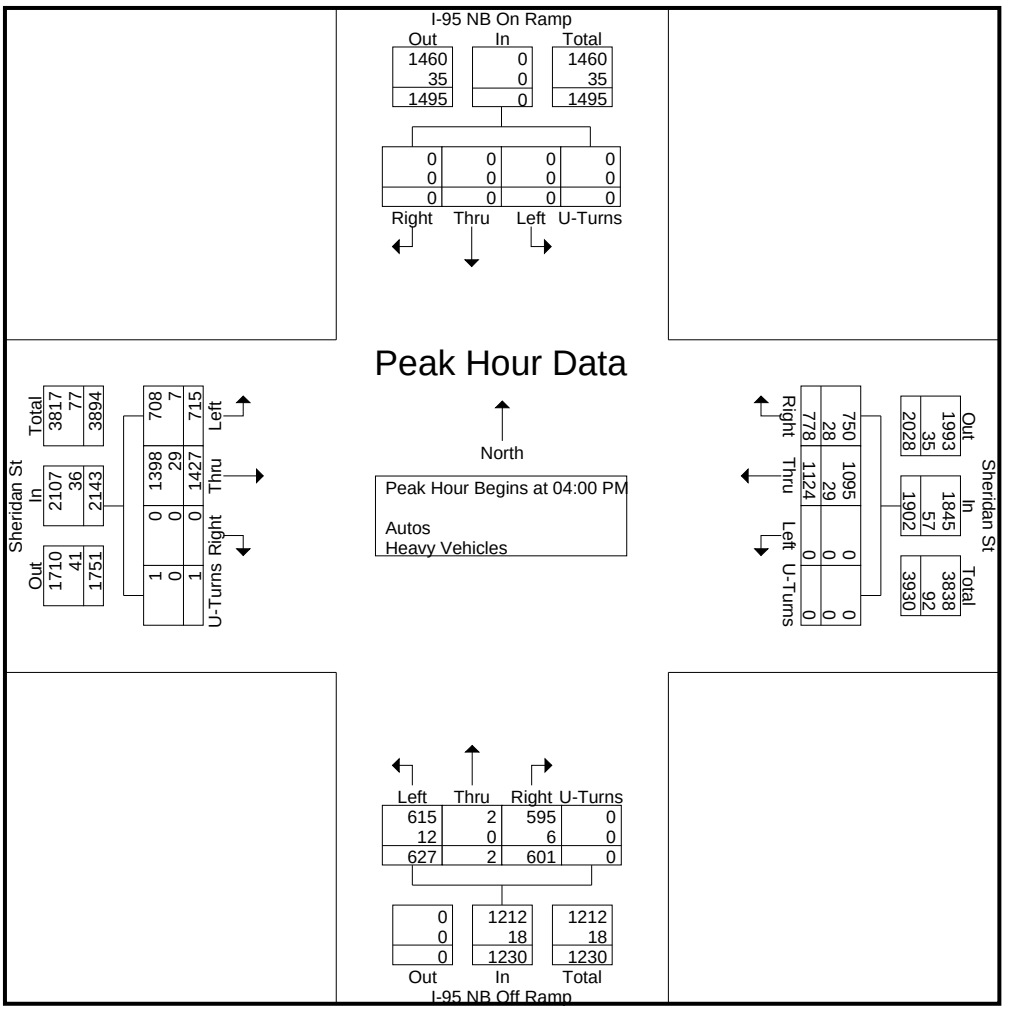
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	190	**375**	0	565	0	0	260	**203**	463	0	170	**1**	146	317	0	0	0	0	0	1345
04:15 PM	**1**	167	313	0	481	0	0	293	199	**492**	0	128	1	129	258	0	0	0	0	0	1231
04:30 PM	0	150	369	0	519	0	0	277	181	458	0	156	0	146	302	0	0	0	0	0	1279
04:45 PM	0	**208**	370	0	**578**	0	0	**294**	195	489	0	**173**	0	**180**	**353**	0	0	0	0	0	**1420**
Total Volume	1	715	1427	0	2143	0	0	1124	778	1902	0	627	2	601	1230	0	0	0	0	0	5275
% App. Total	0	33.4	66.6	0		0	0	59.1	40.9		0	51	0.2	48.9		0	0	0	0		
PHF	.250	.859	.951	.000	.927	.000	.000	.956	.958	.966	.000	.906	.500	.835	.871	.000	.000	.000	.000	.000	.929
Autos	1	708	1398	0	2107	0	0	1095	750	1845	0	615	2	595	1212	0	0	0	0	0	5164
% Autos	100	99.0	98.0	0	98.3	0	0	97.4	96.4	97.0	0	98.1	100	99.0	98.5	0	0	0	0	0	97.9
Heavy Vehicles	0	7	29	0	36	0	0	29	28	57	0	12	0	6	18	0	0	0	0	0	111
% Heavy Vehicles	0	1.0	2.0	0	1.7	0	0	2.6	3.6	3.0	0	1.9	0	1.0	1.5	0	0	0	0	0	2.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	1	7	8	0	3	0	1	4	0	0	0	0	0	15
06:15 AM	0	3	4	0	7	0	0	2	3	5	0	2	1	2	5	0	0	0	0	0	17
06:30 AM	0	8	5	0	13	0	0	6	1	7	0	1	0	3	4	0	0	0	0	0	24
06:45 AM	0	2	9	0	11	0	0	5	8	13	0	2	0	4	6	0	0	0	0	0	30
Total	0	13	21	0	34	0	0	14	19	33	0	8	1	10	19	0	0	0	0	0	86
07:00 AM	0	3	8	0	11	0	0	6	3	9	0	1	0	7	8	0	0	0	0	0	28
07:15 AM	0	3	7	0	10	0	0	13	5	18	0	7	0	6	13	0	0	0	0	0	41
07:30 AM	0	4	5	0	9	0	0	1	4	5	0	3	0	2	5	0	0	0	0	0	19
07:45 AM	0	1	6	0	7	0	0	3	4	7	0	2	0	2	4	0	0	0	0	0	18
Total	0	11	26	0	37	0	0	23	16	39	0	13	0	17	30	0	0	0	0	0	106
08:00 AM	0	9	8	0	17	0	0	6	5	11	0	1	0	5	6	0	0	0	0	0	34
08:15 AM	0	7	10	0	17	0	0	4	4	8	0	3	0	6	9	0	0	0	0	0	34
08:30 AM	0	3	4	0	7	0	0	9	4	13	0	2	0	5	7	0	0	0	0	0	27
08:45 AM	0	5	15	0	20	0	0	10	4	14	0	6	0	5	11	0	0	0	0	0	45
Total	0	24	37	0	61	0	0	29	17	46	0	12	0	21	33	0	0	0	0	0	140
*** BREAK ***																					
04:00 PM	0	0	7	0	7	0	0	8	7	15	0	6	0	2	8	0	0	0	0	0	30
04:15 PM	0	4	4	0	8	0	0	6	7	13	0	1	0	3	4	0	0	0	0	0	25
04:30 PM	0	1	10	0	11	0	0	6	5	11	0	3	0	0	3	0	0	0	0	0	25
04:45 PM	0	2	8	0	10	0	0	9	9	18	0	2	0	1	3	0	0	0	0	0	31
Total	0	7	29	0	36	0	0	29	28	57	0	12	0	6	18	0	0	0	0	0	111
05:00 PM	0	1	3	0	4	0	0	8	1	9	0	1	0	1	2	0	0	0	0	0	15
05:15 PM	0	2	7	0	9	0	0	4	3	7	0	3	0	0	3	0	0	0	0	0	19
05:30 PM	0	1	4	0	5	0	0	5	6	11	0	2	0	0	2	0	0	0	0	0	18
05:45 PM	0	1	4	0	5	0	0	3	5	8	0	1	0	0	1	0	0	0	0	0	14
Total	0	5	18	0	23	0	0	20	15	35	0	7	0	1	8	0	0	0	0	0	66
06:00 PM	0	2	2	0	4	0	0	5	2	7	0	1	0	2	3	0	0	0	0	0	14
06:15 PM	0	3	5	0	8	0	0	2	2	4	0	2	0	1	3	0	0	0	0	0	15
06:30 PM	0	0	2	0	2	0	0	3	0	3	0	4	0	3	7	0	0	0	0	0	12
06:45 PM	0	3	3	0	6	0	0	4	1	5	0	1	0	1	2	0	0	0	0	0	13
Total	0	8	12	0	20	0	0	14	5	19	0	8	0	7	15	0	0	0	0	0	54
Grand Total	0	68	143	0	211	0	0	129	100	229	0	60	1	62	123	0	0	0	0	0	563
Apprch %	0	32.2	67.8	0		0	0	56.3	43.7		0	48.8	0.8	50.4		0	0	0	0		
Total %	0	12.1	25.4	0	37.5	0	0	22.9	17.8	40.7	0	10.7	0.2	11	21.8	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

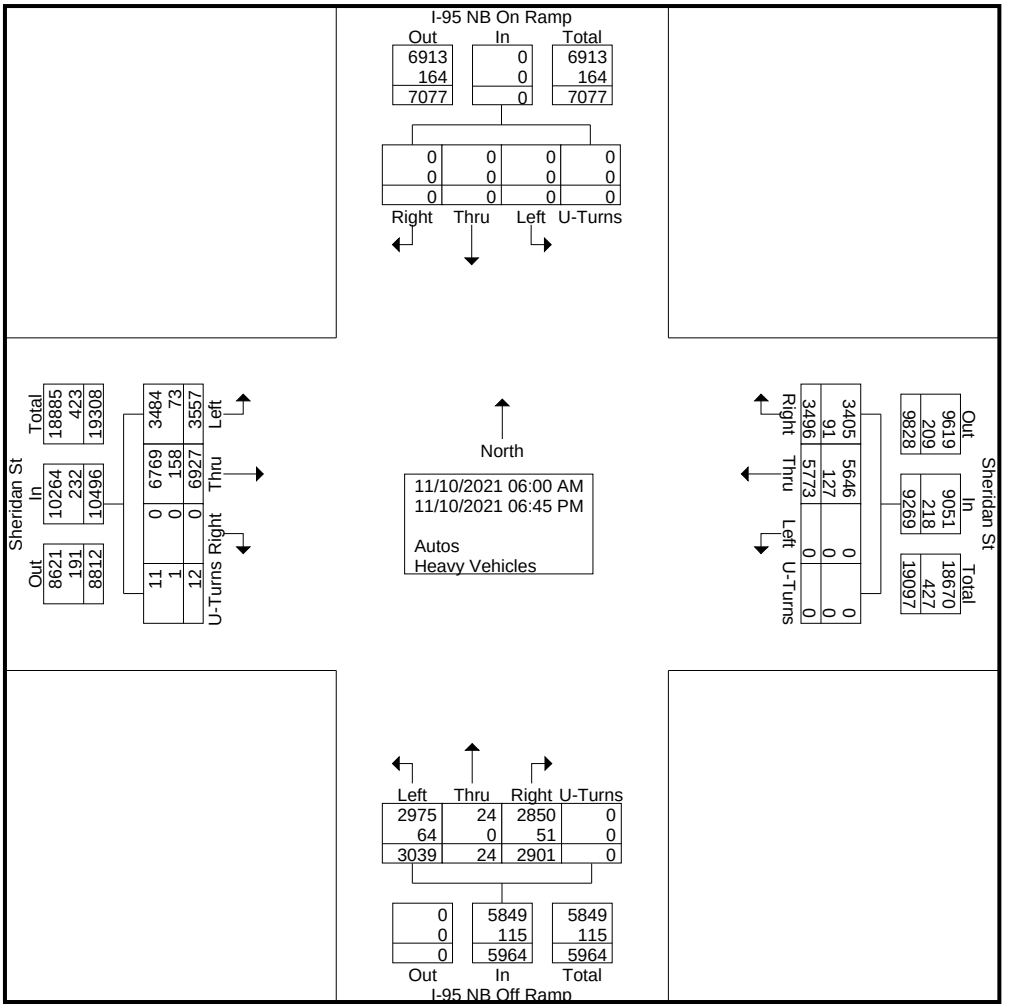
	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	92	78	0	170	0	0	102	113	215	0	34	1	37	72	0	0	0	0	0	457
06:15 AM	0	97	110	0	207	0	0	180	131	311	0	37	0	41	78	0	0	0	0	0	596
06:30 AM	0	115	172	0	287	0	0	161	144	305	0	53	0	49	102	0	0	0	0	0	694
06:45 AM	2	152	210	0	364	0	0	196	184	380	0	67	0	78	145	0	0	0	0	0	889
Total	2	456	570	0	1028	0	0	639	572	1211	0	191	1	205	397	0	0	0	0	0	2636
07:00 AM	0	155	222	0	377	0	0	235	177	412	0	88	0	107	195	0	0	0	0	0	984
07:15 AM	0	190	247	0	437	0	0	261	178	439	0	87	0	136	223	0	0	0	0	0	1099
07:30 AM	1	207	360	0	568	0	0	335	195	530	0	112	0	109	221	0	0	0	0	0	1319
07:45 AM	0	213	301	0	514	0	0	264	175	439	0	159	1	109	269	0	0	0	0	0	1222
Total	1	765	1130	0	1896	0	0	1095	725	1820	0	446	1	461	908	0	0	0	0	0	4624
08:00 AM	0	184	316	0	500	0	0	224	167	391	0	168	0	125	293	0	0	0	0	0	1184
08:15 AM	0	230	342	0	572	0	0	251	170	421	0	120	0	117	237	0	0	0	0	0	1230
08:30 AM	2	186	327	0	515	0	0	260	174	434	0	144	1	114	259	0	0	0	0	0	1208
08:45 AM	0	171	370	0	541	0	0	223	121	344	0	149	1	101	251	0	0	0	0	0	1136
Total	2	771	1355	0	2128	0	0	958	632	1590	0	581	2	457	1040	0	0	0	0	0	4758
*** BREAK ***																					
04:00 PM	3	190	316	0	509	0	0	253	149	402	0	145	1	137	283	0	0	0	0	0	1194
04:15 PM	0	163	346	0	509	0	0	239	159	398	0	123	0	130	253	0	0	0	0	0	1160
04:30 PM	1	154	335	0	490	0	0	288	145	433	0	149	3	134	286	0	0	0	0	0	1209
04:45 PM	0	127	329	0	456	0	0	238	122	360	0	158	3	162	323	0	0	0	0	0	1139
Total	4	634	1326	0	1964	0	0	1018	575	1593	0	575	7	563	1145	0	0	0	0	0	4702
05:00 PM	0	146	357	0	503	0	0	262	161	423	0	189	0	151	340	0	0	0	0	0	1266
05:15 PM	2	147	332	0	481	0	0	269	136	405	0	166	1	182	349	0	0	0	0	0	1235
05:30 PM	0	119	353	0	472	0	0	307	114	421	0	162	3	173	338	0	0	0	0	0	1231
05:45 PM	1	118	316	0	435	0	0	250	147	397	0	160	1	155	316	0	0	0	0	0	1148
Total	3	530	1358	0	1891	0	0	1088	558	1646	0	677	5	661	1343	0	0	0	0	0	4880
06:00 PM	0	111	308	0	419	0	0	276	117	393	0	129	1	151	281	0	0	0	0	0	1093
06:15 PM	0	104	321	0	425	0	0	265	97	362	0	143	2	137	282	0	0	0	0	0	1069
06:30 PM	0	101	279	0	380	0	0	244	117	361	0	145	1	128	274	0	0	0	0	0	1015
06:45 PM	0	85	280	0	365	0	0	190	103	293	0	152	4	138	294	0	0	0	0	0	952
Total	0	401	1188	0	1589	0	0	975	434	1409	0	569	8	554	1131	0	0	0	0	0	4129
Grand Total	12	3557	6927	0	10496	0	0	5773	3496	9269	0	3039	24	2901	5964	0	0	0	0	0	25729
Apprch %	0.1	33.9	66	0		0	0	62.3	37.7		0	51	0.4	48.6		0	0	0	0		
Total %	0	13.8	26.9	0	40.8	0	0	22.4	13.6	36	0	11.8	0.1	11.3	23.2	0	0	0	0	0	
Autos	11	3484	6769	0	10264	0	0	5646	3405	9051	0	2975	24	2850	5849	0	0	0	0	0	25164
% Autos	91.7	97.9	97.7	0	97.8	0	0	97.8	97.4	97.6	0	97.9	100	98.2	98.1	0	0	0	0	0	97.8
Heavy Vehicles	1	73	158	0	232	0	0	127	91	218	0	64	0	51	115	0	0	0	0	0	565
% Heavy Vehicles	8.3	2.1	2.3	0	2.2	0	0	2.2	2.6	2.4	0	2.1	0	1.8	1.9	0	0	0	0	0	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



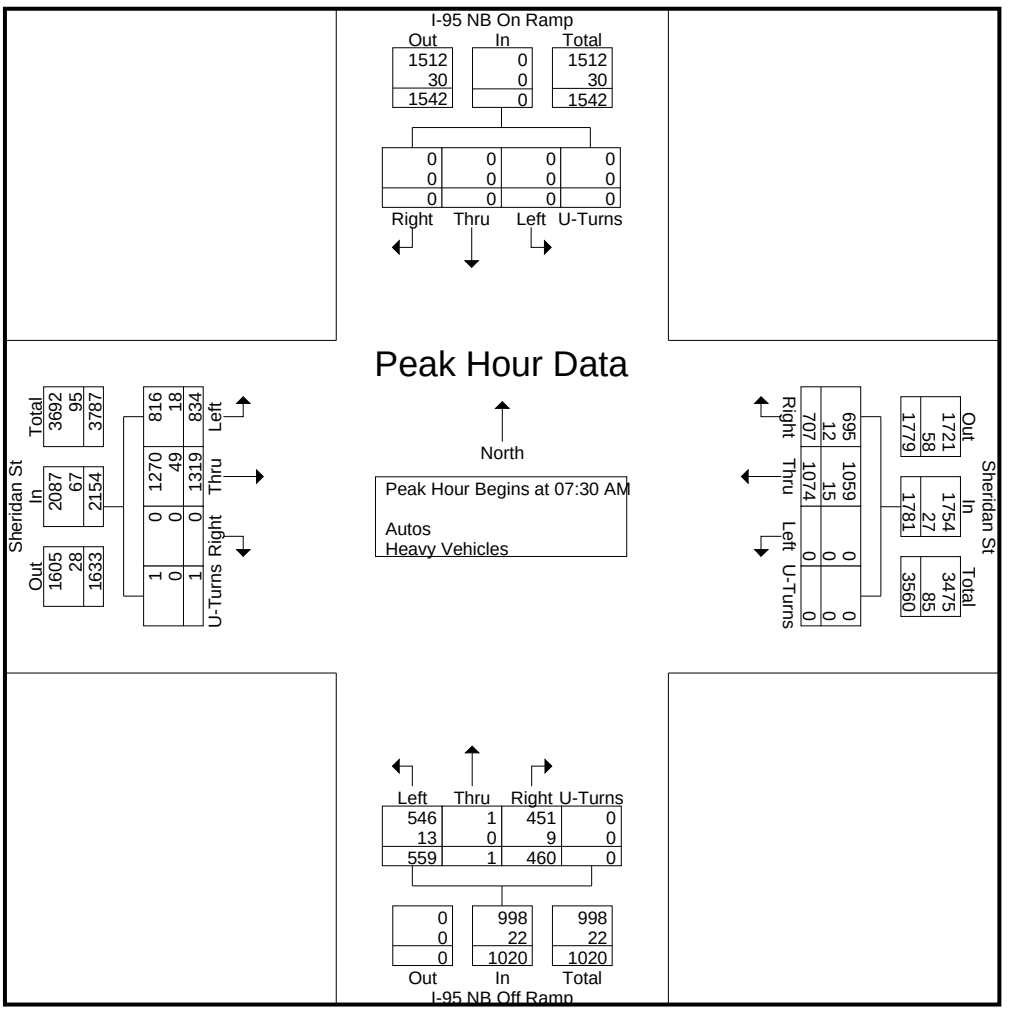
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**1**	207	**360**	0	568	0	0	**335**	**195**	**530**	0	112	0	109	221	0	0	0	0	0	**1319**
07:45 AM	0	213	301	0	514	0	0	264	175	439	0	159	**1**	109	269	0	0	0	0	0	1222
08:00 AM	0	184	316	0	500	0	0	224	167	391	0	**168**	0	**125**	**293**	0	0	0	0	0	1184
08:15 AM	0	**230**	342	0	**572**	0	0	251	170	421	0	120	0	117	237	0	0	0	0	0	1230
Total Volume	1	834	1319	0	2154	0	0	1074	707	1781	0	559	1	460	1020	0	0	0	0	0	4955
% App. Total	0	38.7	61.2	0		0	0	60.3	39.7		0	54.8	0.1	45.1		0	0	0	0		
PHF	.250	.907	.916	.000	.941	.000	.000	.801	.906	.840	.000	.832	.250	.920	.870	.000	.000	.000	.000	.000	.939
Autos	1	816	1270	0	2087	0	0	1059	695	1754	0	546	1	451	998	0	0	0	0	0	4839
% Autos	100	97.8	96.3	0	96.9	0	0	98.6	98.3	98.5	0	97.7	100	98.0	97.8	0	0	0	0	0	97.7
Heavy Vehicles	0	18	49	0	67	0	0	15	12	27	0	13	0	9	22	0	0	0	0	0	116
% Heavy Vehicles	0	2.2	3.7	0	3.1	0	0	1.4	1.7	1.5	0	2.3	0	2.0	2.2	0	0	0	0	0	2.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
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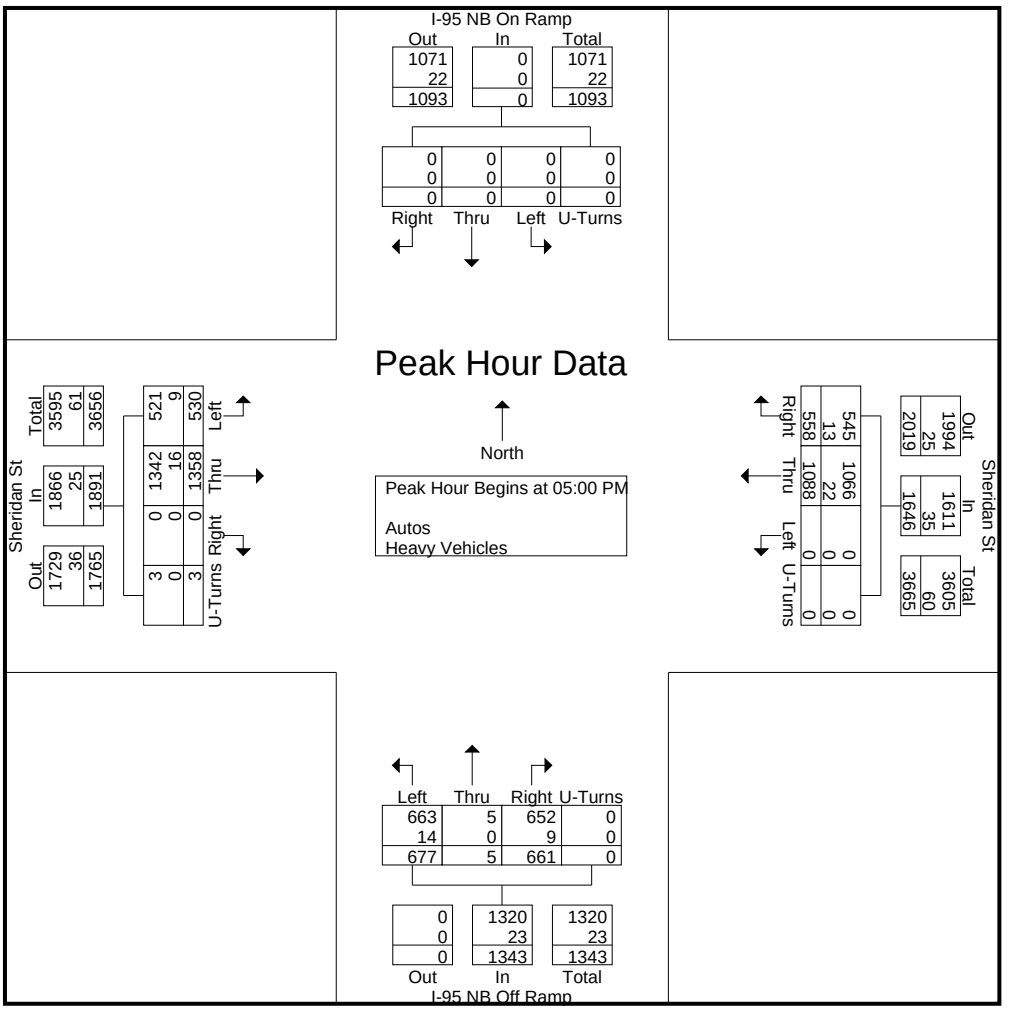
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	146	**357**	0	**503**	0	0	262	**161**	**423**	0	**189**	0	151	340	0	0	0	0	0	**1266**
05:15 PM	**2**	**147**	332	0	481	0	0	269	136	405	0	166	1	**182**	**349**	0	0	0	0	0	1235
05:30 PM	0	119	353	0	472	0	0	**307**	114	421	0	162	**3**	173	338	0	0	0	0	0	1231
05:45 PM	1	118	316	0	435	0	0	250	147	397	0	160	1	155	316	0	0	0	0	0	1148
Total Volume	3	530	1358	0	1891	0	0	1088	558	1646	0	677	5	661	1343	0	0	0	0	0	4880
% App. Total	0.2	28	71.8	0		0	0	66.1	33.9		0	50.4	0.4	49.2		0	0	0	0		
PHF	.375	.901	.951	.000	.940	.000	.000	.886	.866	.973	.000	.896	.417	.908	.962	.000	.000	.000	.000	.000	.964
Autos	3	521	1342	0	1866	0	0	1066	545	1611	0	663	5	652	1320	0	0	0	0	0	4797
% Autos	100	98.3	98.8	0	98.7	0	0	98.0	97.7	97.9	0	97.9	100	98.6	98.3	0	0	0	0	0	98.3
Heavy Vehicles	0	9	16	0	25	0	0	22	13	35	0	14	0	9	23	0	0	0	0	0	83
% Heavy Vehicles	0	1.7	1.2	0	1.3	0	0	2.0	2.3	2.1	0	2.1	0	1.4	1.7	0	0	0	0	0	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	2	0	5	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	12
06:15 AM	0	2	1	0	3	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0	14
06:30 AM	0	2	2	0	4	0	0	4	6	10	0	1	0	0	1	0	0	0	0	0	15
06:45 AM	0	7	9	0	16	0	0	6	8	14	0	2	0	2	4	0	0	0	0	0	34
Total	0	14	14	0	28	0	0	19	23	42	0	3	0	2	5	0	0	0	0	0	75
07:00 AM	0	3	6	0	9	0	0	5	5	10	0	1	0	5	6	0	0	0	0	0	25
07:15 AM	0	3	11	0	14	0	0	9	4	13	0	3	0	5	8	0	0	0	0	0	35
07:30 AM	0	2	10	0	12	0	0	1	2	3	0	4	0	0	4	0	0	0	0	0	19
07:45 AM	0	3	4	0	7	0	0	2	4	6	0	2	0	2	4	0	0	0	0	0	17
Total	0	11	31	0	42	0	0	17	15	32	0	10	0	12	22	0	0	0	0	0	96
08:00 AM	0	6	22	0	28	0	0	4	2	6	0	5	0	3	8	0	0	0	0	0	42
08:15 AM	0	7	13	0	20	0	0	8	4	12	0	2	0	4	6	0	0	0	0	0	38
08:30 AM	1	6	13	0	20	0	0	14	7	21	0	4	0	2	6	0	0	0	0	0	47
08:45 AM	0	3	10	0	13	0	0	11	6	17	0	8	0	3	11	0	0	0	0	0	41
Total	1	22	58	0	81	0	0	37	19	56	0	19	0	12	31	0	0	0	0	0	168
*** BREAK ***																					
04:00 PM	0	5	8	0	13	0	0	3	4	7	0	0	0	3	3	0	0	0	0	0	23
04:15 PM	0	4	6	0	10	0	0	4	5	9	0	3	0	0	3	0	0	0	0	0	22
04:30 PM	0	1	9	0	10	0	0	5	3	8	0	1	0	3	4	0	0	0	0	0	22
04:45 PM	0	2	5	0	7	0	0	4	2	6	0	4	0	2	6	0	0	0	0	0	19
Total	0	12	28	0	40	0	0	16	14	30	0	8	0	8	16	0	0	0	0	0	86
05:00 PM	0	3	4	0	7	0	0	5	2	7	0	3	0	1	4	0	0	0	0	0	18
05:15 PM	0	2	3	0	5	0	0	6	6	12	0	2	0	4	6	0	0	0	0	0	23
05:30 PM	0	0	3	0	3	0	0	6	2	8	0	4	0	2	6	0	0	0	0	0	17
05:45 PM	0	4	6	0	10	0	0	5	3	8	0	5	0	2	7	0	0	0	0	0	25
Total	0	9	16	0	25	0	0	22	13	35	0	14	0	9	23	0	0	0	0	0	83
06:00 PM	0	0	3	0	3	0	0	3	3	6	0	4	0	2	6	0	0	0	0	0	15
06:15 PM	0	1	0	0	1	0	0	3	1	4	0	1	0	0	1	0	0	0	0	0	6
06:30 PM	0	2	1	0	3	0	0	6	2	8	0	2	0	1	3	0	0	0	0	0	14
06:45 PM	0	2	7	0	9	0	0	4	1	5	0	3	0	5	8	0	0	0	0	0	22
Total	0	5	11	0	16	0	0	16	7	23	0	10	0	8	18	0	0	0	0	0	57
Grand Total	1	73	158	0	232	0	0	127	91	218	0	64	0	51	115	0	0	0	0	0	565
Apprch %	0.4	31.5	68.1	0		0	0	58.3	41.7		0	55.7	0	44.3		0	0	0	0		
Total %	0.2	12.9	28	0	41.1	0	0	22.5	16.1	38.6	0	11.3	0	9	20.4	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

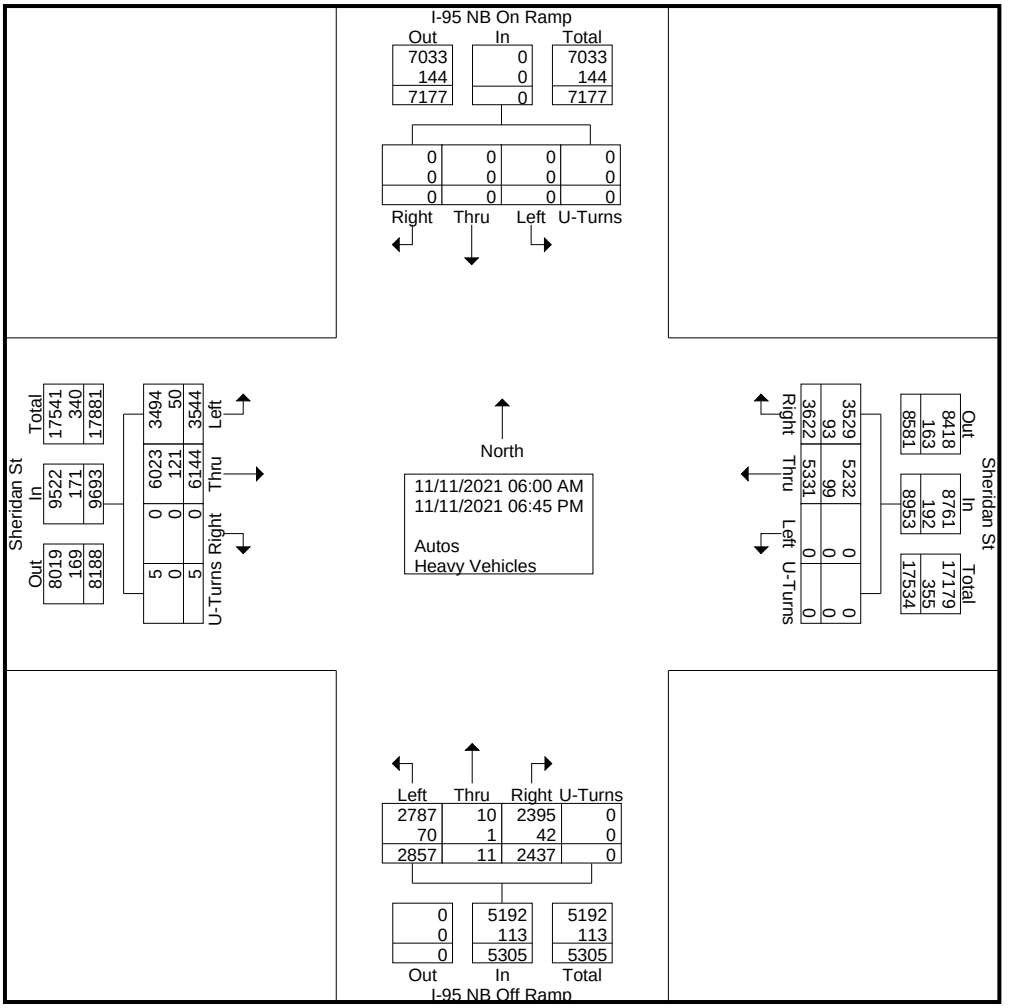
	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	69	63	0	132	0	0	109	83	192	0	27	0	30	57	0	0	0	0	0	381
06:15 AM	0	107	90	0	197	0	0	105	121	226	0	41	0	40	81	0	0	0	0	0	504
06:30 AM	0	127	140	0	267	0	0	125	115	240	0	54	0	47	101	0	0	0	0	0	608
06:45 AM	0	121	155	0	276	0	0	127	110	237	0	75	1	61	137	0	0	0	0	0	650
Total	0	424	448	0	872	0	0	466	429	895	0	197	1	178	376	0	0	0	0	0	2143
07:00 AM	0	143	146	0	289	0	0	171	124	295	0	81	1	91	173	0	0	0	0	0	757
07:15 AM	0	194	178	0	372	0	0	158	160	318	0	95	0	79	174	0	0	0	0	0	864
07:30 AM	0	183	243	0	426	0	0	216	166	382	0	125	0	86	211	0	0	0	0	0	1019
07:45 AM	0	171	258	0	429	0	0	168	145	313	0	131	0	92	223	0	0	0	0	0	965
Total	0	691	825	0	1516	0	0	713	595	1308	0	432	1	348	781	0	0	0	0	0	3605
08:00 AM	0	141	232	0	373	0	0	173	130	303	0	129	0	113	242	0	0	0	0	0	918
08:15 AM	1	193	263	0	457	0	0	204	136	340	0	118	0	110	228	0	0	0	0	0	1025
08:30 AM	2	151	246	0	399	0	0	210	179	389	0	160	1	99	260	0	0	0	0	0	1048
08:45 AM	1	123	270	0	394	0	0	232	137	369	0	149	1	91	241	0	0	0	0	0	1004
Total	4	608	1011	0	1623	0	0	819	582	1401	0	556	2	413	971	0	0	0	0	0	3995
*** BREAK ***																					
04:00 PM	0	195	337	0	532	0	0	294	190	484	0	113	0	125	238	0	0	0	0	0	1254
04:15 PM	0	119	293	0	412	0	0	283	170	453	0	96	1	116	213	0	0	0	0	0	1078
04:30 PM	1	198	318	0	517	0	0	276	174	450	0	145	2	139	286	0	0	0	0	0	1253
04:45 PM	0	184	303	0	487	0	0	241	184	425	0	154	0	109	263	0	0	0	0	0	1175
Total	1	696	1251	0	1948	0	0	1094	718	1812	0	508	3	489	1000	0	0	0	0	0	4760
05:00 PM	0	189	385	0	574	0	0	298	219	517	0	145	1	121	267	0	0	0	0	0	1358
05:15 PM	0	186	407	0	593	0	0	302	187	489	0	151	1	152	304	0	0	0	0	0	1386
05:30 PM	0	116	308	0	424	0	0	309	170	479	0	150	0	124	274	0	0	0	0	0	1177
05:45 PM	0	143	347	0	490	0	0	274	149	423	0	162	0	100	262	0	0	0	0	0	1175
Total	0	634	1447	0	2081	0	0	1183	725	1908	0	608	2	497	1107	0	0	0	0	0	5096
06:00 PM	0	137	293	0	430	0	0	335	145	480	0	155	0	120	275	0	0	0	0	0	1185
06:15 PM	0	132	279	0	411	0	0	248	136	384	0	125	0	129	254	0	0	0	0	0	1049
06:30 PM	0	136	292	0	428	0	0	249	181	430	0	135	2	131	268	0	0	0	0	0	1126
06:45 PM	0	86	298	0	384	0	0	224	111	335	0	141	0	132	273	0	0	0	0	0	992
Total	0	491	1162	0	1653	0	0	1056	573	1629	0	556	2	512	1070	0	0	0	0	0	4352
Grand Total	5	3544	6144	0	9693	0	0	5331	3622	8953	0	2857	11	2437	5305	0	0	0	0	0	23951
Apprch %	0.1	36.6	63.4	0		0	0	59.5	40.5		0	53.9	0.2	45.9		0	0	0	0		
Total %	0	14.8	25.7	0	40.5	0	0	22.3	15.1	37.4	0	11.9	0	10.2	22.1	0	0	0	0	0	
Autos	5	3494	6023	0	9522	0	0	5232	3529	8761	0	2787	10	2395	5192	0	0	0	0	0	23475
% Autos	100	98.6	98	0	98.2	0	0	98.1	97.4	97.9	0	97.5	90.9	98.3	97.9	0	0	0	0	0	98
Heavy Vehicles	0	50	121	0	171	0	0	99	93	192	0	70	1	42	113	0	0	0	0	0	476
% Heavy Vehicles	0	1.4	2	0	1.8	0	0	1.9	2.6	2.1	0	2.5	9.1	1.7	2.1	0	0	0	0	0	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



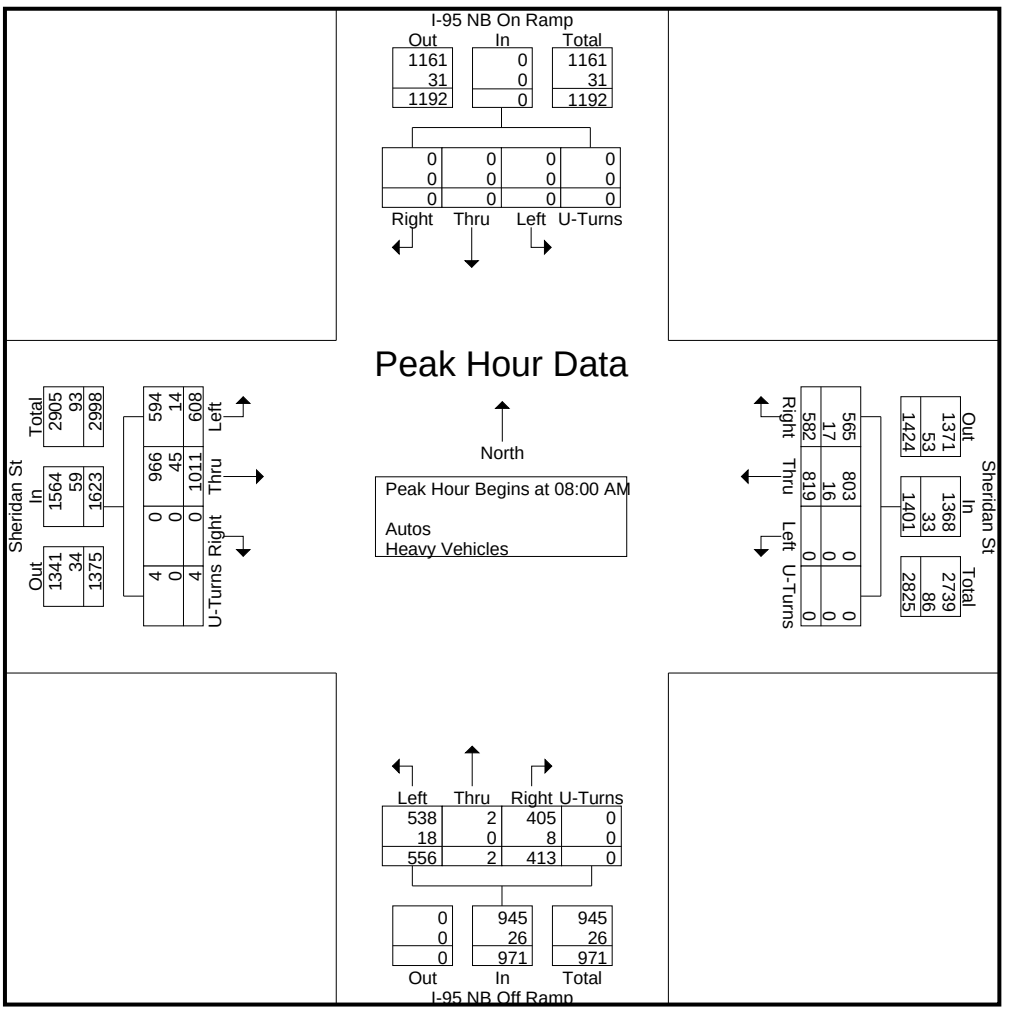
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	141	232	0	373	0	0	173	130	303	0	129	0	**113**	242	0	0	0	0	0	918
08:15 AM	1	**193**	263	0	**457**	0	0	204	136	340	0	118	0	110	228	0	0	0	0	0	1025
08:30 AM	**2**	151	246	0	399	0	0	210	**179**	**389**	0	**160**	**1**	99	**260**	0	0	0	0	0	**1048**
08:45 AM	1	123	**270**	0	394	0	0	**232**	137	369	0	149	1	91	241	0	0	0	0	0	1004
Total Volume	4	608	1011	0	1623	0	0	819	582	1401	0	556	2	413	971	0	0	0	0	0	3995
% App. Total	0.2	37.5	62.3	0		0	0	58.5	41.5		0	57.3	0.2	42.5		0	0	0	0		
PHF	.500	.788	.936	.000	.888	.000	.000	.883	.813	.900	.000	.869	.500	.914	.934	.000	.000	.000	.000	.000	.953
Autos	4	594	966	0	1564	0	0	803	565	1368	0	538	2	405	945	0	0	0	0	0	3877
% Autos	100	97.7	95.5	0	96.4	0	0	98.0	97.1	97.6	0	96.8	100	98.1	97.3	0	0	0	0	0	97.0
Heavy Vehicles	0	14	45	0	59	0	0	16	17	33	0	18	0	8	26	0	0	0	0	0	118
% Heavy Vehicles	0	2.3	4.5	0	3.6	0	0	2.0	2.9	2.4	0	3.2	0	1.9	2.7	0	0	0	0	0	3.0



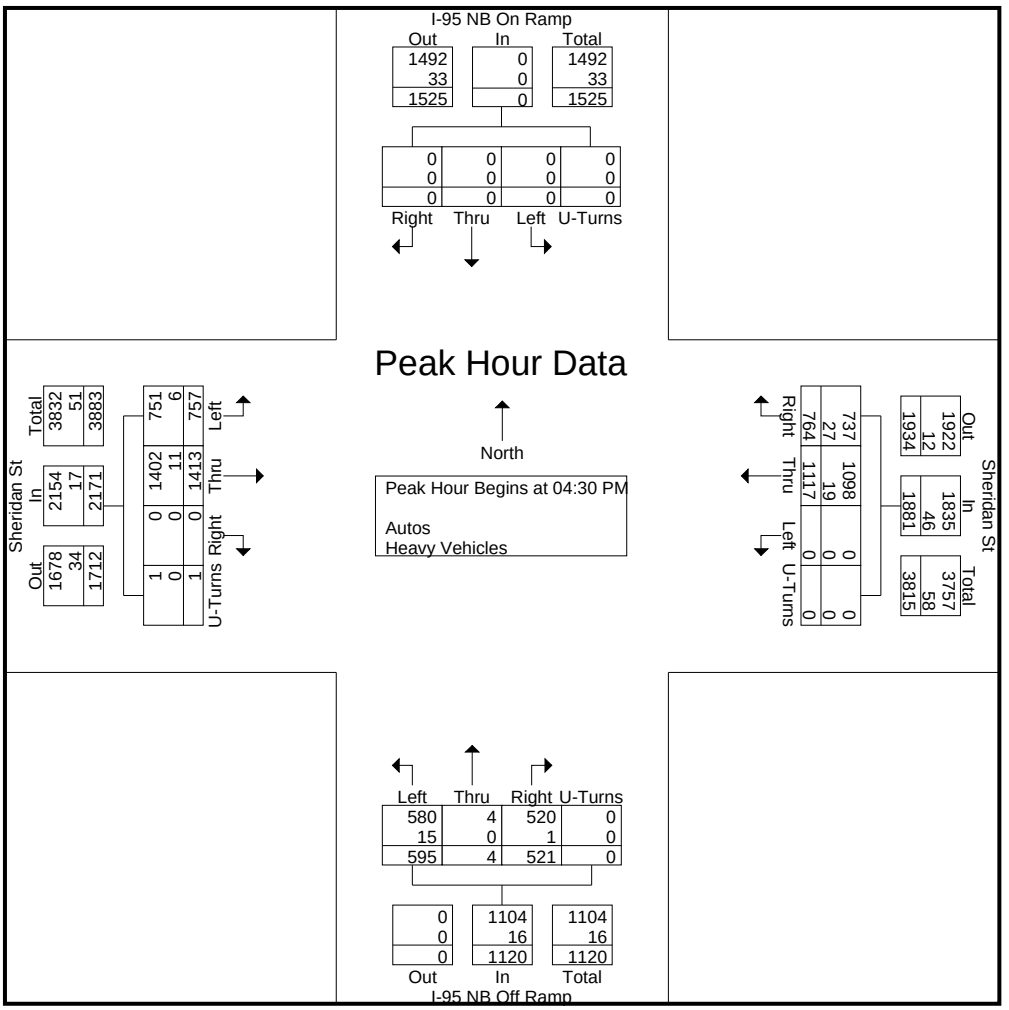
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**1**	**198**	318	0	517	0	0	276	174	450	0	145	**2**	139	286	0	0	0	0	0	1253
04:45 PM	0	184	303	0	487	0	0	241	184	425	0	**154**	0	109	263	0	0	0	0	0	1175
05:00 PM	0	189	385	0	574	0	0	298	**219**	**517**	0	145	1	121	267	0	0	0	0	0	1358
05:15 PM	0	186	**407**	0	**593**	0	0	**302**	187	489	0	151	1	**152**	**304**	0	0	0	0	0	**1386**
Total Volume	1	757	1413	0	2171	0	0	1117	764	1881	0	595	4	521	1120	0	0	0	0	0	5172
% App. Total	0	34.9	65.1	0		0	0	59.4	40.6		0	53.1	0.4	46.5		0	0	0	0		
PHF	.250	.956	.868	.000	.915	.000	.000	.925	.872	.910	.000	.966	.500	.857	.921	.000	.000	.000	.000	.000	.933
Autos	1	751	1402	0	2154	0	0	1098	737	1835	0	580	4	520	1104	0	0	0	0	0	5093
% Autos	100	99.2	99.2	0	99.2	0	0	98.3	96.5	97.6	0	97.5	100	99.8	98.6	0	0	0	0	0	98.5
Heavy Vehicles	0	6	11	0	17	0	0	19	27	46	0	15	0	1	16	0	0	0	0	0	79
% Heavy Vehicles	0	0.8	0.8	0	0.8	0	0	1.7	3.5	2.4	0	2.5	0	0.2	1.4	0	0	0	0	0	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	3	3	6	0	2	0	2	4	0	0	0	0	0	11
06:15 AM	0	4	4	0	8	0	0	4	6	10	0	1	0	3	4	0	0	0	0	0	22
06:30 AM	0	4	6	0	10	0	0	5	1	6	0	2	0	5	7	0	0	0	0	0	23
06:45 AM	0	0	2	0	2	0	0	2	3	5	0	3	1	3	7	0	0	0	0	0	14
Total	0	8	13	0	21	0	0	14	13	27	0	8	1	13	22	0	0	0	0	0	70
07:00 AM	0	3	4	0	7	0	0	5	3	8	0	0	0	2	2	0	0	0	0	0	17
07:15 AM	0	2	5	0	7	0	0	1	2	3	0	7	0	3	10	0	0	0	0	0	20
07:30 AM	0	0	10	0	10	0	0	6	4	10	0	2	0	1	3	0	0	0	0	0	23
07:45 AM	0	2	9	0	11	0	0	6	4	10	0	4	0	4	8	0	0	0	0	0	29
Total	0	7	28	0	35	0	0	18	13	31	0	13	0	10	23	0	0	0	0	0	89
08:00 AM	0	1	14	0	15	0	0	2	5	7	0	7	0	1	8	0	0	0	0	0	30
08:15 AM	0	2	12	0	14	0	0	6	2	8	0	5	0	3	8	0	0	0	0	0	30
08:30 AM	0	7	8	0	15	0	0	6	8	14	0	2	0	0	2	0	0	0	0	0	31
08:45 AM	0	4	11	0	15	0	0	2	2	4	0	4	0	4	8	0	0	0	0	0	27
Total	0	14	45	0	59	0	0	16	17	33	0	18	0	8	26	0	0	0	0	0	118
*** BREAK ***																					
04:00 PM	0	7	2	0	9	0	0	6	12	18	0	3	0	0	3	0	0	0	0	0	30
04:15 PM	0	1	12	0	13	0	0	7	4	11	0	3	0	4	7	0	0	0	0	0	31
04:30 PM	0	2	3	0	5	0	0	9	4	13	0	3	0	1	4	0	0	0	0	0	22
04:45 PM	0	4	5	0	9	0	0	8	8	16	0	2	0	0	2	0	0	0	0	0	27
Total	0	14	22	0	36	0	0	30	28	58	0	11	0	5	16	0	0	0	0	0	110
05:00 PM	0	0	0	0	0	0	0	2	13	15	0	7	0	0	7	0	0	0	0	0	22
05:15 PM	0	0	3	0	3	0	0	0	2	2	0	3	0	0	3	0	0	0	0	0	8
05:30 PM	0	2	1	0	3	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0	10
05:45 PM	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	4	0	6	0	0	11	18	29	0	10	0	0	10	0	0	0	0	0	45
06:00 PM	0	1	3	0	4	0	0	1	1	2	0	1	0	0	1	0	0	0	0	0	7
06:15 PM	0	1	1	0	2	0	0	4	0	4	0	3	0	1	4	0	0	0	0	0	10
06:30 PM	0	3	5	0	8	0	0	3	1	4	0	2	0	4	6	0	0	0	0	0	18
06:45 PM	0	0	0	0	0	0	0	2	2	4	0	4	0	1	5	0	0	0	0	0	9
Total	0	5	9	0	14	0	0	10	4	14	0	10	0	6	16	0	0	0	0	0	44
Grand Total	0	50	121	0	171	0	0	99	93	192	0	70	1	42	113	0	0	0	0	0	476
Apprch %	0	29.2	70.8	0		0	0	51.6	48.4		0	61.9	0.9	37.2		0	0	0	0		
Total %	0	10.5	25.4	0	35.9	0	0	20.8	19.5	40.3	0	14.7	0.2	8.8	23.7	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

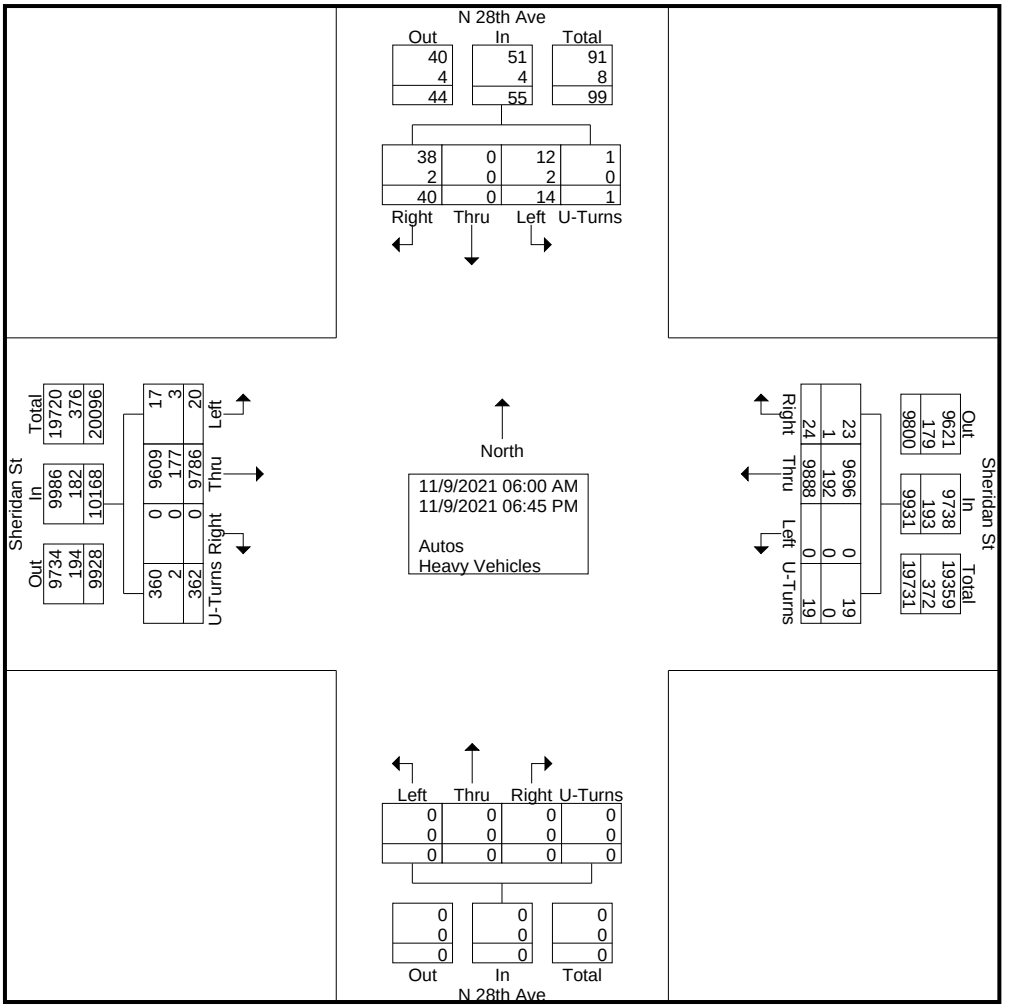
	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	11	2	114	0	127	1	0	203	0	204	0	0	0	0	0	0	0	0	1	1	332
06:15 AM	9	2	143	0	154	1	0	260	0	261	0	0	0	0	0	0	0	0	1	1	416
06:30 AM	17	0	270	0	287	1	0	345	0	346	0	0	0	0	0	0	1	0	2	3	636
06:45 AM	17	1	338	0	356	0	0	292	0	292	0	0	0	0	0	0	0	0	0	0	648
Total	54	5	865	0	924	3	0	1100	0	1103	0	0	0	0	0	0	1	0	4	5	2032
07:00 AM	28	0	392	0	420	0	0	455	0	455	0	0	0	0	0	0	2	0	1	3	878
07:15 AM	26	1	437	0	464	0	0	490	0	490	0	0	0	0	0	0	1	0	2	3	957
07:30 AM	16	0	371	0	387	1	0	488	1	490	0	0	0	0	0	0	0	0	3	3	880
07:45 AM	22	0	440	0	462	1	0	456	0	457	0	0	0	0	0	0	0	0	1	1	920
Total	92	1	1640	0	1733	2	0	1889	1	1892	0	0	0	0	0	0	3	0	7	10	3635
08:00 AM	17	0	405	0	422	0	0	384	0	384	0	0	0	0	0	0	0	0	1	1	807
08:15 AM	15	2	476	0	493	0	0	448	0	448	0	0	0	0	0	0	2	0	2	4	945
08:30 AM	17	0	494	0	511	2	0	512	2	516	0	0	0	0	0	0	1	0	1	2	1029
08:45 AM	13	0	402	0	415	0	0	360	1	361	0	0	0	0	0	0	1	0	5	6	782
Total	62	2	1777	0	1841	2	0	1704	3	1709	0	0	0	0	0	0	4	0	9	13	3563
*** BREAK ***																					
04:00 PM	18	0	435	0	453	0	0	469	2	471	0	0	0	0	0	0	1	0	1	2	926
04:15 PM	13	1	446	0	460	0	0	471	1	472	0	0	0	0	0	1	1	0	0	2	934
04:30 PM	12	2	464	0	478	3	0	451	0	454	0	0	0	0	0	0	0	0	1	1	933
04:45 PM	15	0	482	0	497	1	0	408	0	409	0	0	0	0	0	0	0	0	0	0	906
Total	58	3	1827	0	1888	4	0	1799	3	1806	0	0	0	0	0	1	2	0	2	5	3699
05:00 PM	10	1	459	0	470	1	0	441	4	446	0	0	0	0	0	0	0	0	9	9	925
05:15 PM	7	0	503	0	510	0	0	421	3	424	0	0	0	0	0	0	0	0	0	0	934
05:30 PM	12	0	476	0	488	0	0	454	1	455	0	0	0	0	0	0	0	0	0	0	943
05:45 PM	7	2	438	0	447	2	0	482	1	485	0	0	0	0	0	0	0	0	1	1	933
Total	36	3	1876	0	1915	3	0	1798	9	1810	0	0	0	0	0	0	0	0	10	10	3735
06:00 PM	12	0	434	0	446	0	0	434	3	437	0	0	0	0	0	0	2	0	3	5	888
06:15 PM	19	3	465	0	487	1	0	432	2	435	0	0	0	0	0	0	0	0	2	2	924
06:30 PM	12	1	458	0	471	2	0	406	3	411	0	0	0	0	0	0	1	0	3	4	886
06:45 PM	17	2	444	0	463	2	0	326	0	328	0	0	0	0	0	0	1	0	0	1	792
Total	60	6	1801	0	1867	5	0	1598	8	1611	0	0	0	0	0	0	4	0	8	12	3490
Grand Total	362	20	9786	0	10168	19	0	9888	24	9931	0	0	0	0	0	1	14	0	40	55	20154
Apprch %	3.6	0.2	96.2	0		0.2	0	99.6	0.2		0	0	0	0		1.8	25.5	0	72.7		
Total %	1.8	0.1	48.6	0	50.5	0.1	0	49.1	0.1	49.3	0	0	0	0	0	0	0.1	0	0.2	0.3	
Autos	360	17	9609	0	9986	19	0	9696	23	9738	0	0	0	0	0	1	12	0	38	51	19775
% Autos	99.4	85	98.2	0	98.2	100	0	98.1	95.8	98.1	0	0	0	0	0	100	85.7	0	95	92.7	98.1
Heavy Vehicles	2	3	177	0	182	0	0	192	1	193	0	0	0	0	0	0	2	0	2	4	379
% Heavy Vehicles	0.6	15	1.8	0	1.8	0	0	1.9	4.2	1.9	0	0	0	0	0	0	14.3	0	5	7.3	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



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8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
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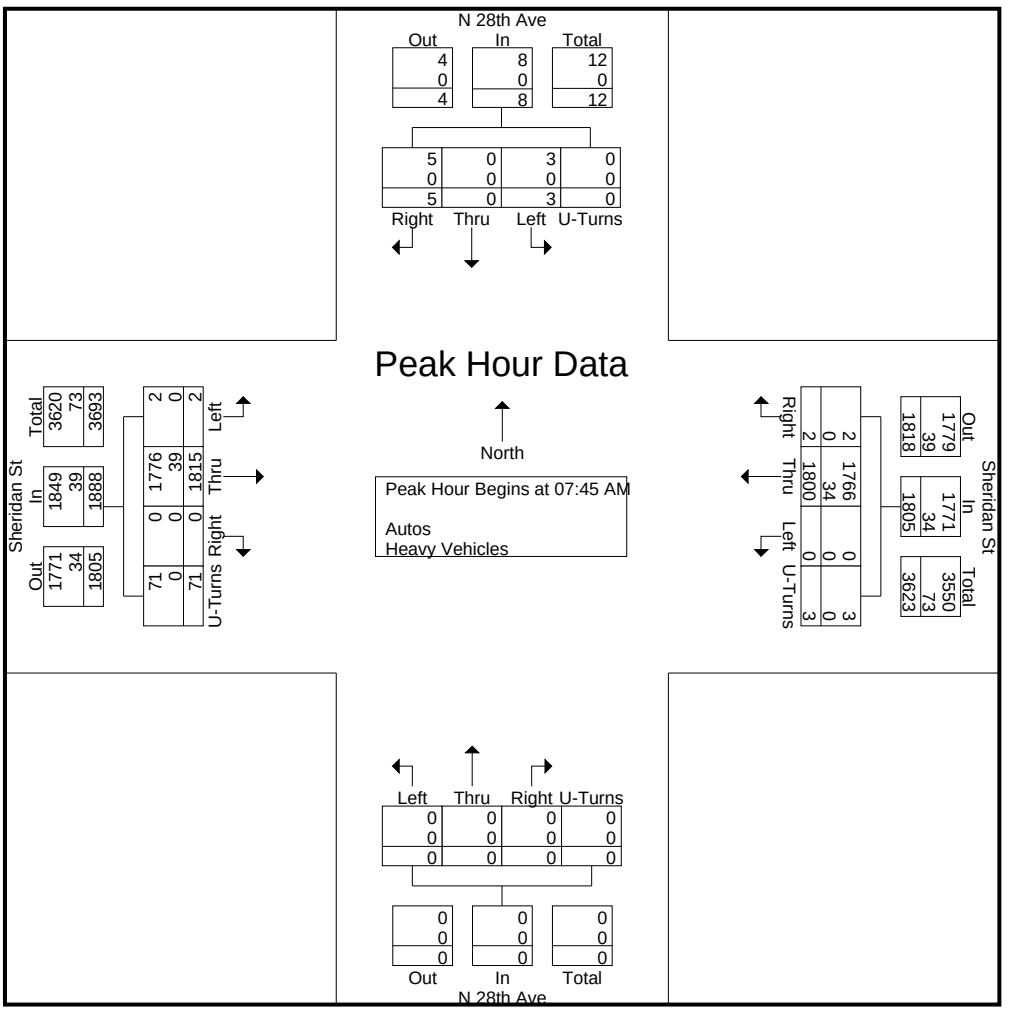
COUNTY: BROWARD

File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**22**	0	440	0	462	1	0	456	0	457	0	0	0	0	0	0	0	0	1	1	920
08:00 AM	17	0	405	0	422	0	0	384	0	384	0	0	0	0	0	0	0	0	1	1	807
08:15 AM	15	**2**	476	0	493	0	0	448	0	448	0	0	0	0	0	0	**2**	0	**2**	**4**	945
08:30 AM	17	0	**494**	0	**511**	**2**	0	**512**	**2**	**516**	0	0	0	0	0	0	1	0	1	2	**1029**
Total Volume	71	2	1815	0	1888	3	0	1800	2	1805	0	0	0	0	0	0	3	0	5	8	3701
% App. Total	3.8	0.1	96.1	0		0.2	0	99.7	0.1		0	0	0	0		0	37.5	0	62.5		
PHF	.807	.250	.919	.000	.924	.375	.000	.879	.250	.875	.000	.000	.000	.000	.000	.000	.375	.000	.625	.500	.899
Autos	71	2	1776	0	1849	3	0	1766	2	1771	0	0	0	0	0	0	3	0	5	8	3628
% Autos	100	100	97.9	0	97.9	100	0	98.1	100	98.1	0	0	0	0	0	0	100	0	100	100	98.0
Heavy Vehicles	0	0	39	0	39	0	0	34	0	34	0	0	0	0	0	0	0	0	0	0	73
% Heavy Vehicles	0	0	2.1	0	2.1	0	0	1.9	0	1.9	0	0	0	0	0	0	0	0	0	0	2.0



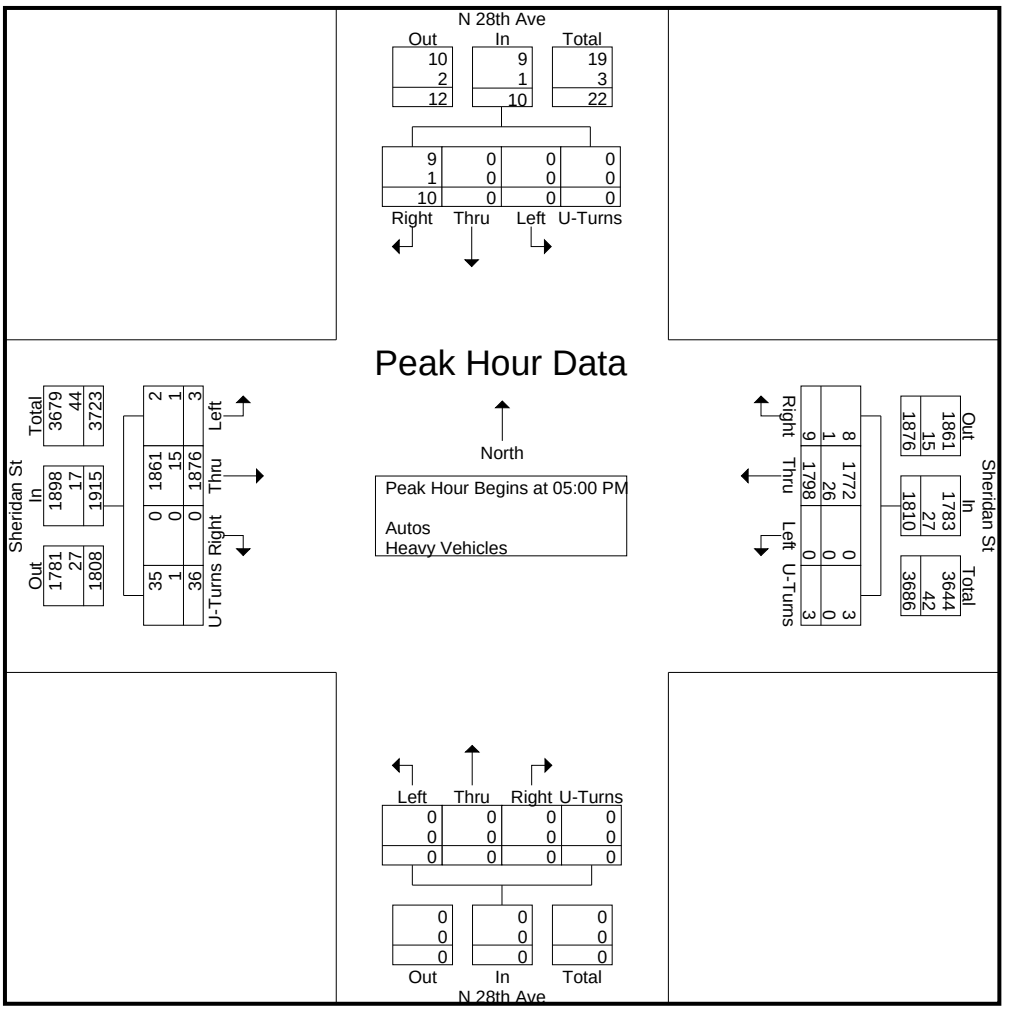
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	10	1	459	0	470	1	0	441	**4**	446	0	0	0	0	0	0	0	0	**9**	**9**	925
05:15 PM	7	0	**503**	0	**510**	0	0	421	3	424	0	0	0	0	0	0	0	0	0	0	934
05:30 PM	**12**	0	476	0	488	0	0	454	1	455	0	0	0	0	0	0	0	0	0	0	**943**
05:45 PM	7	**2**	438	0	447	**2**	0	**482**	1	**485**	0	0	0	0	0	0	0	0	1	1	933
Total Volume	36	3	1876	0	1915	3	0	1798	9	1810	0	0	0	0	0	0	0	0	10	10	3735
% App. Total	1.9	0.2	98	0		0.2	0	99.3	0.5		0	0	0	0		0	0	0	100		
PHF	.750	.375	.932	.000	.939	.375	.000	.933	.563	.933	.000	.000	.000	.000	.000	.000	.000	.000	.278	.278	.990
Autos	35	2	1861	0	1898	3	0	1772	8	1783	0	0	0	0	0	0	0	0	9	9	3690
% Autos	97.2	66.7	99.2	0	99.1	100	0	98.6	88.9	98.5	0	0	0	0	0	0	0	0	90.0	90.0	98.8
Heavy Vehicles	1	1	15	0	17	0	0	26	1	27	0	0	0	0	0	0	0	0	1	1	45
% Heavy Vehicles	2.8	33.3	0.8	0	0.9	0	0	1.4	11.1	1.5	0	0	0	0	0	0	0	0	10.0	10.0	1.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	2	0	3	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	11
06:15 AM	0	1	5	0	6	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	12
06:30 AM	0	0	9	0	9	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	16
06:45 AM	0	1	12	0	13	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	21
Total	1	2	28	0	31	0	0	28	0	28	0	0	0	0	0	0	1	0	0	1	60
07:00 AM	0	0	13	0	13	0	0	12	0	12	0	0	0	0	0	0	1	0	0	1	26
07:15 AM	0	0	11	0	11	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	20
07:30 AM	0	0	10	0	10	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	18
07:45 AM	0	0	5	0	5	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	39	0	39	0	0	35	0	35	0	0	0	0	0	0	1	0	0	1	75
08:00 AM	0	0	11	0	11	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	19
08:15 AM	0	0	13	0	13	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	19
08:30 AM	0	0	10	0	10	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	24
08:45 AM	0	0	13	0	13	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	26
Total	0	0	47	0	47	0	0	41	0	41	0	0	0	0	0	0	0	0	0	0	88
*** BREAK ***																					
04:00 PM	0	0	7	0	7	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	20
04:15 PM	0	0	8	0	8	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	18
04:30 PM	0	0	13	0	13	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	22
04:45 PM	0	0	8	0	8	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	22
Total	0	0	36	0	36	0	0	46	0	46	0	0	0	0	0	0	0	0	0	0	82
05:00 PM	0	1	4	0	5	0	0	12	0	12	0	0	0	0	0	0	0	0	1	1	18
05:15 PM	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	0	3	0	3	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	1	0	2	0	3	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	9
Total	1	1	15	0	17	0	0	26	1	27	0	0	0	0	0	0	0	0	1	1	45
06:00 PM	0	0	3	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	9
06:15 PM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	8
06:30 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
06:45 PM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	12	0	12	0	0	16	0	16	0	0	0	0	0	0	0	0	1	1	29
Grand Total	2	3	177	0	182	0	0	192	1	193	0	0	0	0	0	0	2	0	2	4	379
Apprch %	1.1	1.6	97.3	0		0	0	99.5	0.5		0	0	0	0		0	50	0	50		
Total %	0.5	0.8	46.7	0	48	0	0	50.7	0.3	50.9	0	0	0	0	0	0	0.5	0	0.5	1.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	12	0	107	0	119	0	0	189	1	190	0	0	0	0	0	0	0	0	2	2	311
06:15 AM	13	1	153	0	167	1	0	303	0	304	0	0	0	0	0	0	0	0	1	1	472
06:30 AM	14	1	245	0	260	0	0	321	0	321	0	0	0	0	0	0	0	0	2	2	583
06:45 AM	21	0	320	0	341	1	0	356	0	357	0	0	0	0	0	0	0	0	1	1	699
Total	60	2	825	0	887	2	0	1169	1	1172	0	0	0	0	0	0	0	0	6	6	2065
07:00 AM	25	0	381	0	406	0	0	430	0	430	0	0	0	0	0	0	2	0	2	4	840
07:15 AM	21	3	413	0	437	0	0	423	0	423	0	0	0	0	0	0	0	0	2	2	862
07:30 AM	17	1	385	0	403	2	0	561	1	564	0	0	0	0	0	0	1	0	4	5	972
07:45 AM	16	1	379	0	396	0	0	439	0	439	0	0	0	0	0	0	1	0	2	3	838
Total	79	5	1558	0	1642	2	0	1853	1	1856	0	0	0	0	0	0	4	0	10	14	3512
08:00 AM	25	0	421	0	446	1	0	375	1	377	0	0	0	0	0	0	0	0	1	1	824
08:15 AM	15	3	419	0	437	0	0	487	0	487	0	0	0	0	0	0	1	0	3	4	928
08:30 AM	17	0	398	0	415	0	0	491	1	492	0	0	0	0	0	0	3	0	0	3	910
08:45 AM	14	0	413	0	427	0	0	347	1	348	0	0	0	0	0	0	0	0	0	0	775
Total	71	3	1651	0	1725	1	0	1700	3	1704	0	0	0	0	0	0	4	0	4	8	3437
*** BREAK ***																					
04:00 PM	22	0	448	0	470	0	0	442	0	442	0	0	0	0	0	0	0	0	2	2	914
04:15 PM	12	0	387	0	399	1	0	416	1	418	0	0	0	0	0	0	0	0	1	1	818
04:30 PM	18	2	473	0	493	1	0	449	0	450	0	0	0	0	0	0	1	0	2	3	946
04:45 PM	11	2	427	0	440	1	0	400	2	403	0	0	0	0	0	0	0	0	2	2	845
Total	63	4	1735	0	1802	3	0	1707	3	1713	0	0	0	0	0	0	1	0	7	8	3523
05:00 PM	19	1	430	0	450	0	0	506	0	506	0	0	0	0	0	0	2	0	1	3	959
05:15 PM	10	3	472	0	485	3	0	449	1	453	0	0	0	0	0	0	0	0	2	2	940
05:30 PM	11	1	508	0	520	4	0	415	0	419	0	0	0	0	0	0	0	0	2	2	941
05:45 PM	17	2	492	0	511	2	0	415	2	419	0	0	0	0	0	0	1	0	1	2	932
Total	57	7	1902	0	1966	9	0	1785	3	1797	0	0	0	0	0	0	3	0	6	9	3772
06:00 PM	14	1	484	0	499	1	0	406	1	408	0	0	0	0	0	0	0	0	2	2	909
06:15 PM	19	0	414	0	433	2	0	402	2	406	0	0	0	0	0	0	1	0	1	2	841
06:30 PM	23	1	424	0	448	1	0	385	0	386	0	0	0	0	0	0	0	0	1	1	835
06:45 PM	8	1	383	0	392	1	0	310	0	311	0	0	0	0	0	0	0	0	3	3	706
Total	64	3	1705	0	1772	5	0	1503	3	1511	0	0	0	0	0	0	1	0	7	8	3291
Grand Total	394	24	9376	0	9794	22	0	9717	14	9753	0	0	0	0	0	0	13	0	40	53	19600
Apprch %	4	0.2	95.7	0		0.2	0	99.6	0.1		0	0	0	0		0	24.5	0	75.5		
Total %	2	0.1	47.8	0	50	0.1	0	49.6	0.1	49.8	0	0	0	0	0	0	0.1	0	0.2	0.3	
Autos	388	23	9211	0	9622	22	0	9551	13	9586	0	0	0	0	0	0	13	0	39	52	19260
% Autos	98.5	95.8	98.2	0	98.2	100	0	98.3	92.9	98.3	0	0	0	0	0	0	100	0	97.5	98.1	98.3
Heavy Vehicles	6	1	165	0	172	0	0	166	1	167	0	0	0	0	0	0	0	0	1	1	340
% Heavy Vehicles	1.5	4.2	1.8	0	1.8	0	0	1.7	7.1	1.7	0	0	0	0	0	0	0	0	2.5	1.9	1.7

CTS Engineering, Inc.

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Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
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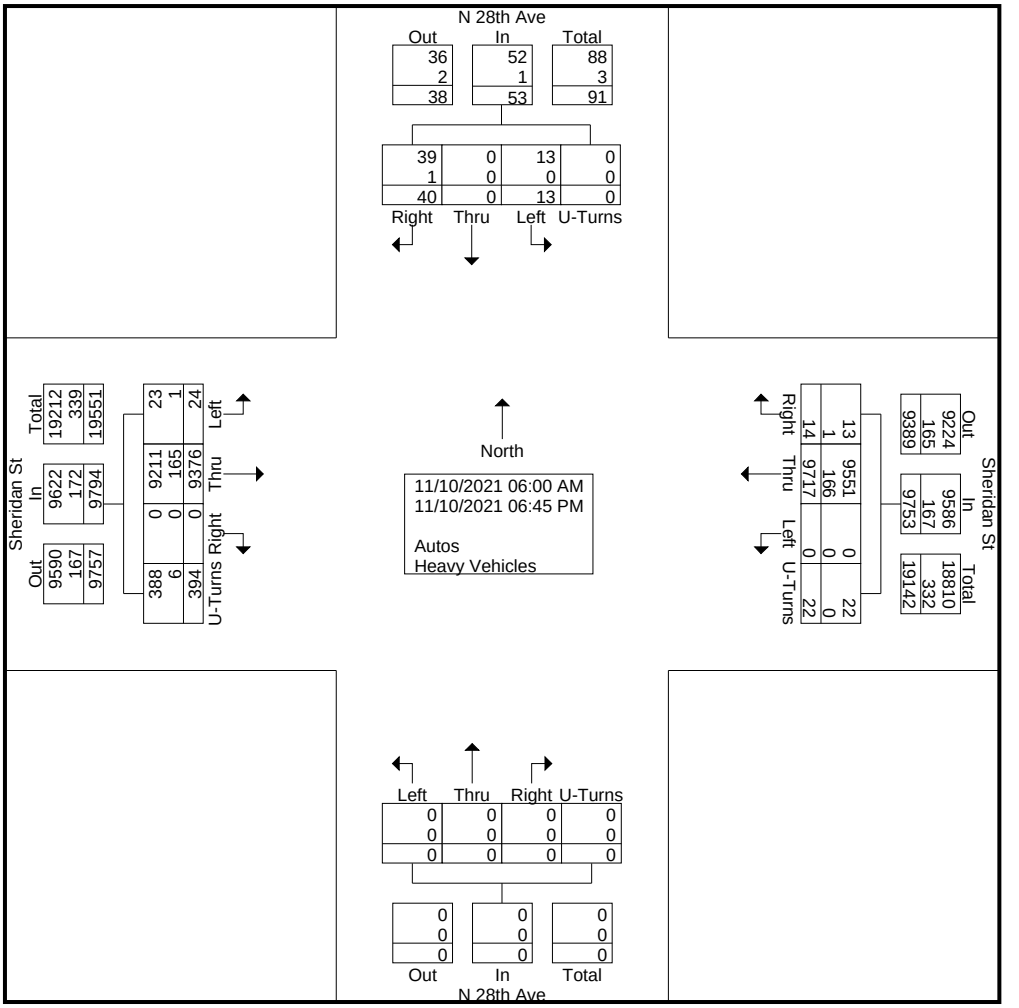
File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



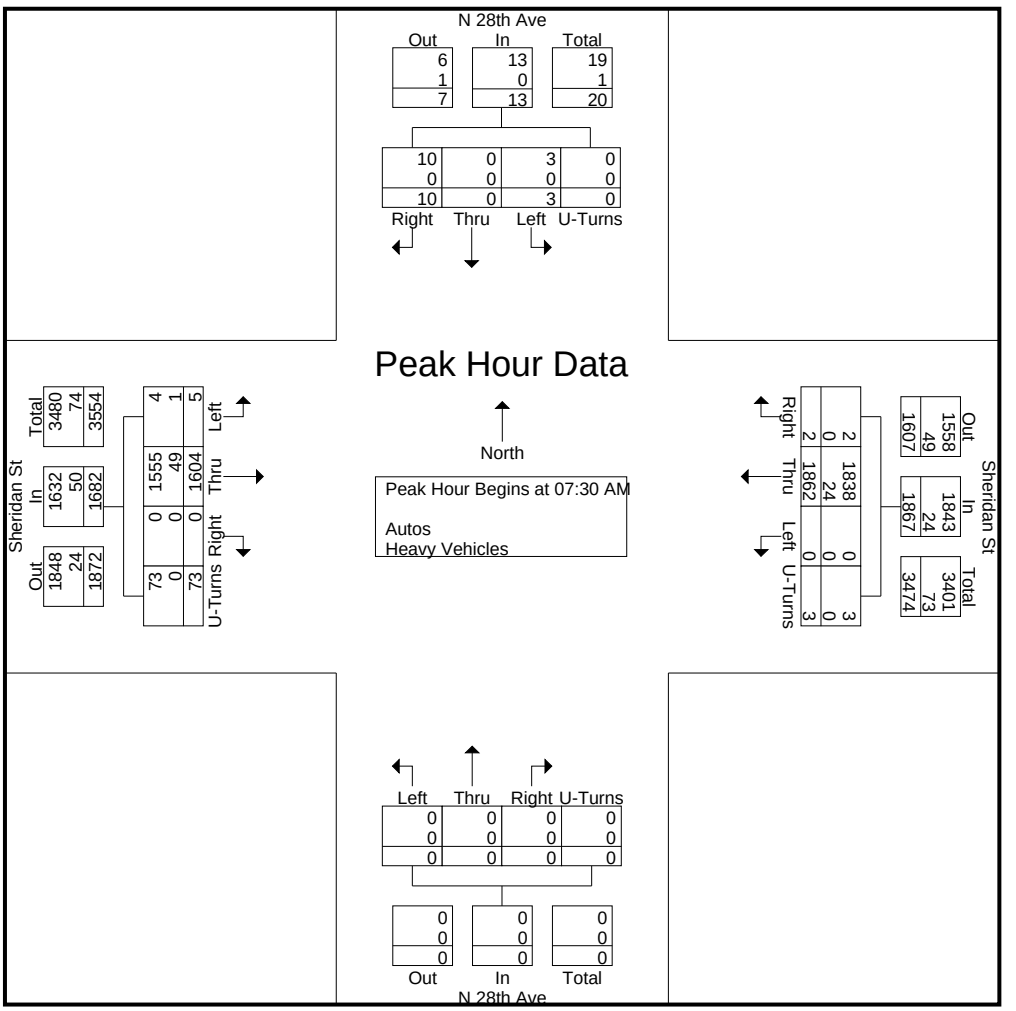
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	17	1	385	0	403	**2**	0	**561**	**1**	**564**	0	0	0	0	0	0	**1**	0	**4**	**5**	**972**
07:45 AM	16	1	379	0	396	0	0	439	0	439	0	0	0	0	0	0	1	0	2	3	838
08:00 AM	**25**	0	**421**	0	**446**	1	0	375	1	377	0	0	0	0	0	0	0	0	1	1	824
08:15 AM	15	**3**	419	0	437	0	0	487	0	487	0	0	0	0	0	0	1	0	3	4	928
Total Volume	73	5	1604	0	1682	3	0	1862	2	1867	0	0	0	0	0	0	3	0	10	13	3562
% App. Total	4.3	0.3	95.4	0		0.2	0	99.7	0.1		0	0	0	0		0	23.1	0	76.9		
PHF	.730	.417	.952	.000	.943	.375	.000	.830	.500	.828	.000	.000	.000	.000	.000	.000	.750	.000	.625	.650	.916
Autos	73	4	1555	0	1632	3	0	1838	2	1843	0	0	0	0	0	0	3	0	10	13	3488
% Autos	100	80.0	96.9	0	97.0	100	0	98.7	100	98.7	0	0	0	0	0	0	100	0	100	100	97.9
Heavy Vehicles	0	1	49	0	50	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	74
% Heavy Vehicles	0	20.0	3.1	0	3.0	0	0	1.3	0	1.3	0	0	0	0	0	0	0	0	0	0	2.1



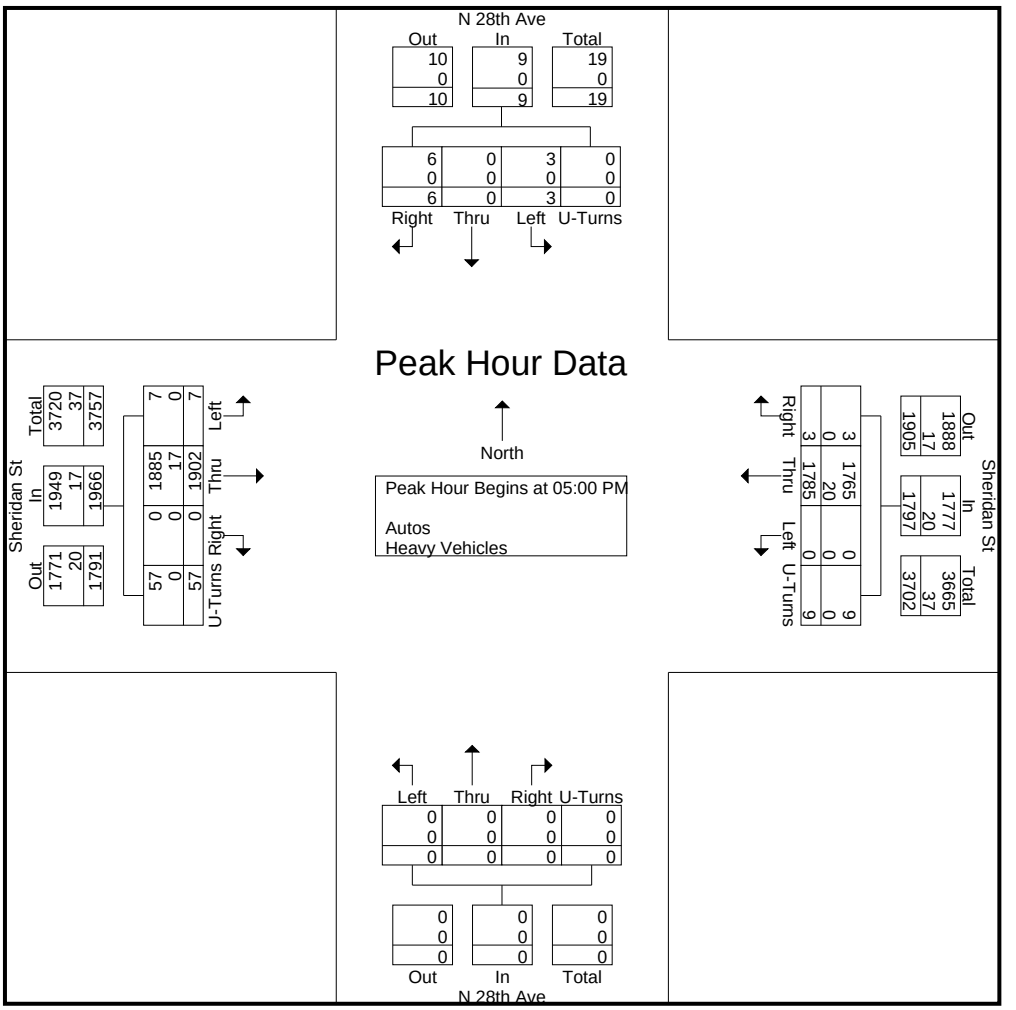
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**19**	1	430	0	450	0	0	**506**	0	**506**	0	0	0	0	0	0	**2**	0	1	**3**	**959**
05:15 PM	10	**3**	472	0	485	3	0	449	1	453	0	0	0	0	0	0	0	0	**2**	2	940
05:30 PM	11	1	**508**	0	**520**	**4**	0	415	0	419	0	0	0	0	0	0	0	0	2	2	941
05:45 PM	17	2	492	0	511	2	0	415	**2**	419	0	0	0	0	0	0	1	0	1	2	932
Total Volume	57	7	1902	0	1966	9	0	1785	3	1797	0	0	0	0	0	0	3	0	6	9	3772
% App. Total	2.9	0.4	96.7	0		0.5	0	99.3	0.2		0	0	0	0		0	33.3	0	66.7		
PHF	.750	.583	.936	.000	.945	.563	.000	.882	.375	.888	.000	.000	.000	.000	.000	.000	.375	.000	.750	.750	.983
Autos	57	7	1885	0	1949	9	0	1765	3	1777	0	0	0	0	0	0	3	0	6	9	3735
% Autos	100	100	99.1	0	99.1	100	0	98.9	100	98.9	0	0	0	0	0	0	100	0	100	100	99.0
Heavy Vehicles	0	0	17	0	17	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	37
% Heavy Vehicles	0	0	0.9	0	0.9	0	0	1.1	0	1.1	0	0	0	0	0	0	0	0	0	0	1.0



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	0	3	0	3	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	13
06:30 AM	2	0	8	0	10	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	14
06:45 AM	1	0	11	0	12	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	21
Total	3	0	23	0	26	0	0	27	0	27	0	0	0	0	0	0	0	0	0	0	53
07:00 AM	0	0	14	0	14	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	22
07:15 AM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
07:30 AM	0	0	12	0	12	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	13
07:45 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	37	0	37	0	0	22	0	22	0	0	0	0	0	0	0	0	0	0	59
08:00 AM	0	0	18	0	18	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	23
08:15 AM	0	1	15	0	16	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	27
08:30 AM	0	0	12	0	12	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	28
08:45 AM	0	0	6	0	6	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	19
Total	0	1	51	0	52	0	0	45	0	45	0	0	0	0	0	0	0	0	0	0	97
*** BREAK ***																					
04:00 PM	0	0	12	0	12	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	23
04:15 PM	0	0	3	0	3	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	14
04:30 PM	2	0	6	0	8	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	17
04:45 PM	0	0	7	0	7	0	0	13	1	14	0	0	0	0	0	0	0	0	1	1	22
Total	2	0	28	0	30	0	0	44	1	45	0	0	0	0	0	0	0	0	1	1	76
05:00 PM	0	0	3	0	3	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	0	7	0	7	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	17	0	17	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	37
06:00 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	1	0	3	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	1	0	9	0	10	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	18
Grand Total	6	1	165	0	172	0	0	166	1	167	0	0	0	0	0	0	0	0	1	1	340
Apprch %	3.5	0.6	95.9	0		0	0	99.4	0.6		0	0	0	0		0	0	0	100		
Total %	1.8	0.3	48.5	0	50.6	0	0	48.8	0.3	49.1	0	0	0	0	0	0	0	0	0.3	0.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15C- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	10	0	101	0	111	0	0	173	1	174	0	0	0	0	0	0	0	0	1	1	286
06:15 AM	12	1	117	0	130	0	0	204	0	204	0	0	0	0	0	0	1	0	2	3	337
06:30 AM	16	1	183	0	200	0	0	299	1	300	0	0	0	0	0	0	0	0	1	1	501
06:45 AM	11	1	202	0	214	0	0	225	0	225	0	0	0	0	0	0	1	0	1	2	441
Total	49	3	603	0	655	0	0	901	2	903	0	0	0	0	0	0	2	0	5	7	1565
07:00 AM	20	0	241	0	261	0	0	292	0	292	0	0	0	0	0	0	0	0	1	1	554
07:15 AM	13	1	247	0	261	1	0	352	0	353	0	0	0	0	0	0	0	0	1	1	615
07:30 AM	27	0	318	0	345	0	0	377	0	377	0	0	0	0	0	0	0	0	2	2	724
07:45 AM	14	2	332	0	348	0	0	352	2	354	0	0	0	0	0	0	1	0	1	2	704
Total	74	3	1138	0	1215	1	0	1373	2	1376	0	0	0	0	0	0	1	0	5	6	2597
08:00 AM	16	1	320	0	337	1	0	378	0	379	0	0	0	0	0	0	1	0	2	3	719
08:15 AM	14	2	345	0	361	1	0	333	0	334	0	0	0	0	0	0	1	0	1	2	697
08:30 AM	15	0	315	0	330	2	0	455	0	457	0	0	0	0	0	0	2	0	0	2	789
08:45 AM	14	1	343	0	358	3	0	325	1	329	0	0	0	0	0	0	2	0	2	4	691
Total	59	4	1323	0	1386	7	0	1491	1	1499	0	0	0	0	0	0	6	0	5	11	2896
*** BREAK ***																					
04:00 PM	15	0	345	0	360	3	0	467	3	473	0	0	0	0	0	0	0	0	4	4	837
04:15 PM	10	1	425	0	436	0	0	435	1	436	0	0	0	0	0	0	1	0	1	2	874
04:30 PM	10	1	486	0	497	0	0	460	1	461	0	0	0	0	0	0	0	0	0	0	958
04:45 PM	9	0	338	0	347	4	0	455	1	460	0	0	0	0	0	0	0	0	0	0	807
Total	44	2	1594	0	1640	7	0	1817	6	1830	0	0	0	0	0	0	1	0	5	6	3476
05:00 PM	21	0	465	0	486	2	0	459	0	461	0	0	0	0	0	0	2	0	2	4	951
05:15 PM	5	1	488	0	494	0	0	517	1	518	0	0	0	0	0	0	0	0	1	1	1013
05:30 PM	14	2	412	0	428	1	0	394	2	397	0	0	0	0	0	0	0	0	3	3	828
05:45 PM	12	3	426	0	441	2	0	425	0	427	0	0	0	0	0	0	0	0	1	1	869
Total	52	6	1791	0	1849	5	0	1795	3	1803	0	0	0	0	0	0	2	0	7	9	3661
06:00 PM	20	5	391	0	416	3	0	445	1	449	0	0	0	0	0	0	3	0	1	4	869
06:15 PM	9	2	394	0	405	0	0	379	1	380	0	0	0	0	0	0	1	0	0	1	786
06:30 PM	17	1	422	0	440	1	0	380	0	381	0	0	0	0	0	0	0	0	1	1	822
06:45 PM	21	1	379	0	401	20	0	281	0	301	0	0	0	0	0	0	0	0	0	0	702
Total	67	9	1586	0	1662	24	0	1485	2	1511	0	0	0	0	0	0	4	0	2	6	3179
Grand Total	345	27	8035	0	8407	44	0	8862	16	8922	0	0	0	0	0	0	16	0	29	45	17374
Apprch %	4.1	0.3	95.6	0		0.5	0	99.3	0.2		0	0	0	0		0	35.6	0	64.4		
Total %	2	0.2	46.2	0	48.4	0.3	0	51	0.1	51.4	0	0	0	0	0	0	0.1	0	0.2	0.3	
Autos	337	27	7858	0	8222	44	0	8724	16	8784	0	0	0	0	0	0	16	0	29	45	17051
% Autos	97.7	100	97.8	0	97.8	100	0	98.4	100	98.5	0	0	0	0	0	0	100	0	100	100	98.1
Heavy Vehicles	8	0	177	0	185	0	0	138	0	138	0	0	0	0	0	0	0	0	0	0	323
% Heavy Vehicles	2.3	0	2.2	0	2.2	0	0	1.6	0	1.5	0	0	0	0	0	0	0	0	0	0	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
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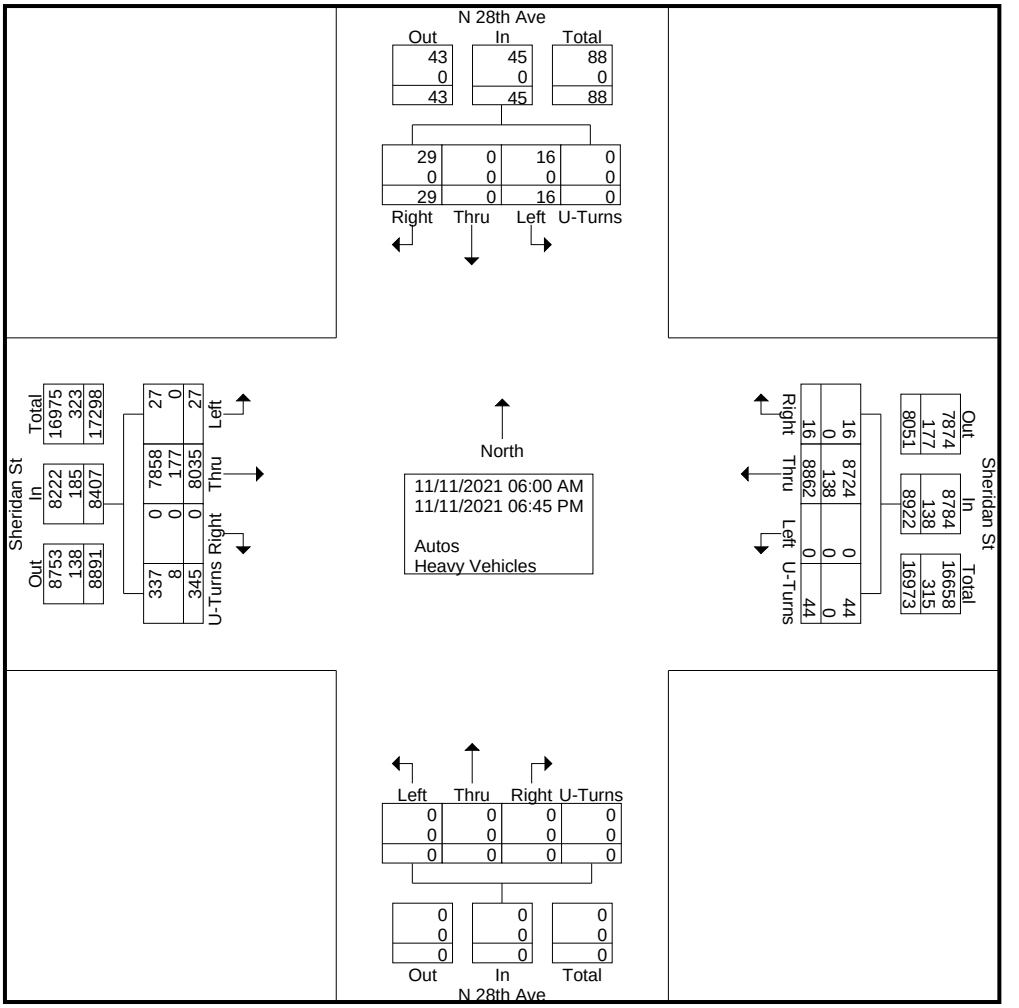
File Name : 15C- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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File Name : 15C- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
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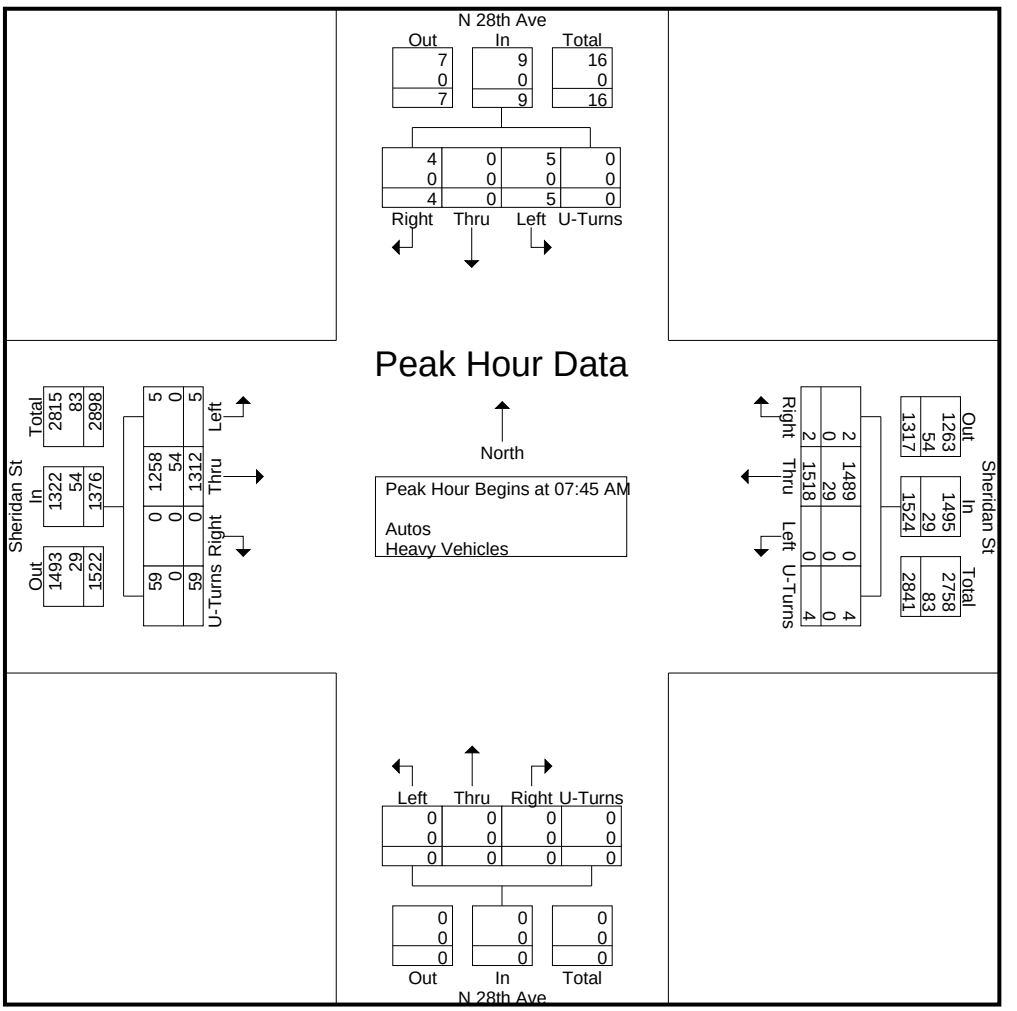
	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	14	**2**	332	0	348	0	0	352	**2**	354	0	0	0	0	0	0	1	0	1	2	704
08:00 AM	**16**	1	320	0	337	1	0	378	0	379	0	0	0	0	0	0	1	0	**2**	**3**	719
08:15 AM	14	2	**345**	0	**361**	1	0	333	0	334	0	0	0	0	0	0	1	0	1	2	697
08:30 AM	15	0	315	0	330	**2**	0	**455**	0	**457**	0	0	0	0	0	0	**2**	0	0	2	**789**
Total Volume	59	5	1312	0	1376	4	0	1518	2	1524	0	0	0	0	0	0	5	0	4	9	2909
% App. Total	4.3	0.4	95.3	0		0.3	0	99.6	0.1		0	0	0	0		0	55.6	0	44.4		
PHF	.922	.625	.951	.000	.953	.500	.000	.834	.250	.834	.000	.000	.000	.000	.000	.000	.625	.000	.500	.750	.922
Autos	59	5	1258	0	1322	4	0	1489	2	1495	0	0	0	0	0	0	5	0	4	9	2826
% Autos	100	100	95.9	0	96.1	100	0	98.1	100	98.1	0	0	0	0	0	0	100	0	100	100	97.1
Heavy Vehicles	0	0	54	0	54	0	0	29	0	29	0	0	0	0	0	0	0	0	0	0	83
% Heavy Vehicles	0	0	4.1	0	3.9	0	0	1.9	0	1.9	0	0	0	0	0	0	0	0	0	0	2.9



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Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
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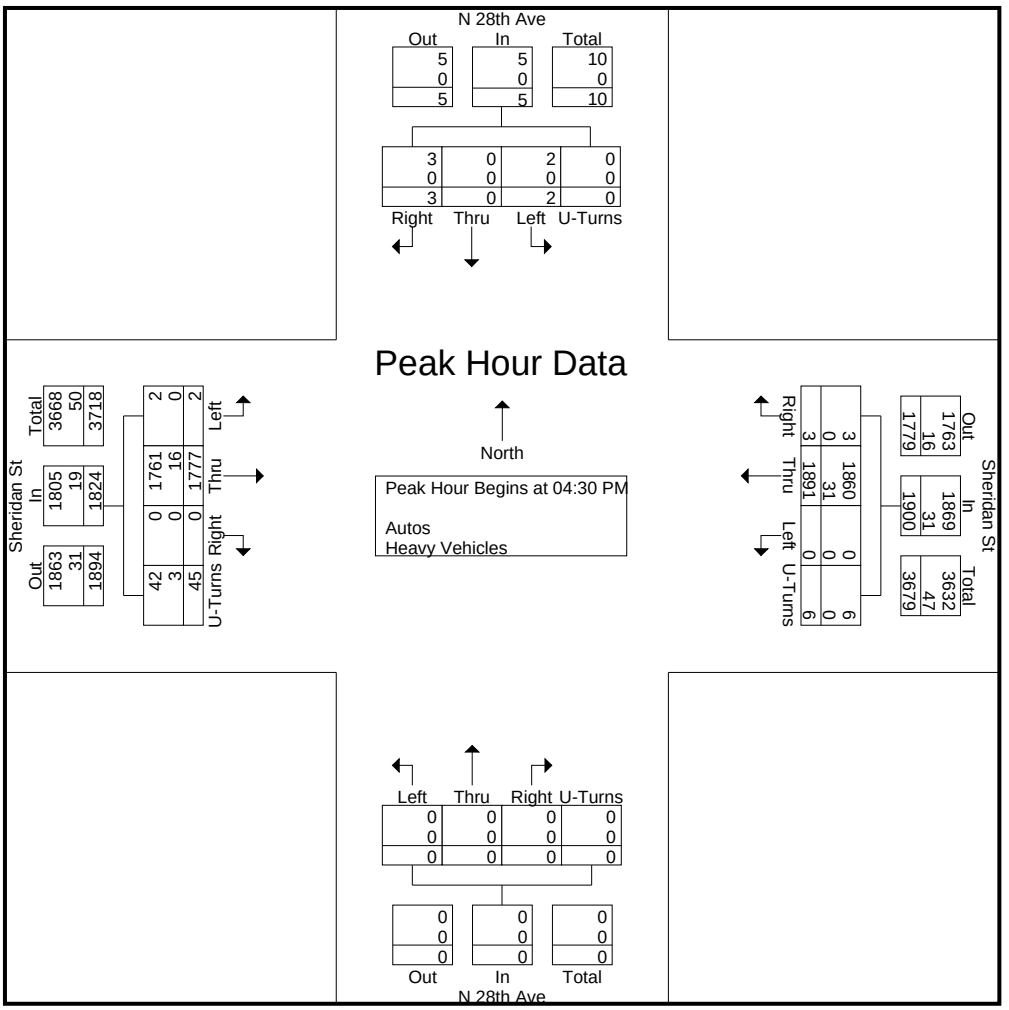
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	10	**1**	486	0	**497**	0	0	460	**1**	461	0	0	0	0	0	0	0	0	0	0	958
04:45 PM	9	0	338	0	347	**4**	0	455	1	460	0	0	0	0	0	0	0	0	0	0	807
05:00 PM	**21**	0	465	0	486	2	0	459	0	461	0	0	0	0	0	0	**2**	0	**2**	**4**	951
05:15 PM	5	1	**488**	0	494	0	0	**517**	1	**518**	0	0	0	0	0	0	0	0	1	1	**1013**
Total Volume	45	2	1777	0	1824	6	0	1891	3	1900	0	0	0	0	0	0	2	0	3	5	3729
% App. Total	2.5	0.1	97.4	0		0.3	0	99.5	0.2		0	0	0	0		0	40	0	60		
PHF	.536	.500	.910	.000	.918	.375	.000	.914	.750	.917	.000	.000	.000	.000	.000	.000	.250	.000	.375	.313	.920
Autos	42	2	1761	0	1805	6	0	1860	3	1869	0	0	0	0	0	0	2	0	3	5	3679
% Autos	93.3	100	99.1	0	99.0	100	0	98.4	100	98.4	0	0	0	0	0	0	100	0	100	100	98.7
Heavy Vehicles	3	0	16	0	19	0	0	31	0	31	0	0	0	0	0	0	0	0	0	0	50
% Heavy Vehicles	6.7	0	0.9	0	1.0	0	0	1.6	0	1.6	0	0	0	0	0	0	0	0	0	0	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15C- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
06:15 AM	1	0	8	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	16
06:30 AM	1	0	11	0	12	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	18
06:45 AM	0	0	5	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	10
Total	2	0	27	0	29	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	50
07:00 AM	0	0	10	0	10	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	16
07:15 AM	0	0	12	0	12	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	16
07:30 AM	2	0	11	0	13	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	19
07:45 AM	0	0	15	0	15	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	21
Total	2	0	48	0	50	0	0	22	0	22	0	0	0	0	0	0	0	0	0	0	72
08:00 AM	0	0	15	0	15	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	20
08:15 AM	0	0	16	0	16	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	19
08:30 AM	0	0	8	0	8	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	23
08:45 AM	0	0	15	0	15	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	54	0	54	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	80
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	12
04:15 PM	0	0	16	0	16	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	24
04:30 PM	0	0	9	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	16
04:45 PM	1	0	4	0	5	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	16
Total	1	0	30	0	31	0	0	37	0	37	0	0	0	0	0	0	0	0	0	0	68
05:00 PM	2	0	0	0	2	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	2	0	6	0	8	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	29
06:00 PM	1	0	1	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	0	8	0	8	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	11
06:45 PM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	1	0	12	0	13	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	24
Grand Total	8	0	177	0	185	0	0	138	0	138	0	0	0	0	0	0	0	0	0	0	323
Apprch %	4.3	0	95.7	0		0	0	100	0		0	0	0	0		0	0	0	0		
Total %	2.5	0	54.8	0	57.3	0	0	42.7	0	42.7	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

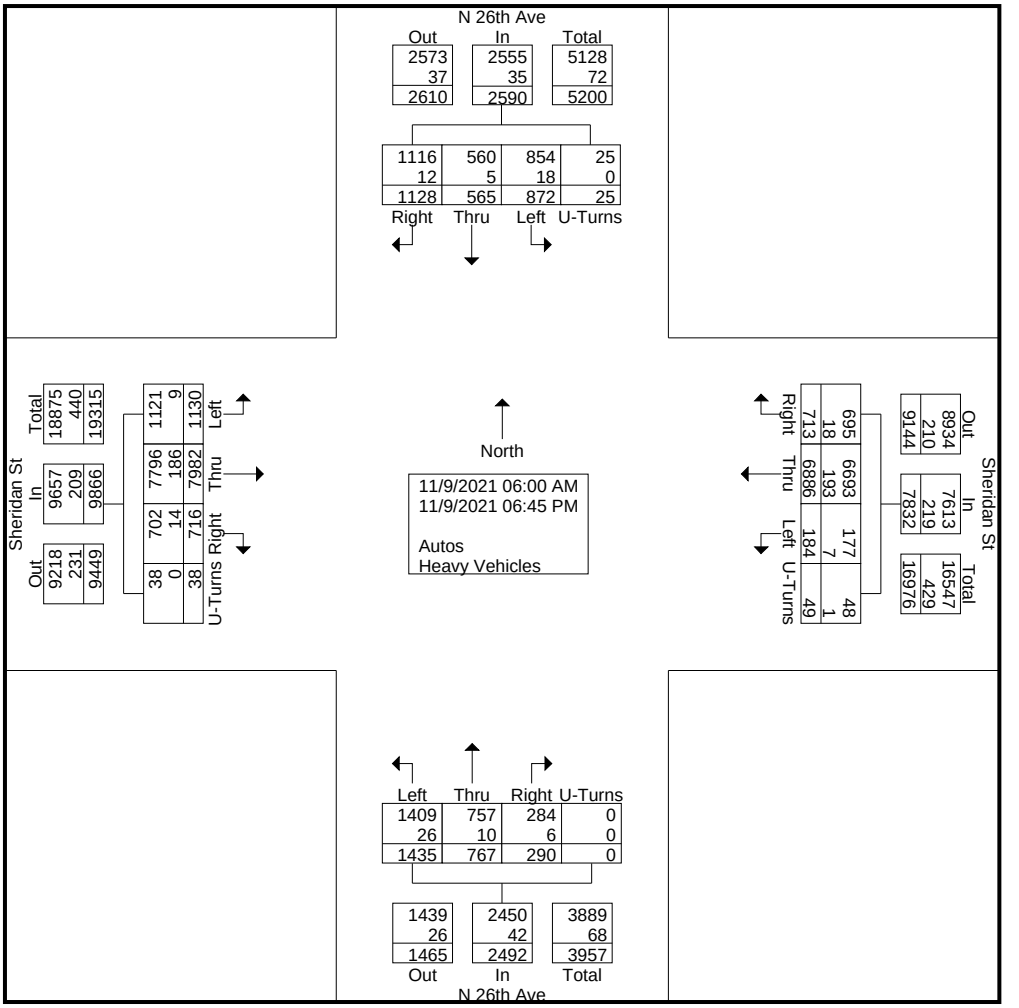
	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	7	106	5	118	0	4	170	12	186	0	35	1	7	43	0	7	2	16	25	372
06:15 AM	0	16	114	3	133	3	3	182	8	196	0	45	10	11	66	1	8	0	22	31	426
06:30 AM	2	12	219	6	239	0	2	231	13	246	0	65	14	11	90	1	11	5	23	40	615
06:45 AM	0	27	301	12	340	3	5	216	14	238	0	63	30	11	104	1	17	8	21	47	729
Total	2	62	740	26	830	6	14	799	47	866	0	208	55	40	303	3	43	15	82	143	2142
07:00 AM	0	24	352	13	389	4	10	308	10	332	0	82	19	9	110	0	17	7	32	56	887
07:15 AM	0	26	385	31	442	0	12	375	21	408	0	73	21	12	106	0	13	8	25	46	1002
07:30 AM	5	36	337	16	394	3	11	346	23	383	0	87	26	13	126	2	25	9	35	71	974
07:45 AM	1	40	314	20	375	7	12	299	29	347	0	74	30	13	117	1	20	11	39	71	910
Total	6	126	1388	80	1600	14	45	1328	83	1470	0	316	96	47	459	3	75	35	131	244	3773
08:00 AM	0	49	394	16	459	3	10	271	29	313	0	84	33	12	129	0	36	16	32	84	985
08:15 AM	1	43	359	29	432	3	3	297	43	346	0	79	32	18	129	1	36	11	38	86	993
08:30 AM	0	59	391	33	483	3	9	365	30	407	0	74	34	6	114	3	28	17	43	91	1095
08:45 AM	1	70	345	29	445	0	10	236	43	289	0	91	52	15	158	0	40	15	35	90	982
Total	2	221	1489	107	1819	9	32	1169	145	1355	0	328	151	51	530	4	140	59	148	351	4055
*** BREAK ***																					
04:00 PM	2	59	331	30	422	1	11	326	43	381	0	47	46	17	110	1	50	33	80	164	1077
04:15 PM	3	62	343	30	438	2	4	287	37	330	0	60	48	9	117	2	51	41	87	181	1066
04:30 PM	1	54	342	63	460	1	2	321	36	360	0	45	23	12	80	1	56	33	59	149	1049
04:45 PM	1	55	350	50	456	5	7	313	38	363	0	61	43	14	118	1	53	40	51	145	1082
Total	7	230	1366	173	1776	9	24	1247	154	1434	0	213	160	52	425	5	210	147	277	639	4274
05:00 PM	1	51	376	50	478	2	5	331	36	374	0	57	38	11	106	4	55	37	85	181	1139
05:15 PM	5	67	424	47	543	2	8	284	30	324	0	37	33	15	85	0	53	34	56	143	1095
05:30 PM	3	69	376	47	495	0	4	267	35	306	0	60	47	16	123	0	40	47	55	142	1066
05:45 PM	2	46	359	37	444	1	6	368	46	421	0	49	42	12	103	1	58	47	52	158	1126
Total	11	233	1535	181	1960	5	23	1250	147	1425	0	203	160	54	417	5	206	165	248	624	4426
06:00 PM	2	64	362	44	472	0	14	314	40	368	0	46	43	16	105	1	50	39	76	166	1111
06:15 PM	3	65	315	36	419	4	9	259	28	300	0	55	32	9	96	2	54	47	60	163	978
06:30 PM	3	60	402	37	502	1	12	293	34	340	0	39	35	11	85	2	50	25	58	135	1062
06:45 PM	2	69	385	32	488	1	11	227	35	274	0	27	35	10	72	0	44	33	48	125	959
Total	10	258	1464	149	1881	6	46	1093	137	1282	0	167	145	46	358	5	198	144	242	589	4110
Grand Total	38	1130	7982	716	9866	49	184	6886	713	7832	0	1435	767	290	2492	25	872	565	1128	2590	22780
Apprch %	0.4	11.5	80.9	7.3		0.6	2.3	87.9	9.1		0	57.6	30.8	11.6		1	33.7	21.8	43.6		
Total %	0.2	5	35	3.1	43.3	0.2	0.8	30.2	3.1	34.4	0	6.3	3.4	1.3	10.9	0.1	3.8	2.5	5	11.4	
Autos	38	1121	7796	702	9657	48	177	6693	695	7613	0	1409	757	284	2450	25	854	560	1116	2555	22275
% Autos	100	99.2	97.7	98	97.9	98	96.2	97.2	97.5	97.2	0	98.2	98.7	97.9	98.3	100	97.9	99.1	98.9	98.6	97.8
Heavy Vehicles	0	9	186	14	209	1	7	193	18	219	0	26	10	6	42	0	18	5	12	35	505
% Heavy Vehicles	0	0.8	2.3	2	2.1	2	3.8	2.8	2.5	2.8	0	1.8	1.3	2.1	1.7	0	2.1	0.9	1.1	1.4	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



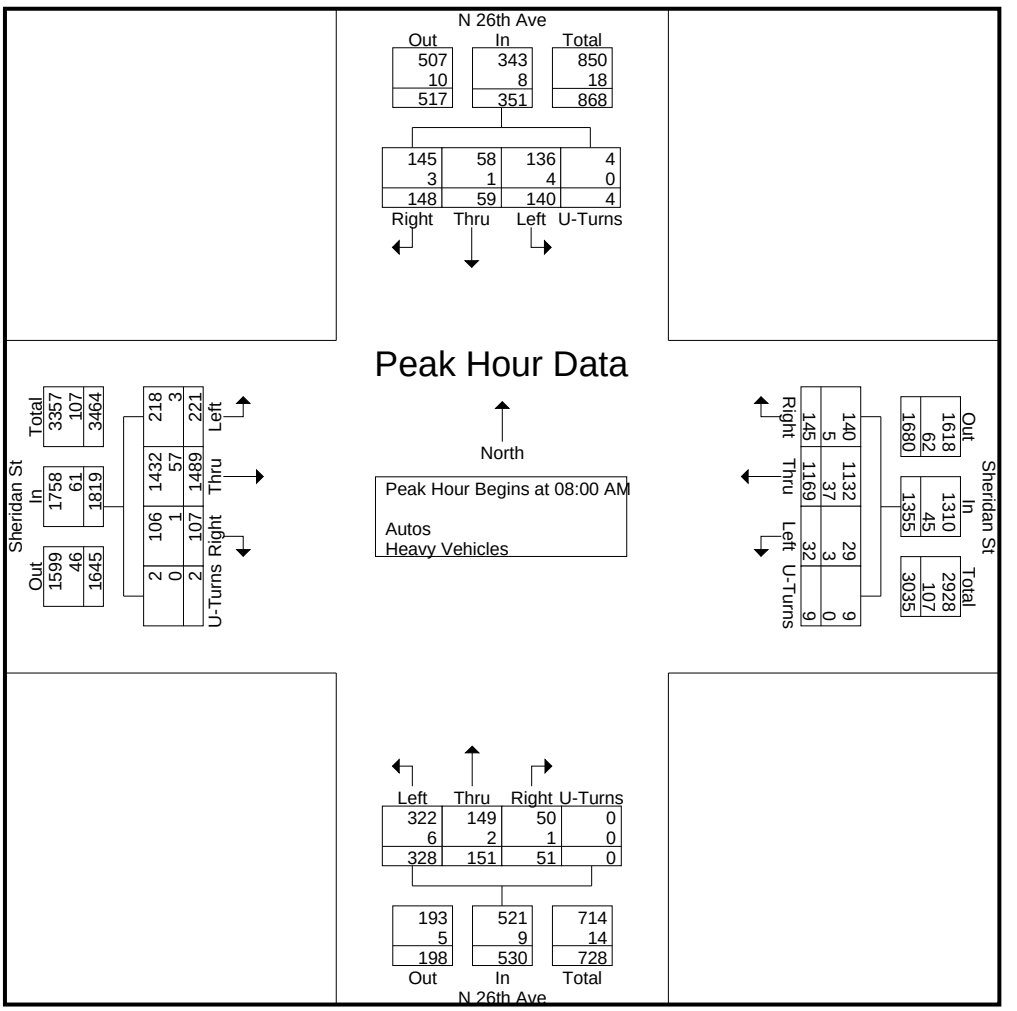
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	49	**394**	16	459	**3**	**10**	271	29	313	0	84	33	12	129	0	36	16	32	84	985
08:15 AM	**1**	43	359	29	432	3	3	297	**43**	346	0	79	32	**18**	129	1	36	11	38	86	993
08:30 AM	0	59	391	**33**	**483**	3	9	**365**	30	**407**	0	74	34	6	114	**3**	28	**17**	**43**	**91**	**1095**
08:45 AM	1	**70**	345	29	445	0	10	236	43	289	0	**91**	**52**	15	**158**	0	**40**	15	35	90	982
Total Volume	2	221	1489	107	1819	9	32	1169	145	1355	0	328	151	51	530	4	140	59	148	351	4055
% App. Total	0.1	12.1	81.9	5.9		0.7	2.4	86.3	10.7		0	61.9	28.5	9.6		1.1	39.9	16.8	42.2		
PHF	.500	.789	.945	.811	.942	.750	.800	.801	.843	.832	.000	.901	.726	.708	.839	.333	.875	.868	.860	.964	.926
Autos	2	218	1432	106	1758	9	29	1132	140	1310	0	322	149	50	521	4	136	58	145	343	3932
% Autos	100	98.6	96.2	99.1	96.6	100	90.6	96.8	96.6	96.7	0	98.2	98.7	98.0	98.3	100	97.1	98.3	98.0	97.7	97.0
Heavy Vehicles	0	3	57	1	61	0	3	37	5	45	0	6	2	1	9	0	4	1	3	8	123
% Heavy Vehicles	0	1.4	3.8	0.9	3.4	0	9.4	3.2	3.4	3.3	0	1.8	1.3	2.0	1.7	0	2.9	1.7	2.0	2.3	3.0



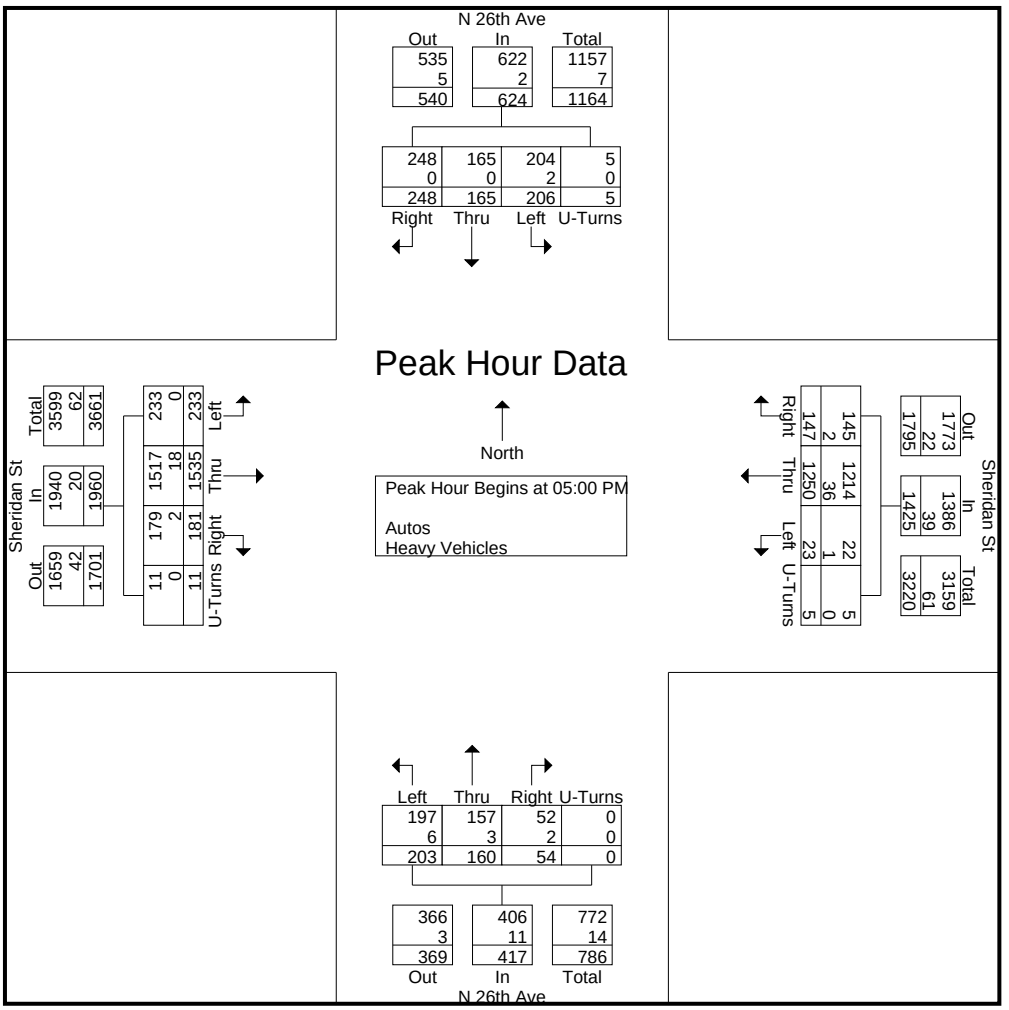
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	51	376	**50**	478	**2**	5	331	36	374	0	57	38	11	106	**4**	55	37	**85**	**181**	**1139**
05:15 PM	**5**	67	**424**	47	**543**	2	**8**	284	30	324	0	37	33	15	85	0	53	34	56	143	1095
05:30 PM	3	**69**	376	47	495	0	4	267	35	306	0	**60**	**47**	**16**	**123**	0	40	**47**	55	142	1066
05:45 PM	2	46	359	37	444	1	6	**368**	**46**	**421**	0	49	42	12	103	1	**58**	47	52	158	1126
Total Volume	11	233	1535	181	1960	5	23	1250	147	1425	0	203	160	54	417	5	206	165	248	624	4426
% App. Total	0.6	11.9	78.3	9.2		0.4	1.6	87.7	10.3		0	48.7	38.4	12.9		0.8	33	26.4	39.7		
PHF	.550	.844	.905	.905	.902	.625	.719	.849	.799	.846	.000	.846	.851	.844	.848	.313	.888	.878	.729	.862	.971
Autos	11	233	1517	179	1940	5	22	1214	145	1386	0	197	157	52	406	5	204	165	248	622	4354
% Autos	100	100	98.8	98.9	99.0	100	95.7	97.1	98.6	97.3	0	97.0	98.1	96.3	97.4	100	99.0	100	100	99.7	98.4
Heavy Vehicles	0	0	18	2	20	0	1	36	2	39	0	6	3	2	11	0	2	0	0	2	72
% Heavy Vehicles	0	0	1.2	1.1	1.0	0	4.3	2.9	1.4	2.7	0	3.0	1.9	3.7	2.6	0	1.0	0	0	0.3	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	1	1	3	0	0	7	0	7	0	0	0	1	1	0	0	0	1	1	12
06:15 AM	0	0	6	0	6	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	13
06:30 AM	0	0	12	1	13	0	0	6	3	9	0	0	0	0	0	0	1	0	0	1	23
06:45 AM	0	1	12	0	13	0	0	10	0	10	0	0	0	0	0	0	0	0	1	1	24
Total	0	2	31	2	35	0	0	30	3	33	0	0	0	1	1	0	1	0	2	3	72
07:00 AM	0	1	14	0	15	0	1	9	0	10	0	2	0	1	3	0	0	2	1	3	31
07:15 AM	0	1	11	1	13	0	0	12	0	12	0	0	0	0	0	0	2	0	0	2	27
07:30 AM	0	0	8	1	9	0	1	8	1	10	0	1	0	0	1	0	1	0	0	1	21
07:45 AM	0	0	6	1	7	0	0	4	0	4	0	2	0	0	2	0	0	0	1	1	14
Total	0	2	39	3	44	0	2	33	1	36	0	5	0	1	6	0	3	2	2	7	93
08:00 AM	0	0	15	0	15	0	0	4	1	5	0	0	1	0	1	0	1	1	1	3	24
08:15 AM	0	1	14	1	16	0	1	5	3	9	0	3	1	0	4	0	0	0	0	0	29
08:30 AM	0	1	12	0	13	0	1	12	0	13	0	2	0	1	3	0	0	0	2	2	31
08:45 AM	0	1	16	0	17	0	1	16	1	18	0	1	0	0	1	0	3	0	0	3	39
Total	0	3	57	1	61	0	3	37	5	45	0	6	2	1	9	0	4	1	3	8	123
*** BREAK ***																					
04:00 PM	0	0	7	0	7	0	1	7	1	9	0	2	0	1	3	0	1	1	2	4	23
04:15 PM	0	0	9	0	9	1	0	11	1	13	0	0	2	0	2	0	2	0	1	3	27
04:30 PM	0	1	9	3	13	0	0	11	1	12	0	1	1	0	2	0	2	0	0	2	29
04:45 PM	0	0	5	1	6	0	0	13	1	14	0	1	0	0	1	0	1	0	1	2	23
Total	0	1	30	4	35	1	1	42	4	48	0	4	3	1	8	0	6	1	4	11	102
05:00 PM	0	0	4	0	4	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	0	7	0	7	0	0	6	2	8	0	2	1	0	3	0	0	0	0	0	18
05:30 PM	0	0	4	0	4	0	0	14	0	14	0	3	2	1	6	0	0	0	0	0	24
05:45 PM	0	0	3	2	5	0	1	8	0	9	0	1	0	1	2	0	2	0	0	2	18
Total	0	0	18	2	20	0	1	36	2	39	0	6	3	2	11	0	2	0	0	2	72
06:00 PM	0	1	1	1	3	0	0	3	2	5	0	2	2	0	4	0	0	0	0	0	12
06:15 PM	0	0	4	1	5	0	0	3	0	3	0	2	0	0	2	0	1	1	0	2	12
06:30 PM	0	0	3	0	3	0	0	5	0	5	0	1	0	0	1	0	1	0	0	1	10
06:45 PM	0	0	3	0	3	0	0	4	1	5	0	0	0	0	0	0	0	0	1	1	9
Total	0	1	11	2	14	0	0	15	3	18	0	5	2	0	7	0	2	1	1	4	43
Grand Total	0	9	186	14	209	1	7	193	18	219	0	26	10	6	42	0	18	5	12	35	505
Apprch %	0	4.3	89	6.7		0.5	3.2	88.1	8.2		0	61.9	23.8	14.3		0	51.4	14.3	34.3		
Total %	0	1.8	36.8	2.8	41.4	0.2	1.4	38.2	3.6	43.4	0	5.1	2	1.2	8.3	0	3.6	1	2.4	6.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

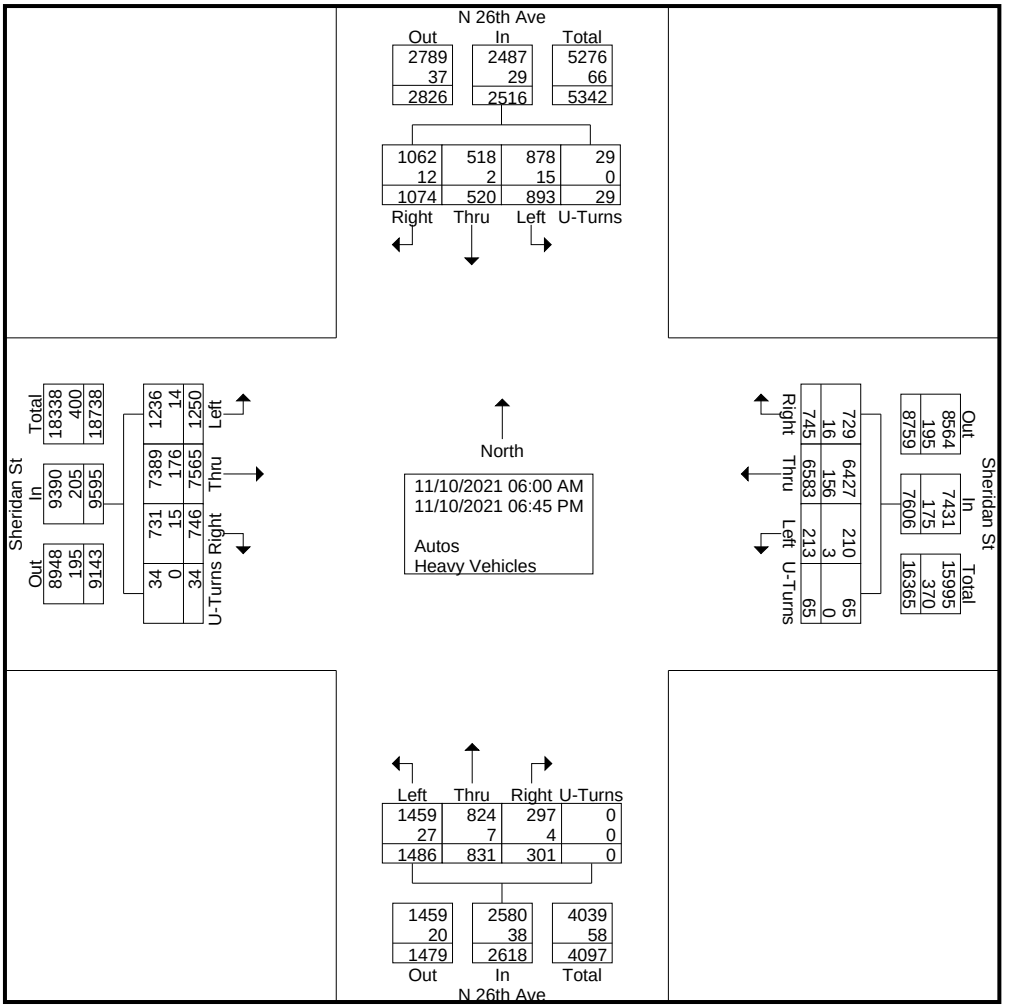
	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	17	89	3	109	4	0	135	10	149	0	40	8	1	49	1	12	1	11	25	332
06:15 AM	2	8	134	15	159	1	4	190	17	212	0	63	10	10	83	2	10	3	31	46	500
06:30 AM	1	15	228	5	249	0	3	229	14	246	0	47	10	16	73	2	12	3	23	40	608
06:45 AM	0	29	279	18	326	3	6	223	11	243	0	84	20	15	119	1	16	4	26	47	735
Total	3	69	730	41	843	8	13	777	52	850	0	234	48	42	324	6	50	11	91	158	2175
07:00 AM	0	25	329	12	366	3	10	325	14	352	0	60	25	12	97	0	28	3	33	64	879
07:15 AM	3	31	398	27	459	3	15	319	21	358	0	75	19	10	104	1	24	6	35	66	987
07:30 AM	1	43	303	35	382	5	10	374	21	410	0	89	34	12	135	0	23	18	45	86	1013
07:45 AM	0	44	323	23	390	5	17	284	24	330	0	80	31	12	123	2	27	11	30	70	913
Total	4	143	1353	97	1597	16	52	1302	80	1450	0	304	109	46	459	3	102	38	143	286	3792
08:00 AM	3	48	383	25	459	2	12	291	26	331	0	66	35	23	124	0	27	10	23	60	974
08:15 AM	4	48	326	28	406	4	7	323	41	375	0	76	27	11	114	1	23	10	40	74	969
08:30 AM	0	53	374	28	455	0	4	330	40	374	0	74	44	13	131	2	30	7	43	82	1042
08:45 AM	1	75	355	39	470	4	7	226	28	265	0	77	49	13	139	3	37	17	38	95	969
Total	8	224	1438	120	1790	10	30	1170	135	1345	0	293	155	60	508	6	117	44	144	311	3954
*** BREAK ***																					
04:00 PM	1	66	329	42	438	0	3	285	35	323	0	52	55	13	120	2	56	39	64	161	1042
04:15 PM	0	62	323	38	423	4	10	295	42	351	0	66	36	12	114	0	49	35	50	134	1022
04:30 PM	2	54	336	32	424	4	18	311	38	371	0	46	26	5	77	0	53	37	51	141	1013
04:45 PM	0	75	416	33	524	2	7	318	31	358	0	56	34	10	100	1	45	41	58	145	1127
Total	3	257	1404	145	1809	10	38	1209	146	1403	0	220	151	40	411	3	203	152	223	581	4204
05:00 PM	1	66	313	46	426	0	9	269	35	313	0	61	63	13	137	3	56	44	72	175	1051
05:15 PM	2	84	363	58	507	4	14	315	35	368	0	57	39	13	109	0	48	29	56	133	1117
05:30 PM	5	79	367	35	486	1	11	248	42	302	0	57	46	6	109	1	60	31	77	169	1066
05:45 PM	2	63	320	47	432	4	15	312	45	376	0	72	46	20	138	1	53	34	52	140	1086
Total	10	292	1363	186	1851	9	49	1144	157	1359	0	247	194	52	493	5	217	138	257	617	4320
06:00 PM	2	72	368	46	488	1	7	268	35	311	0	51	41	12	104	0	57	30	70	157	1060
06:15 PM	2	66	287	35	390	3	6	252	48	309	0	56	52	17	125	2	51	41	52	146	970
06:30 PM	1	64	321	48	434	3	10	232	40	285	0	43	40	15	98	2	52	39	52	145	962
06:45 PM	1	63	301	28	393	5	8	229	52	294	0	38	41	17	96	2	44	27	42	115	898
Total	6	265	1277	157	1705	12	31	981	175	1199	0	188	174	61	423	6	204	137	216	563	3890
Grand Total	34	1250	7565	746	9595	65	213	6583	745	7606	0	1486	831	301	2618	29	893	520	1074	2516	22335
Apprch %	0.4	13	78.8	7.8		0.9	2.8	86.6	9.8		0	56.8	31.7	11.5		1.2	35.5	20.7	42.7		
Total %	0.2	5.6	33.9	3.3	43	0.3	1	29.5	3.3	34.1	0	6.7	3.7	1.3	11.7	0.1	4	2.3	4.8	11.3	
Autos	34	1236	7389	731	9390	65	210	6427	729	7431	0	1459	824	297	2580	29	878	518	1062	2487	21888
% Autos	100	98.9	97.7	98	97.9	100	98.6	97.6	97.9	97.7	0	98.2	99.2	98.7	98.5	100	98.3	99.6	98.9	98.8	98
Heavy Vehicles	0	14	176	15	205	0	3	156	16	175	0	27	7	4	38	0	15	2	12	29	447
% Heavy Vehicles	0	1.1	2.3	2	2.1	0	1.4	2.4	2.1	2.3	0	1.8	0.8	1.3	1.5	0	1.7	0.4	1.1	1.2	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



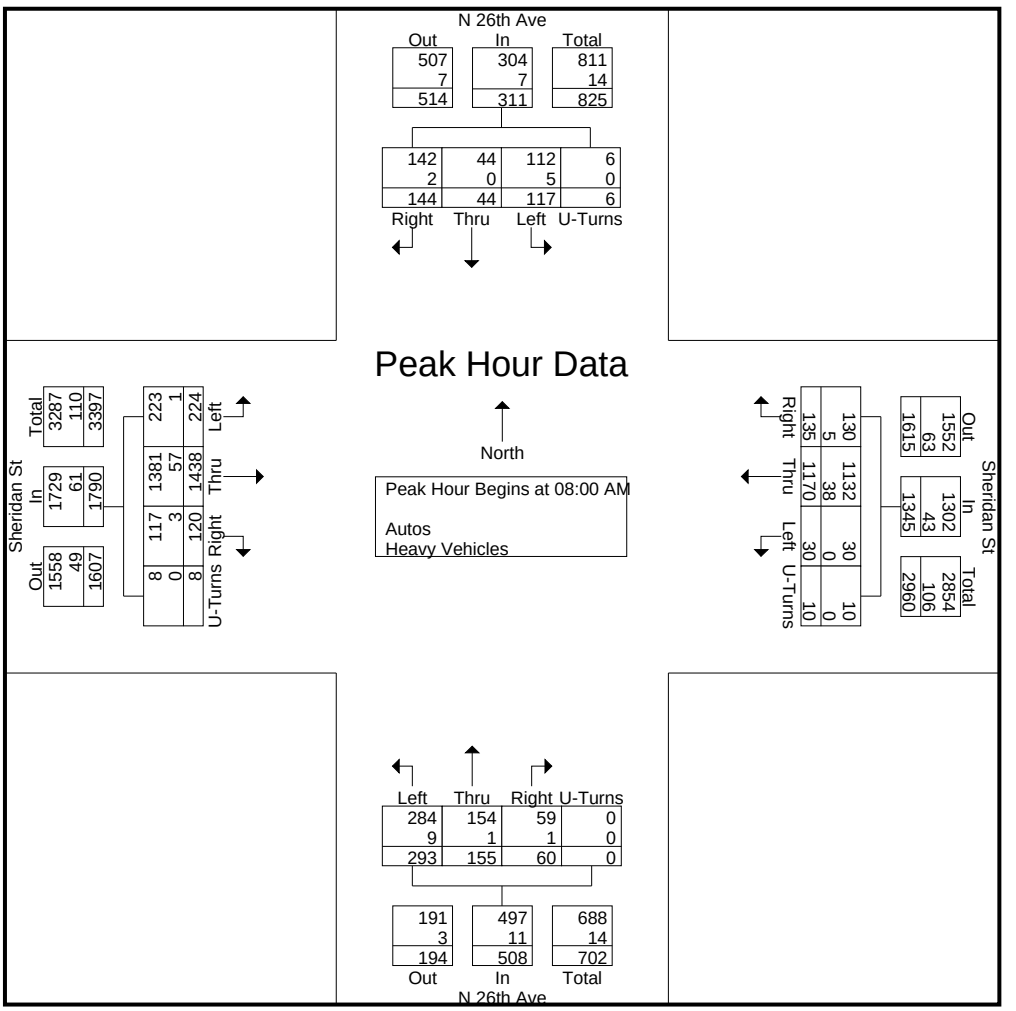
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	48	**383**	25	459	2	**12**	291	26	331	0	66	35	**23**	124	0	27	10	23	60	974
08:15 AM	**4**	48	326	28	406	**4**	7	323	**41**	**375**	0	76	27	11	114	1	23	10	40	74	969
08:30 AM	0	53	374	28	455	0	4	**330**	40	374	0	74	44	13	131	2	30	7	**43**	82	**1042**
08:45 AM	1	**75**	355	**39**	**470**	4	7	226	28	265	0	**77**	**49**	13	**139**	**3**	**37**	**17**	38	**95**	969
Total Volume	8	224	1438	120	1790	10	30	1170	135	1345	0	293	155	60	508	6	117	44	144	311	3954
% App. Total	0.4	12.5	80.3	6.7		0.7	2.2	87	10		0	57.7	30.5	11.8		1.9	37.6	14.1	46.3		
PHF	.500	.747	.939	.769	.952	.625	.625	.886	.823	.897	.000	.951	.791	.652	.914	.500	.791	.647	.837	.818	.949
Autos	8	223	1381	117	1729	10	30	1132	130	1302	0	284	154	59	497	6	112	44	142	304	3832
% Autos	100	99.6	96.0	97.5	96.6	100	100	96.8	96.3	96.8	0	96.9	99.4	98.3	97.8	100	95.7	100	98.6	97.7	96.9
Heavy Vehicles	0	1	57	3	61	0	0	38	5	43	0	9	1	1	11	0	5	0	2	7	122
% Heavy Vehicles	0	0.4	4.0	2.5	3.4	0	0	3.2	3.7	3.2	0	3.1	0.6	1.7	2.2	0	4.3	0	1.4	2.3	3.1



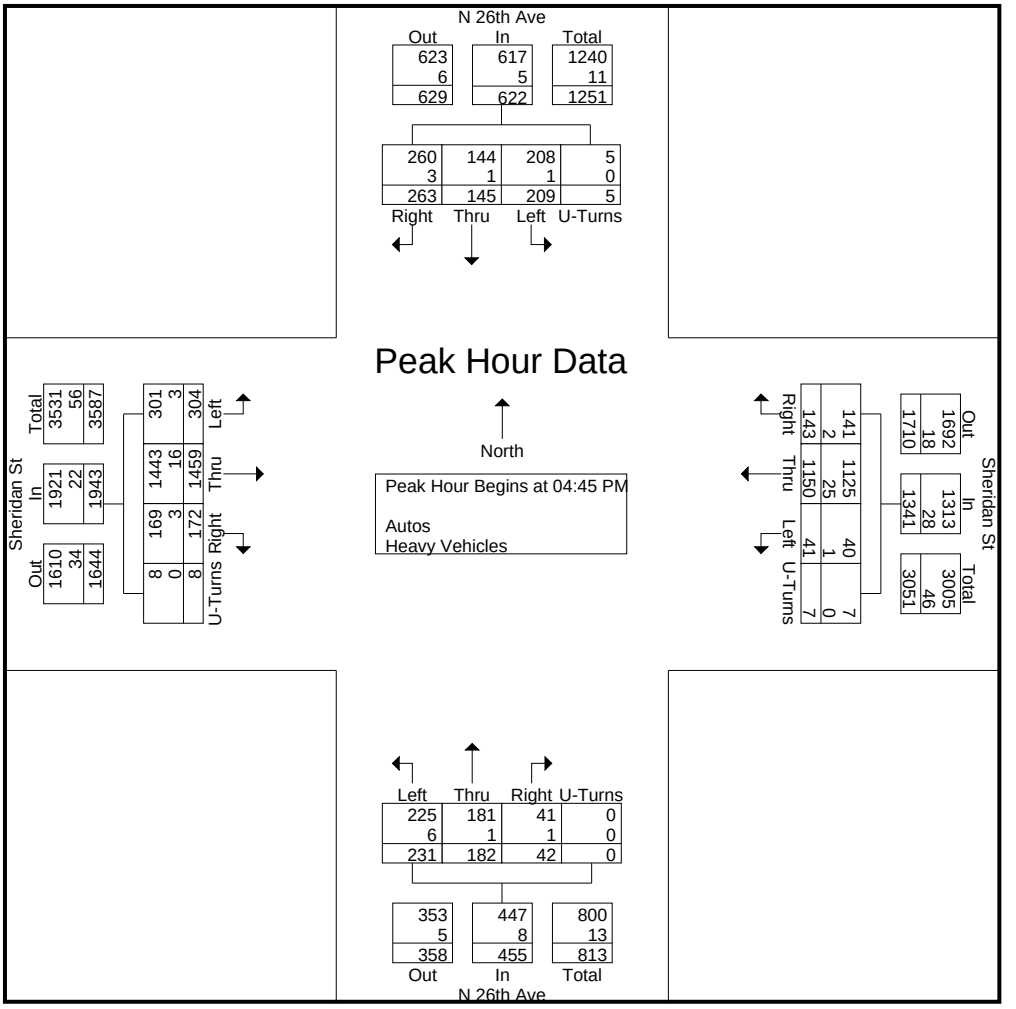
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	75	**416**	33	**524**	2	7	**318**	31	358	0	56	34	10	100	1	45	41	58	145	**1127**
05:00 PM	1	66	313	46	426	0	9	269	35	313	0	**61**	**63**	**13**	**137**	**3**	56	**44**	72	**175**	1051
05:15 PM	2	**84**	363	**58**	507	**4**	**14**	315	35	**368**	0	57	39	13	109	0	48	29	56	133	1117
05:30 PM	**5**	79	367	35	486	1	11	248	**42**	302	0	57	46	6	109	1	**60**	31	**77**	169	1066
Total Volume	8	304	1459	172	1943	7	41	1150	143	1341	0	231	182	42	455	5	209	145	263	622	4361
% App. Total	0.4	15.6	75.1	8.9		0.5	3.1	85.8	10.7		0	50.8	40	9.2		0.8	33.6	23.3	42.3		
PHF	.400	.905	.877	.741	.927	.438	.732	.904	.851	.911	.000	.947	.722	.808	.830	.417	.871	.824	.854	.889	.967
Autos	8	301	1443	169	1921	7	40	1125	141	1313	0	225	181	41	447	5	208	144	260	617	4298
% Autos	100	99.0	98.9	98.3	98.9	100	97.6	97.8	98.6	97.9	0	97.4	99.5	97.6	98.2	100	99.5	99.3	98.9	99.2	98.6
Heavy Vehicles	0	3	16	3	22	0	1	25	2	28	0	6	1	1	8	0	1	1	3	5	63
% Heavy Vehicles	0	1.0	1.1	1.7	1.1	0	2.4	2.2	1.4	2.1	0	2.6	0.5	2.4	1.8	0	0.5	0.7	1.1	0.8	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	8
06:15 AM	0	0	5	0	5	0	0	7	0	7	0	1	1	1	3	0	0	0	1	1	16
06:30 AM	0	0	10	1	11	0	0	6	1	7	0	0	0	0	0	0	1	0	0	1	19
06:45 AM	0	0	9	0	9	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	19
Total	0	0	26	1	27	0	0	28	1	29	0	1	1	1	3	0	2	0	1	3	62
07:00 AM	0	0	13	1	14	0	0	7	0	7	0	2	0	1	3	0	1	0	1	2	26
07:15 AM	0	2	7	0	9	0	0	10	1	11	0	0	0	0	0	0	1	0	0	1	21
07:30 AM	0	0	13	2	15	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1	18
07:45 AM	0	0	2	3	5	0	0	4	1	5	0	3	0	0	3	0	0	0	0	0	13
Total	0	2	35	6	43	0	1	22	2	25	0	5	0	1	6	0	2	0	2	4	78
08:00 AM	0	0	18	0	18	0	0	5	0	5	0	0	0	0	0	0	3	0	1	4	27
08:15 AM	0	0	15	1	16	0	0	7	1	8	0	5	0	0	5	0	0	0	0	0	29
08:30 AM	0	0	15	0	15	0	0	15	2	17	0	1	1	1	3	0	0	0	1	1	36
08:45 AM	0	1	9	2	12	0	0	11	2	13	0	3	0	0	3	0	2	0	0	2	30
Total	0	1	57	3	61	0	0	38	5	43	0	9	1	1	11	0	5	0	2	7	122
*** BREAK ***																					
04:00 PM	0	1	8	0	9	0	0	6	1	7	0	1	0	0	1	0	1	0	0	1	18
04:15 PM	0	0	5	0	5	0	0	7	1	8	0	1	1	0	2	0	0	0	1	1	16
04:30 PM	0	3	9	1	13	0	0	7	1	8	0	2	1	0	3	0	1	1	1	3	27
04:45 PM	0	1	5	1	7	0	0	6	0	6	0	2	0	0	2	0	0	0	1	1	16
Total	0	5	27	2	34	0	0	26	3	29	0	6	2	0	8	0	2	1	3	6	77
05:00 PM	0	0	3	0	3	0	1	8	1	10	0	0	1	0	1	0	1	0	0	1	15
05:15 PM	0	2	4	1	7	0	0	9	1	10	0	2	0	0	2	0	0	0	1	1	20
05:30 PM	0	0	4	1	5	0	0	2	0	2	0	2	0	1	3	0	0	1	1	2	12
05:45 PM	0	0	6	0	6	0	1	7	0	8	0	0	1	0	1	0	1	0	0	1	16
Total	0	2	17	2	21	0	2	26	2	30	0	4	2	1	7	0	2	1	2	5	63
06:00 PM	0	2	2	0	4	0	0	4	2	6	0	1	0	0	1	0	0	0	0	0	11
06:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	1	0	1	2	5
06:30 PM	0	0	3	0	3	0	0	7	0	7	0	0	0	0	0	0	0	0	1	1	11
06:45 PM	0	2	9	1	12	0	0	4	1	5	0	0	0	0	0	0	1	0	0	1	18
Total	0	4	14	1	19	0	0	16	3	19	0	2	1	0	3	0	2	0	2	4	45
Grand Total	0	14	176	15	205	0	3	156	16	175	0	27	7	4	38	0	15	2	12	29	447
Apprch %	0	6.8	85.9	7.3		0	1.7	89.1	9.1		0	71.1	18.4	10.5		0	51.7	6.9	41.4		
Total %	0	3.1	39.4	3.4	45.9	0	0.7	34.9	3.6	39.1	0	6	1.6	0.9	8.5	0	3.4	0.4	2.7	6.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

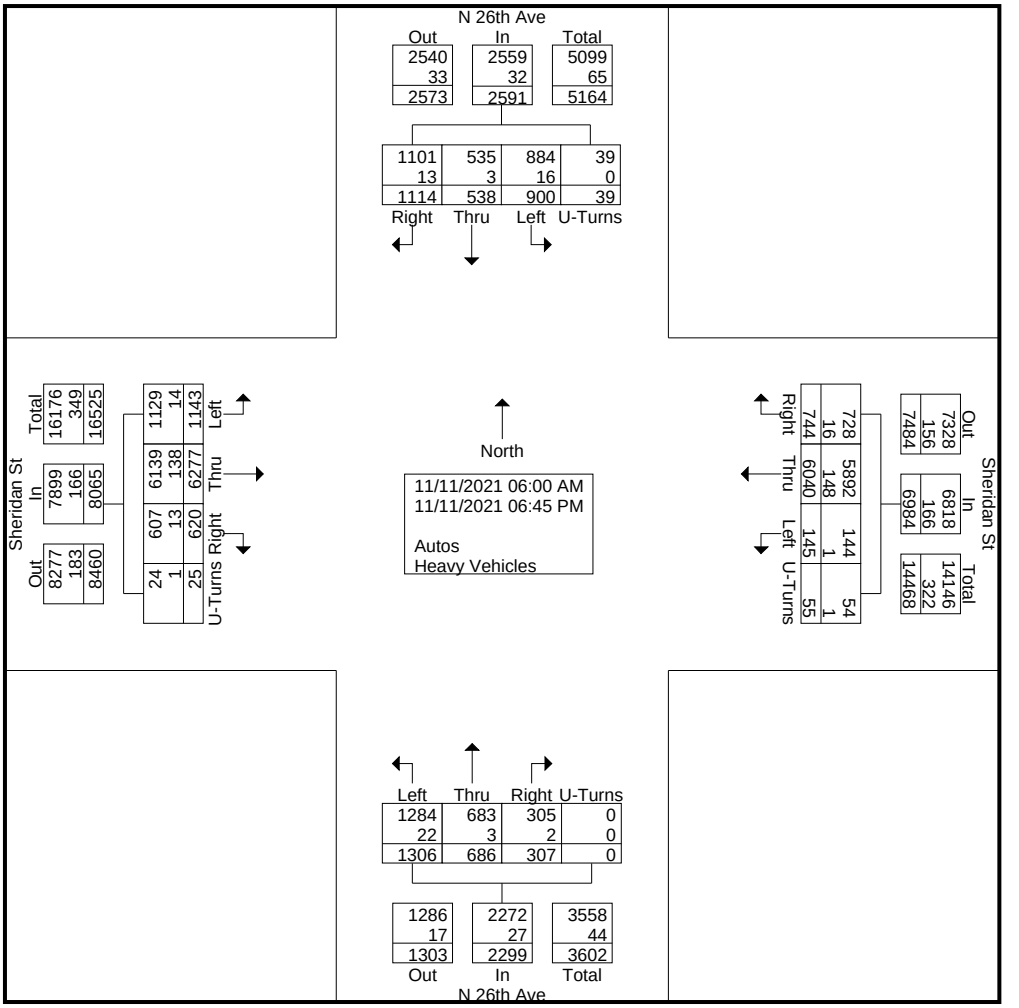
	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	14	74	8	96	0	3	134	11	148	0	24	10	7	41	1	5	2	14	22	307
06:15 AM	1	8	102	5	116	2	2	149	7	160	0	39	10	13	62	1	8	4	13	26	364
06:30 AM	1	17	162	6	186	1	2	174	14	191	0	43	10	11	64	0	7	2	19	28	469
06:45 AM	1	26	161	11	199	1	5	192	18	216	0	64	5	10	79	1	26	4	28	59	553
Total	3	65	499	30	597	4	12	649	50	715	0	170	35	41	246	3	46	12	74	135	1693
07:00 AM	1	28	198	8	235	8	6	183	15	212	0	62	21	7	90	2	13	2	28	45	582
07:15 AM	0	31	213	13	257	3	4	292	15	314	0	52	24	11	87	1	18	9	31	59	717
07:30 AM	1	32	235	15	283	3	3	260	27	293	0	83	23	12	118	0	23	11	23	57	751
07:45 AM	1	52	270	19	342	3	5	292	20	320	0	61	21	9	91	2	38	15	24	79	832
Total	3	143	916	55	1117	17	18	1027	77	1139	0	258	89	39	386	5	92	37	106	240	2882
08:00 AM	2	53	277	16	348	2	7	250	20	279	0	68	28	14	110	3	37	17	27	84	821
08:15 AM	0	45	243	15	303	3	4	230	23	260	0	69	30	11	110	1	33	11	40	85	758
08:30 AM	1	58	264	16	339	1	7	315	32	355	0	56	38	8	102	1	31	27	42	101	897
08:45 AM	2	67	235	20	324	1	8	216	42	267	0	73	44	8	125	3	34	14	50	101	817
Total	5	223	1019	67	1314	7	26	1011	117	1161	0	266	140	41	447	8	135	69	159	371	3293
*** BREAK ***																					
04:00 PM	1	58	334	32	425	5	6	301	34	346	0	42	44	9	95	1	48	43	86	178	1044
04:15 PM	3	76	305	31	415	1	10	259	47	317	0	59	40	18	117	4	60	42	86	192	1041
04:30 PM	2	53	305	27	387	3	4	321	38	366	0	53	28	8	89	2	62	30	67	161	1003
04:45 PM	0	77	313	37	427	2	8	305	48	363	0	57	41	18	116	2	44	30	65	141	1047
Total	6	264	1257	127	1654	11	28	1186	167	1392	0	211	153	53	417	9	214	145	304	672	4135
05:00 PM	0	62	304	37	403	1	8	270	41	320	0	72	48	10	130	2	67	42	62	173	1026
05:15 PM	0	65	411	43	519	2	6	360	54	422	0	71	48	12	131	1	48	51	72	172	1244
05:30 PM	2	69	288	33	392	1	13	267	40	321	0	45	38	12	95	1	58	30	64	153	961
05:45 PM	1	59	317	54	431	1	7	258	30	296	0	49	37	12	98	2	66	34	52	154	979
Total	3	255	1320	167	1745	5	34	1155	165	1359	0	237	171	46	454	6	239	157	250	652	4210
06:00 PM	3	58	321	38	420	5	9	304	29	347	0	47	32	15	94	1	61	44	54	160	1021
06:15 PM	1	63	312	37	413	2	8	246	36	292	0	61	38	13	112	1	62	36	45	144	961
06:30 PM	1	57	307	36	401	3	8	248	41	300	0	43	20	13	76	4	32	34	57	127	904
06:45 PM	0	15	326	63	404	1	2	214	62	279	0	13	8	46	67	2	19	4	65	90	840
Total	5	193	1266	174	1638	11	27	1012	168	1218	0	164	98	87	349	8	174	118	221	521	3726
Grand Total	25	1143	6277	620	8065	55	145	6040	744	6984	0	1306	686	307	2299	39	900	538	1114	2591	19939
Apprch %	0.3	14.2	77.8	7.7		0.8	2.1	86.5	10.7		0	56.8	29.8	13.4		1.5	34.7	20.8	43		
Total %	0.1	5.7	31.5	3.1	40.4	0.3	0.7	30.3	3.7	35	0	6.5	3.4	1.5	11.5	0.2	4.5	2.7	5.6	13	
Autos	24	1129	6139	607	7899	54	144	5892	728	6818	0	1284	683	305	2272	39	884	535	1101	2559	19548
% Autos	96	98.8	97.8	97.9	97.9	98.2	99.3	97.5	97.8	97.6	0	98.3	99.6	99.3	98.8	100	98.2	99.4	98.8	98.8	98
Heavy Vehicles	1	14	138	13	166	1	1	148	16	166	0	22	3	2	27	0	16	3	13	32	391
% Heavy Vehicles	4	1.2	2.2	2.1	2.1	1.8	0.7	2.5	2.2	2.4	0	1.7	0.4	0.7	1.2	0	1.8	0.6	1.2	1.2	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
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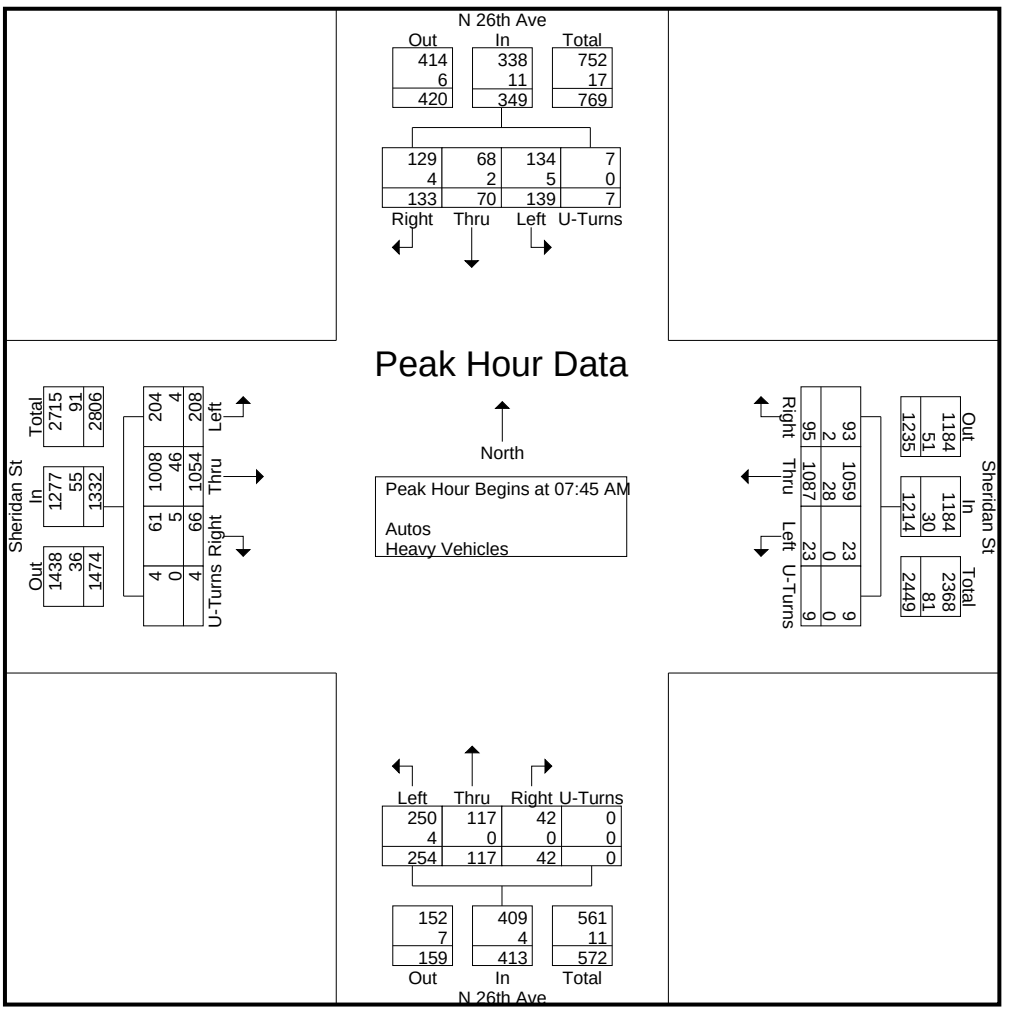
CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	52	270	**19**	342	**3**	5	292	20	320	0	61	21	9	91	2	**38**	15	24	79	832
08:00 AM	**2**	53	**277**	16	**348**	2	**7**	250	20	279	0	68	28	**14**	**110**	**3**	37	17	27	84	821
08:15 AM	0	45	243	15	303	3	4	230	23	260	0	**69**	30	11	110	1	33	11	40	85	758
08:30 AM	1	**58**	264	16	339	1	7	**315**	**32**	**355**	0	56	**38**	8	102	1	31	**27**	**42**	**101**	**897**
Total Volume	4	208	1054	66	1332	9	23	1087	95	1214	0	254	117	42	413	7	139	70	133	349	3308
% App. Total	0.3	15.6	79.1	5		0.7	1.9	89.5	7.8		0	61.5	28.3	10.2		2	39.8	20.1	38.1		
PHF	.500	.897	.951	.868	.957	.750	.821	.863	.742	.855	.000	.920	.770	.750	.939	.583	.914	.648	.792	.864	.922
Autos	4	204	1008	61	1277	9	23	1059	93	1184	0	250	117	42	409	7	134	68	129	338	3208
% Autos	100	98.1	95.6	92.4	95.9	100	100	97.4	97.9	97.5	0	98.4	100	100	99.0	100	96.4	97.1	97.0	96.8	97.0
Heavy Vehicles	0	4	46	5	55	0	0	28	2	30	0	4	0	0	4	0	5	2	4	11	100
% Heavy Vehicles	0	1.9	4.4	7.6	4.1	0	0	2.6	2.1	2.5	0	1.6	0	0	1.0	0	3.6	2.9	3.0	3.2	3.0



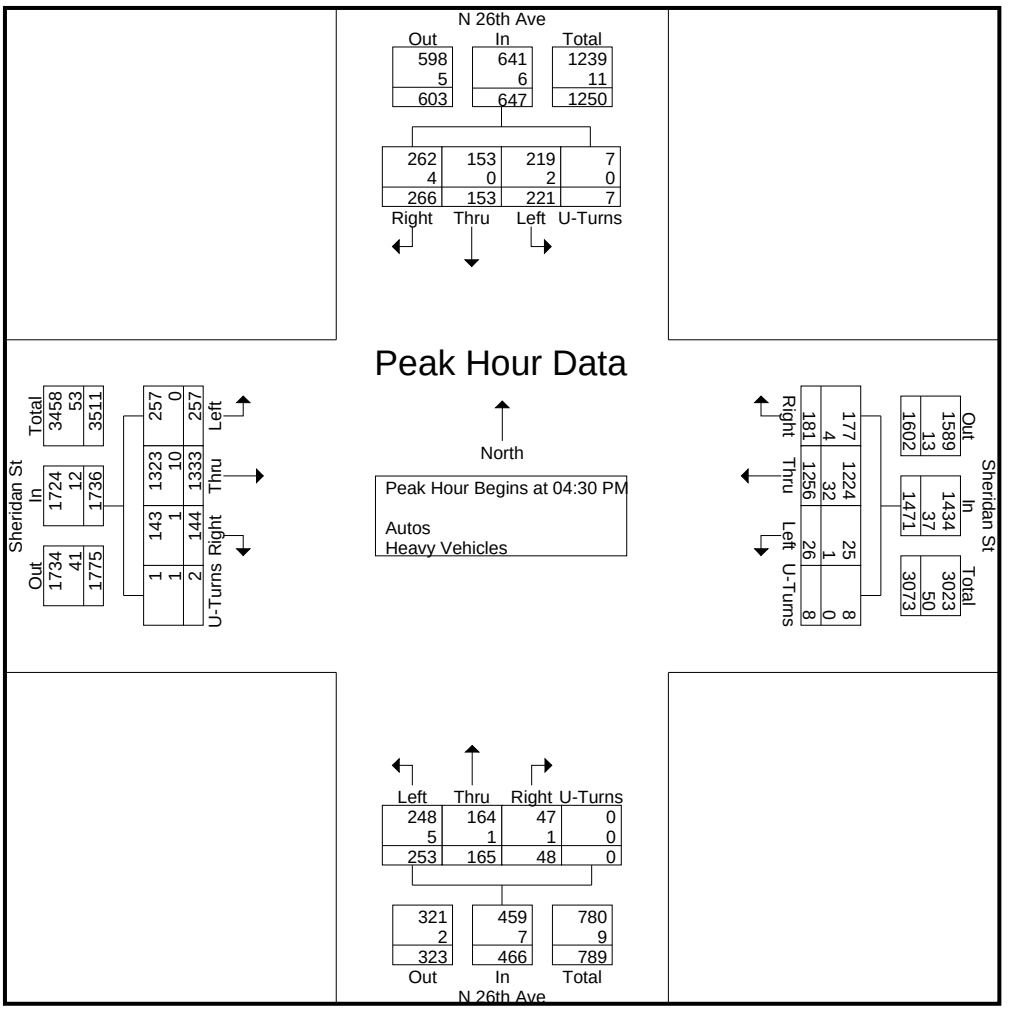
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**2**	53	305	27	387	**3**	4	321	38	366	0	53	28	8	89	**2**	62	30	67	161	1003
04:45 PM	0	**77**	313	37	427	2	**8**	305	48	363	0	57	41	**18**	116	2	44	30	65	141	1047
05:00 PM	0	62	304	37	403	1	8	270	41	320	0	**72**	**48**	10	130	2	**67**	42	62	**173**	1026
05:15 PM	0	65	**411**	**43**	**519**	2	6	**360**	**54**	**422**	0	71	48	12	**131**	1	48	**51**	**72**	172	**1244**
Total Volume	2	257	1333	144	1736	8	26	1256	181	1471	0	253	165	48	466	7	221	153	266	647	4320
% App. Total	0.1	14.8	76.8	8.3		0.5	1.8	85.4	12.3		0	54.3	35.4	10.3		1.1	34.2	23.6	41.1		
PHF	.250	.834	.811	.837	.836	.667	.813	.872	.838	.871	.000	.878	.859	.667	.889	.875	.825	.750	.924	.935	.868
Autos	1	257	1323	143	1724	8	25	1224	177	1434	0	248	164	47	459	7	219	153	262	641	4258
% Autos	50.0	100	99.2	99.3	99.3	100	96.2	97.5	97.8	97.5	0	98.0	99.4	97.9	98.5	100	99.1	100	98.5	99.1	98.6
Heavy Vehicles	1	0	10	1	12	0	1	32	4	37	0	5	1	1	7	0	2	0	4	6	62
% Heavy Vehicles	50.0	0	0.8	0.7	0.7	0	3.8	2.5	2.2	2.5	0	2.0	0.6	2.1	1.5	0	0.9	0	1.5	0.9	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	2	1	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	10
06:15 AM	0	0	6	0	6	0	0	6	0	6	0	0	0	0	0	0	0	0	2	2	14
06:30 AM	0	0	10	1	11	0	0	6	1	7	0	0	1	0	1	0	1	0	0	1	20
06:45 AM	0	1	5	0	6	0	0	6	0	6	0	0	0	0	0	0	1	0	1	2	14
Total	0	2	23	2	27	0	0	24	1	25	0	0	1	0	1	0	2	0	3	5	58
07:00 AM	0	1	8	0	9	0	0	6	1	7	0	2	0	0	2	0	0	0	0	0	18
07:15 AM	0	1	9	0	10	0	0	5	1	6	0	0	0	0	0	0	1	0	0	1	17
07:30 AM	0	1	8	1	10	1	0	7	1	9	0	0	0	1	1	0	1	0	0	1	21
07:45 AM	0	1	13	0	14	0	0	8	1	9	0	1	0	0	1	0	1	1	2	4	28
Total	0	4	38	1	43	1	0	26	4	31	0	3	0	1	4	0	3	1	2	6	84
08:00 AM	0	1	14	1	16	0	0	4	0	4	0	1	0	0	1	0	2	0	1	3	24
08:15 AM	0	0	13	3	16	0	0	5	1	6	0	0	0	0	0	0	1	0	0	1	23
08:30 AM	0	2	6	1	9	0	0	11	0	11	0	2	0	0	2	0	1	1	1	3	25
08:45 AM	0	2	13	0	15	0	0	5	1	6	0	2	1	0	3	0	1	0	0	1	25
Total	0	5	46	5	56	0	0	25	2	27	0	5	1	0	6	0	5	1	2	8	97
*** BREAK ***																					
04:00 PM	0	0	2	1	3	0	0	13	0	13	0	2	0	0	2	0	1	1	1	3	21
04:15 PM	0	2	12	1	15	0	0	7	1	8	0	2	0	0	2	0	0	0	0	0	25
04:30 PM	1	0	3	1	5	0	1	10	1	12	0	3	0	1	4	0	1	0	0	1	22
04:45 PM	0	0	5	0	5	0	0	12	1	13	0	1	1	0	2	0	0	0	2	2	22
Total	1	2	22	3	28	0	1	42	3	46	0	8	1	1	10	0	2	1	3	6	90
05:00 PM	0	0	0	0	0	0	0	8	0	8	0	1	0	0	1	0	1	0	1	2	11
05:15 PM	0	0	2	0	2	0	0	2	2	4	0	0	0	0	0	0	0	0	1	1	7
05:30 PM	0	0	1	0	1	0	0	6	1	7	0	0	0	0	0	0	0	0	1	1	9
05:45 PM	0	0	0	0	0	0	0	4	0	4	0	1	0	0	1	0	2	0	0	2	7
Total	0	0	3	0	3	0	0	20	3	23	0	2	0	0	2	0	3	0	3	6	34
06:00 PM	0	0	1	0	1	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	2	0	2	0	0	5	0	5	0	1	0	0	1	0	1	0	0	1	9
06:30 PM	0	1	3	2	6	0	0	1	1	2	0	2	0	0	2	0	0	0	0	0	10
06:45 PM	0	0	0	0	0	0	0	3	1	4	0	1	0	0	1	0	0	0	0	0	5
Total	0	1	6	2	9	0	0	11	3	14	0	4	0	0	4	0	1	0	0	1	28
Grand Total	1	14	138	13	166	1	1	148	16	166	0	22	3	2	27	0	16	3	13	32	391
Apprch %	0.6	8.4	83.1	7.8		0.6	0.6	89.2	9.6		0	81.5	11.1	7.4		0	50	9.4	40.6		
Total %	0.3	3.6	35.3	3.3	42.5	0.3	0.3	37.9	4.1	42.5	0	5.6	0.8	0.5	6.9	0	4.1	0.8	3.3	8.2	

County: 86
Station: 1201
Description: N 29TH AVE N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	33	28	28	18	107	36	16	22	23	97	204
0100	18	13	26	21	78	16	13	9	12	50	128
0200	21	12	15	8	56	16	8	7	8	39	95
0300	9	8	5	10	32	5	7	11	5	28	60
0400	11	17	11	21	60	9	17	10	16	52	112
0500	13	18	22	45	98	13	8	18	22	61	159
0600	34	48	54	78	214	25	33	38	33	129	343
0700	72	81	114	157	424	57	46	53	80	236	660
0800	136	121	116	152	525	63	84	63	92	302	827
0900	137	111	114	96	458	84	63	82	108	337	795
1000	123	88	97	84	392	121	102	90	69	382	774
1100	86	93	95	90	364	84	92	94	88	358	722
1200	85	127	90	78	380	116	85	101	76	378	758
1300	86	81	70	95	332	73	81	85	94	333	665
1400	70	87	95	95	347	98	92	88	76	354	701
1500	102	72	80	82	336	100	85	102	111	398	734
1600	75	67	61	66	269	99	122	123	106	450	719
1700	64	64	68	62	258	174	142	113	95	524	782
1800	59	57	70	65	251	137	90	95	94	416	667
1900	72	51	44	46	213	80	69	50	62	261	474
2000	57	58	33	39	187	40	56	37	40	173	360
2100	27	44	39	31	141	43	39	31	34	147	288
2200	39	54	25	35	153	33	43	34	19	129	282
2300	28	23	13	22	86	40	37	18	24	119	205
24-Hour Totals:					5761					5753	11514

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	530	815	323	815	849
P.M.	1215	381	1630	545	1630	800
Daily	745	530	1630	545	815	849

Generated by SPS 5.0.49P

County: 86
Station: 1201
Description: N 29TH AVE N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	25	15	14	9	63	18	8	17	13	56	119
0100	13	11	18	9	51	12	8	7	7	34	85
0200	28	8	13	5	54	5	4	8	6	23	77
0300	4	4	8	14	30	6	7	2	5	20	50
0400	5	3	10	16	34	4	8	10	5	27	61
0500	12	21	18	47	98	8	8	13	21	50	148
0600	47	36	59	81	223	17	51	28	43	139	362
0700	87	79	117	147	430	47	63	58	58	226	656
0800	147	137	121	133	538	71	79	96	66	312	850
0900	140	104	117	100	461	82	86	82	95	345	806
1000	90	98	92	83	363	82	73	100	90	345	708
1100	90	98	89	92	369	101	100	89	96	386	755
1200	89	106	106	94	395	109	96	107	103	415	810
1300	93	91	77	83	344	90	78	70	95	333	677
1400	78	89	78	103	348	99	74	74	85	332	680
1500	102	83	80	92	357	124	72	99	101	396	753
1600	72	66	70	89	297	99	111	157	108	475	772
1700	59	74	63	75	271	182	147	127	108	564	835
1800	59	81	77	59	276	137	79	100	88	404	680
1900	52	59	70	41	222	69	62	78	66	275	497
2000	49	39	47	44	179	54	34	53	43	184	363
2100	54	18	45	33	150	53	41	40	32	166	316
2200	33	43	36	26	138	34	29	36	32	131	269
2300	24	28	17	16	85	40	24	24	17	105	190
24-Hour Totals:					5776					5743	11519

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	552	830	330	745	856
P.M.	1215	399	1630	594	1630	886
Daily	745	552	1630	594	1630	886

Generated by SPS 5.0.49P

County: 86
Station: 1201
Description: N 29TH AVE N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	26	16	17	14	73	17	10	22	9	58	131
0100	8	21	14	17	60	13	8	16	14	51	111
0200	18	8	13	13	52	8	6	10	10	34	86
0300	12	6	13	8	39	8	9	14	9	40	79
0400	2	9	6	12	29	6	8	4	6	24	53
0500	20	13	15	24	72	12	16	18	22	68	140
0600	31	29	62	79	201	28	33	30	38	129	330
0700	64	94	107	140	405	50	54	43	63	210	615
0800	137	139	151	174	601	57	83	69	89	298	899
0900	152	109	104	108	473	87	87	94	95	363	836
1000	99	97	80	110	386	113	91	87	88	379	765
1100	91	94	108	90	383	101	78	85	99	363	746
1200	78	87	91	91	347	105	87	104	94	390	737
1300	79	80	98	82	339	84	67	84	86	321	660
1400	78	85	88	98	349	99	106	75	93	373	722
1500	61	96	80	102	339	105	93	122	122	442	781
1600	86	72	77	64	299	114	95	146	119	474	773
1700	77	74	76	85	312	191	145	143	119	598	910
1800	79	68	69	50	266	126	113	98	82	419	685
1900	68	62	59	48	237	69	63	43	51	226	463
2000	62	56	59	39	216	56	61	59	56	232	448
2100	34	38	42	33	147	59	50	47	36	192	339
2200	32	39	28	41	140	34	35	28	36	133	273
2300	38	27	25	26	116	35	27	20	31	113	229
24-Hour Totals:					5881					5930	11811

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	616	845	357	815	944
P.M.	1515	364	1630	601	1700	910
Daily	815	616	1630	601	815	944

Generated by SPS 5.0.49P

County: 86
Station: 1203
Description: SHERIDAN ST E OF N 29TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	68	65	37	48	218	66	69	47	46	228	446
0100	56	35	17	16	124	41	34	31	28	134	258
0200	18	12	25	21	76	26	19	30	23	98	174
0300	27	38	35	44	144	27	12	17	13	69	213
0400	34	49	56	76	215	24	25	38	35	122	337
0500	57	85	145	151	438	42	44	69	94	249	687
0600	171	278	359	430	1238	137	175	199	285	796	2034
0700	493	585	594	562	2234	304	366	449	456	1575	3809
0800	629	554	507	462	2152	361	382	428	399	1570	3722
0900	427	454	393	431	1705	352	343	389	340	1424	3129
1000	367	344	405	350	1466	371	351	392	319	1433	2899
1100	390	453	372	423	1638	310	342	366	365	1383	3021
1200	413	390	400	380	1583	360	367	368	410	1505	3088
1300	428	417	406	424	1675	391	382	417	430	1620	3295
1400	416	425	465	397	1703	342	350	451	450	1593	3296
1500	548	485	424	478	1935	459	448	487	502	1896	3831
1600	435	483	467	473	1858	488	502	486	575	2051	3909
1700	538	522	446	456	1962	540	563	532	508	2143	4105
1800	415	404	366	404	1589	519	542	474	464	1999	3588
1900	336	392	345	340	1413	467	387	318	339	1511	2924
2000	283	235	249	232	999	296	273	261	190	1020	2019
2100	191	199	164	166	720	239	231	166	158	794	1514
2200	140	142	115	133	530	140	156	148	146	590	1120
2300	120	104	89	80	393	117	127	108	103	455	848
24-Hour Totals:					28008					26258	54266

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2370	730	1648	715	4002
P.M.	1630	2000	1645	2210	1645	4189
Daily	715	2370	1645	2210	1645	4189

Truck Percentage 7.90 2.67 5.37

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	174	22381	3240	65	404	175	89	428	474	578	0	0	0	0	0	2213	28008
W	53	21123	4382	98	505	41	1	26	28	1	0	0	0	0	0	700	26258

Generated by SPS 5.0.49P

County: 86
Station: 1203
Description: SHERIDAN ST E OF N 29TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	56	56	44	43	199	74	73	74	46	267	466
0100	40	36	29	24	129	53	38	28	33	152	281
0200	28	20	32	24	104	23	24	22	26	95	199
0300	24	30	34	31	119	15	16	14	32	77	196
0400	30	36	43	58	167	18	13	33	31	95	262
0500	67	93	132	161	453	39	53	69	100	261	714
0600	181	296	323	344	1144	117	173	183	286	759	1903
0700	447	594	521	528	2090	297	350	419	424	1490	3580
0800	573	538	512	484	2107	352	429	381	355	1517	3624
0900	381	403	431	404	1619	336	373	347	370	1426	3045
1000	385	367	428	375	1555	368	342	362	346	1418	2973
1100	416	396	370	474	1656	328	323	343	358	1352	3008
1200	429	390	422	370	1611	329	356	353	374	1412	3023
1300	429	383	393	450	1655	354	428	338	417	1537	3192
1400	423	435	454	431	1743	389	368	396	421	1574	3317
1500	459	500	458	486	1903	484	453	400	455	1792	3695
1600	449	473	427	439	1788	469	505	532	455	1961	3749
1700	492	451	440	491	1874	588	599	587	517	2291	4165
1800	420	362	367	386	1535	513	524	492	427	1956	3491
1900	367	396	402	394	1559	388	399	378	322	1487	3046
2000	315	292	257	228	1092	282	214	241	224	961	2053
2100	223	235	230	184	872	205	230	202	200	837	1709
2200	195	185	156	145	681	173	162	151	156	642	1323
2300	140	105	128	85	458	142	146	135	88	511	969
24-Hour Totals:					28113					25870	53983

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2216	730	1624	730	3784
P.M.	1500	1903	1700	2291	1700	4165
Daily	715	2216	1700	2291	1700	4165
Truck Percentage	6.88		2.47		4.77	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	625	22430	3124	56	296	194	56	479	372	481	0	0	0	0	0	1934	28113
W	50	20977	4204	97	450	30	1	26	31	4	0	0	0	0	0	639	25870

Generated by SPS 5.0.49P

County: 86
Station: 1203
Description: SHERIDAN ST E OF N 29TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	83	66	52	50	251	98	70	66	61	295	546
0100	49	46	37	38	170	54	70	45	38	207	377
0200	25	27	28	14	94	38	25	30	19	112	206
0300	22	27	31	27	107	28	22	27	24	101	208
0400	25	34	49	58	166	20	12	37	46	115	281
0500	42	86	119	113	360	33	48	61	111	253	613
0600	130	218	243	284	875	100	131	164	213	608	1483
0700	312	401	439	421	1573	219	243	318	365	1145	2718
0800	413	356	322	346	1437	332	322	375	365	1394	2831
0900	319	350	358	402	1429	336	364	297	347	1344	2773
1000	378	402	398	435	1613	347	322	365	323	1357	2970
1100	429	469	429	433	1760	335	394	410	366	1505	3265
1200	399	483	418	412	1712	378	375	451	446	1650	3362
1300	466	432	359	423	1680	430	417	430	435	1712	3392
1400	440	460	459	419	1778	431	478	440	430	1779	3557
1500	493	454	432	437	1816	430	420	430	481	1761	3577
1600	495	467	489	430	1881	422	426	500	503	1851	3732
1700	567	529	427	441	1964	487	507	498	464	1956	3920
1800	472	385	393	301	1551	452	497	468	381	1798	3349
1900	295	376	283	313	1267	361	294	310	299	1264	2531
2000	270	239	251	217	977	292	260	238	233	1023	2000
2100	171	238	183	180	772	227	228	186	166	807	1579
2200	151	160	149	135	595	198	187	157	159	701	1296
2300	109	86	107	72	374	144	121	145	99	509	883
24-Hour Totals:					26202					25247	51449

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1674	830	1440	730	2966
P.M.	1630	2015	1630	1997	1630	4012
Daily	1630	2015	1630	1997	1630	4012

Truck Percentage 9.56 2.43 6.06

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	56	20736	2906	46	278	237	74	592	645	632	0	0	0	0	0	2504	26202
W	49	20439	4145	58	467	29	1	32	23	4	0	0	0	0	0	614	25247

Generated by SPS 5.0.49P

County: 86
Station: 1205
Description: N 29TH AVE S OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	1	4	6	16	9	13	11	4	37	53
0100	5	2	2	1	10	7	9	2	6	24	34
0200	0	2	1	2	5	3	4	10	4	21	26
0300	1	7	1	4	13	5	3	5	2	15	28
0400	4	1	1	1	7	5	4	5	6	20	27
0500	1	7	7	15	30	10	11	26	24	71	101
0600	9	14	14	18	55	30	39	30	39	138	193
0700	14	21	21	19	75	42	51	70	43	206	281
0800	25	25	12	23	85	51	56	41	26	174	259
0900	26	27	28	13	94	30	40	33	39	142	236
1000	18	13	18	12	61	33	25	28	28	114	175
1100	21	16	8	8	53	24	30	18	19	91	144
1200	11	15	9	8	43	25	27	24	22	98	141
1300	11	12	12	12	47	21	23	20	18	82	129
1400	8	13	21	15	57	20	38	38	17	113	170
1500	31	15	18	23	87	37	33	30	27	127	214
1600	12	15	16	28	71	40	35	44	47	166	237
1700	26	26	18	16	86	52	53	48	40	193	279
1800	21	21	8	21	71	62	44	57	47	210	281
1900	20	9	19	12	60	46	30	42	36	154	214
2000	8	11	21	7	47	32	24	23	25	104	151
2100	6	15	13	12	46	24	25	31	25	105	151
2200	7	11	12	2	32	28	24	25	13	90	122
2300	6	4	5	2	17	14	10	9	9	42	59
24-Hour Totals:					1168					2537	3705

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	104	730	220	730	310
P.M.	1645	98	1800	210	1645	298
Daily	845	104	730	220	730	310

Generated by SPS 5.0.49P

County: 86
Station: 1205
Description: N 29TH AVE S OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	2	5	1	12	10	7	4	6	27	39
0100	1	1	1	4	7	3	6	5	2	16	23
0200	4	1	1	1	7	6	7	1	1	15	22
0300	1	1	1	1	4	3	1	1	2	7	11
0400	0	0	4	5	9	1	3	9	10	23	32
0500	2	5	4	6	17	6	6	17	21	50	67
0600	8	13	14	20	55	28	52	44	40	164	219
0700	11	25	18	18	72	52	49	56	63	220	292
0800	21	21	18	23	83	54	57	51	44	206	289
0900	22	15	14	18	69	38	25	28	39	130	199
1000	20	12	18	11	61	31	21	23	21	96	157
1100	18	18	9	13	58	19	36	40	21	116	174
1200	18	18	9	13	58	30	28	21	32	111	169
1300	19	15	18	14	66	24	25	35	22	106	172
1400	12	15	15	12	54	31	24	25	25	105	159
1500	12	21	18	19	70	32	32	34	40	138	208
1600	21	11	20	26	78	36	40	39	47	162	240
1700	19	20	20	25	84	46	38	44	45	173	257
1800	19	21	15	21	76	57	48	51	45	201	277
1900	21	15	16	8	60	34	43	39	30	146	206
2000	15	8	12	15	50	26	29	30	24	109	159
2100	12	12	9	7	40	24	24	24	21	93	133
2200	8	9	12	5	34	12	28	21	17	78	112
2300	2	8	7	4	21	18	19	16	11	64	85
24-Hour Totals:					1145					2556	3701

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	84	730	230	730	308
P.M.	1630	85	1745	201	1745	281
Daily	1630	85	730	230	730	308

Generated by SPS 5.0.49P

County: 86
Station: 1205
Description: N 29TH AVE S OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	2	5	4	16	10	15	5	3	33	49
0100	1	1	1	1	4	3	3	8	1	15	19
0200	1	1	1	1	4	5	4	3	2	14	18
0300	1	4	1	1	7	1	3	3	0	7	14
0400	1	1	1	1	4	1	6	6	4	17	21
0500	2	6	5	8	21	10	11	14	19	54	75
0600	10	11	11	9	41	32	43	28	33	136	177
0700	7	12	17	9	45	29	40	50	47	166	211
0800	23	25	18	27	93	53	39	41	49	182	275
0900	21	22	19	18	80	36	36	36	41	149	229
1000	18	15	16	15	64	31	34	35	28	128	192
1100	18	15	15	13	61	24	27	28	30	109	170
1200	15	18	13	11	57	39	39	38	20	136	193
1300	15	13	15	15	58	32	24	28	38	122	180
1400	12	15	18	12	57	26	28	25	31	110	167
1500	19	19	18	20	76	31	24	29	38	122	198
1600	19	14	16	28	77	40	34	39	38	151	228
1700	25	23	20	18	86	49	50	55	33	187	273
1800	23	23	12	27	85	47	55	61	49	212	297
1900	22	13	19	12	66	44	45	24	32	145	211
2000	15	12	15	12	54	29	45	27	36	137	191
2100	8	12	12	9	41	23	21	25	29	98	139
2200	11	9	12	6	38	23	35	22	18	98	136
2300	4	5	6	2	17	18	13	9	7	47	64
24-Hour Totals:					1152					2575	3727

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	93	715	190	800	275
P.M.	1645	96	1800	212	1800	297
Daily	1645	96	1800	212	1800	297

Generated by SPS 5.0.49P

County: 86
Station: 1207
Description: SHERIDAN ST W OF N 29TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	80	66	55	54	255	120	108	70	76	374	629
0100	36	50	41	35	162	58	50	49	44	201	363
0200	25	28	37	29	119	37	36	31	27	131	250
0300	23	29	44	44	140	23	30	22	24	99	239
0400	33	40	58	59	190	30	28	45	45	148	338
0500	68	81	138	137	424	38	45	50	109	242	666
0600	167	248	295	344	1054	118	138	204	210	670	1724
0700	431	590	556	603	2180	283	300	384	414	1381	3561
0800	613	552	539	445	2149	417	327	351	390	1485	3634
0900	346	363	365	415	1489	356	327	339	370	1392	2881
1000	385	383	410	413	1591	286	332	356	286	1260	2851
1100	407	379	390	425	1601	325	324	338	328	1315	2916
1200	423	430	398	354	1605	310	320	345	360	1335	2940
1300	351	354	353	408	1466	371	381	356	396	1504	2970
1400	403	412	449	438	1702	431	357	390	476	1654	3356
1500	490	440	468	505	1903	403	405	418	442	1668	3571
1600	396	517	445	435	1793	464	486	429	443	1822	3615
1700	490	526	561	447	2024	468	535	524	452	1979	4003
1800	395	371	388	352	1506	502	527	523	446	1998	3504
1900	338	344	353	302	1337	392	335	376	344	1447	2784
2000	318	307	281	250	1156	266	291	241	223	1021	2177
2100	202	219	180	161	762	234	213	200	203	850	1612
2200	174	148	131	149	602	180	160	148	125	613	1215
2300	106	93	90	88	377	143	115	115	80	453	830
24-Hour Totals:					27587					25042	52629

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2362	730	1542	715	3877
P.M.	1700	2024	1715	2013	1700	4003
Daily	715	2362	1715	2013	1700	4003

Generated by SPS 5.0.49P

County: 86
Station: 1207
Description: SHERIDAN ST W OF N 29TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	61	49	47	49	206	99	71	68	54	292	498
0100	34	32	37	29	132	64	47	37	31	179	311
0200	30	25	22	27	104	22	20	34	25	101	205
0300	21	24	30	38	113	22	13	22	19	76	189
0400	40	28	47	65	180	17	16	43	35	111	291
0500	68	86	144	152	450	29	48	55	108	240	690
0600	172	296	306	397	1171	96	157	176	266	695	1866
0700	439	597	621	608	2265	299	314	370	440	1423	3688
0800	654	542	567	504	2267	374	325	364	338	1401	3668
0900	449	421	433	389	1692	335	268	335	343	1281	2973
1000	344	385	368	368	1465	268	327	364	302	1261	2726
1100	429	394	410	385	1618	333	370	317	339	1359	2977
1200	414	409	400	362	1585	365	365	364	358	1452	3037
1300	419	456	419	417	1711	331	363	366	372	1432	3143
1400	388	447	404	364	1603	381	383	399	466	1629	3232
1500	495	441	495	510	1941	426	484	436	399	1745	3686
1600	350	490	522	464	1826	487	453	473	438	1851	3677
1700	539	516	485	442	1982	529	509	500	538	2076	4058
1800	392	406	382	361	1541	537	424	420	382	1763	3304
1900	363	429	363	350	1505	356	339	339	283	1317	2822
2000	264	237	247	246	994	298	280	265	231	1074	2068
2100	205	161	185	159	710	216	218	223	183	840	1550
2200	163	137	151	140	591	162	205	194	159	720	1311
2300	95	100	99	84	378	142	127	135	104	508	886
24-Hour Totals:					28030					24826	52856

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2480	730	1509	715	3978
P.M.	1630	2041	1715	2084	1700	4058
Daily	715	2480	1715	2084	1700	4058

Generated by SPS 5.0.49P

County: 86
Station: 1207
Description: SHERIDAN ST W OF N 29TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	69	52	48	51	220	103	84	76	54	317	537
0100	36	35	34	25	130	47	60	42	44	193	323
0200	29	21	26	30	106	48	28	19	27	122	228
0300	34	24	30	28	116	27	17	18	26	88	204
0400	25	30	50	58	163	23	22	34	32	111	274
0500	67	96	116	139	418	41	40	63	98	242	660
0600	155	240	266	318	979	104	155	179	236	674	1653
0700	353	480	469	497	1799	261	247	374	370	1252	3051
0800	451	478	498	469	1896	389	375	341	385	1490	3386
0900	457	409	445	407	1718	324	318	291	366	1299	3017
1000	376	426	380	458	1640	331	303	337	348	1319	2959
1100	457	384	380	411	1632	270	316	347	336	1269	2901
1200	379	390	411	348	1528	336	358	381	373	1448	2976
1300	402	371	392	404	1569	369	317	427	407	1520	3089
1400	384	470	482	444	1780	376	412	360	459	1607	3387
1500	564	547	558	500	2169	465	385	431	421	1702	3871
1600	417	468	553	468	1906	495	441	466	476	1878	3784
1700	508	515	497	482	2002	510	582	496	484	2072	4074
1800	445	367	397	306	1515	501	466	449	429	1845	3360
1900	335	394	305	278	1312	386	313	344	322	1365	2677
2000	319	237	220	233	1009	267	296	279	229	1071	2080
2100	220	235	184	174	813	238	269	217	221	945	1758
2200	169	179	128	143	619	197	187	181	163	728	1347
2300	121	121	90	86	418	145	155	120	158	578	996
24-Hour Totals:					27457					25135	52592

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1924	730	1508	730	3403
P.M.	1500	2169	1700	2072	1630	4078
Daily	1500	2169	1700	2072	1630	4078

Generated by SPS 5.0.49P

County: 86
Station: 1301
Description: I-95 SB OFF RAMP N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	55	62	58	47	222
0100	44	40	30	28	142
0200	30	23	33	24	110
0300	24	24	18	21	87
0400	15	23	26	36	100
0500	47	50	65	107	269
0600	116	160	200	241	717
0700	261	251	288	296	1096
0800	281	289	254	284	1108
0900	276	247	234	233	990
1000	229	245	246	254	974
1100	240	267	246	266	1019
1200	236	268	257	268	1029
1300	278	274	249	253	1054
1400	247	283	281	272	1083
1500	286	280	276	299	1141
1600	303	316	313	330	1262
1700	295	338	311	303	1247
1800	300	318	288	276	1182
1900	246	246	255	245	992
2000	237	218	190	163	808
2100	183	172	150	150	655
2200	149	136	123	135	543
2300	110	120	96	74	400
24-Hour Totals:					18230

Peak Volume Information

	Hour	Volume
A.M.	730	1154
P.M.	1630	1276
Daily	1630	1276

Truck Percentage	4.49	NaN	4.49

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	163	14845	2404	156	398	55	5	69	94	32	0	0	9	0	0	818	18230

Generated by SPS 5.0.49P

County: 86
Station: 1301
Description: I-95 SB OFF RAMP N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	49	58	62	38	207
0100	39	39	29	21	128
0200	23	20	35	28	106
0300	21	20	12	22	75
0400	10	26	22	33	91
0500	50	54	69	114	287
0600	126	184	229	278	817
0700	344	280	317	322	1263
0800	307	330	255	299	1191
0900	287	278	264	248	1077
1000	227	257	271	277	1032
1100	238	267	235	268	1008
1200	220	297	262	266	1045
1300	301	294	244	224	1063
1400	225	279	301	263	1068
1500	284	280	273	304	1141
1600	328	314	325	332	1299
1700	308	352	318	327	1305
1800	318	351	320	272	1261
1900	272	278	304	276	1130
2000	265	223	194	164	846
2100	185	177	159	146	667
2200	136	109	119	138	502
2300	116	122	80	59	377
24-Hour Totals:					18986

Peak Volume Information

	Hour	Volume
A.M.	730	1276
P.M.	1630	1317
Daily	1630	1317

Truck Percentage	3.55	NaN	3.55

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	144	15631	2537	135	351	41	2	44	79	19	0	0	3	0	0	674	18986

Generated by SPS 5.0.49P

County: 86
Station: 1301
Description: I-95 SB OFF RAMP N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	60	69	49	53	231
0100	49	43	35	35	162
0200	33	16	30	16	95
0300	25	29	22	21	97
0400	22	16	30	42	110
0500	50	47	69	108	274
0600	99	150	193	210	652
0700	184	234	292	301	1011
0800	276	243	272	278	1069
0900	295	227	223	234	979
1000	250	238	250	274	1012
1100	277	290	285	285	1137
1200	278	251	289	284	1102
1300	262	283	279	288	1112
1400	286	305	283	299	1173
1500	297	293	284	305	1179
1600	303	334	314	366	1317
1700	314	355	329	298	1296
1800	299	312	299	297	1207
1900	225	227	232	242	926
2000	215	211	206	161	793
2100	193	174	140	148	655
2200	169	169	137	124	599
2300	100	106	103	76	385
24-Hour Totals:					18573

Peak Volume Information

	Hour	Volume
A.M.	730	1112
P.M.	1645	1364
Daily	1645	1364

Truck Percentage	3.31	NaN	3.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	65	15390	2504	113	339	27	3	52	72	7	0	0	1	0	0	614	18573

Generated by SPS 5.0.49P

County: 86
Station: 1303
Description: SHERIDAN ST E OF I-95 SB RAMPS
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	86	87	79	69	321	116	121	94	76	407	728
0100	67	69	58	46	240	70	62	58	44	234	474
0200	30	45	44	35	154	56	53	36	43	188	342
0300	29	40	56	38	163	29	30	22	35	116	279
0400	36	49	54	46	185	32	39	51	52	174	359
0500	68	92	119	158	437	51	58	92	139	340	777
0600	152	233	303	334	1022	159	153	232	232	776	1798
0700	490	564	542	566	2162	356	327	412	500	1595	3757
0800	529	586	518	457	2090	430	352	406	472	1660	3750
0900	434	384	403	445	1666	395	358	366	354	1473	3139
1000	455	439	421	397	1712	284	323	382	359	1348	3060
1100	452	391	437	447	1727	314	357	343	367	1381	3108
1200	389	447	375	419	1630	308	336	375	324	1343	2973
1300	377	365	445	476	1663	355	389	337	387	1468	3131
1400	412	475	486	496	1869	428	354	386	426	1594	3463
1500	461	498	519	518	1996	408	393	405	435	1641	3637
1600	479	509	580	506	2074	450	467	370	380	1667	3741
1700	525	576	562	479	2142	368	450	469	397	1684	3826
1800	488	503	500	470	1961	411	450	464	437	1762	3723
1900	404	396	419	351	1570	384	338	380	372	1474	3044
2000	339	330	323	256	1248	251	322	243	232	1048	2296
2100	248	253	221	196	918	270	288	212	230	1000	1918
2200	202	185	158	166	711	213	162	158	156	689	1400
2300	153	117	110	85	465	132	136	122	101	491	956
24-Hour Totals:					30126					25553	55679

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2223	730	1694	730	3917
P.M.	1630	2187	1800	1762	1645	3836
Daily	730	2223	1800	1762	730	3917

Generated by SPS 5.0.49P

County: 86
Station: 1303
Description: SHERIDAN ST E OF I-95 SB RAMPS
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	92	76	91	51	310	120	104	83	70	377	687
0100	49	52	55	45	201	69	46	47	26	188	389
0200	28	37	39	34	138	50	30	36	29	145	283
0300	26	31	28	34	119	35	28	19	22	104	223
0400	39	38	53	57	187	25	30	58	49	162	349
0500	69	91	129	167	456	43	68	89	132	332	788
0600	128	273	304	386	1091	152	173	248	298	871	1962
0700	487	554	545	588	2174	338	382	424	508	1652	3826
0800	568	576	509	498	2151	422	373	425	365	1585	3736
0900	490	410	435	371	1706	348	307	384	352	1391	3097
1000	358	408	389	405	1560	265	366	410	337	1378	2938
1100	395	364	400	402	1561	355	412	346	373	1486	3047
1200	428	399	404	439	1670	366	409	384	343	1502	3172
1300	418	455	422	419	1714	330	372	384	408	1494	3208
1400	478	442	421	468	1809	371	393	419	405	1588	3397
1500	454	565	500	487	2006	457	483	448	368	1756	3762
1600	483	488	580	496	2047	470	444	371	441	1726	3773
1700	525	508	559	479	2071	432	454	403	510	1799	3870
1800	422	468	446	409	1745	498	401	396	394	1689	3434
1900	394	424	397	401	1616	426	338	340	269	1373	2989
2000	323	257	283	292	1155	312	281	275	222	1090	2245
2100	250	215	230	228	923	259	204	263	183	909	1832
2200	200	171	177	175	723	185	223	205	156	769	1492
2300	145	130	123	107	505	140	147	116	115	518	1023
24-Hour Totals:					29638					25884	55522

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2277	715	1736	730	4004
P.M.	1630	2109	1715	1865	1700	3870
Daily	730	2277	1715	1865	730	4004

Generated by SPS 5.0.49P

County: 86
Station: 1303
Description: SHERIDAN ST E OF I-95 SB RAMPS
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	95	65	82	67	309	122	120	102	71	415	724
0100	55	39	31	40	165	52	76	57	51	236	401
0200	37	38	36	31	142	56	41	30	39	166	308
0300	33	36	35	41	145	32	24	30	36	122	267
0400	35	42	41	53	171	36	35	47	36	154	325
0500	63	88	113	129	393	62	51	74	124	311	704
0600	117	217	289	305	928	115	154	208	237	714	1642
0700	309	453	449	473	1684	265	268	371	392	1296	2980
0800	494	500	448	431	1873	357	298	352	401	1408	3281
0900	431	373	343	343	1490	316	253	293	290	1152	2642
1000	364	390	380	403	1537	316	342	347	386	1391	2928
1100	445	413	378	366	1602	272	373	333	362	1340	2942
1200	407	442	406	408	1663	347	394	333	343	1417	3080
1300	383	405	436	395	1619	390	316	433	409	1548	3167
1400	456	467	492	483	1898	322	419	357	438	1536	3434
1500	532	552	587	535	2206	439	379	358	417	1593	3799
1600	540	502	552	564	2158	441	378	377	360	1556	3714
1700	562	573	488	487	2110	464	491	419	409	1783	3893
1800	434	402	433	403	1672	474	479	431	410	1794	3466
1900	353	430	363	321	1467	414	343	368	294	1419	2886
2000	325	264	267	265	1121	328	303	295	241	1167	2288
2100	264	254	234	205	957	210	284	237	257	988	1945
2200	180	218	149	173	720	207	201	202	185	795	1515
2300	159	150	129	112	550	142	184	121	153	600	1150
24-Hour Totals:					28580					24901	53481

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1916	730	1418	730	3334
P.M.	1630	2251	1800	1794	1630	3943
Daily	1630	2251	1800	1794	1630	3943

Generated by SPS 5.0.49P

County: 86
Station: 1305
Description: I-95 SB ON RAMP S OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	83	77	61	58	279
0100	53	41	49	36	179
0200	32	23	27	41	123
0300	32	28	24	17	101
0400	30	29	36	35	130
0500	36	52	75	127	290
0600	116	158	193	155	622
0700	196	243	232	234	905
0800	197	214	179	195	785
0900	199	189	185	226	799
1000	196	201	230	202	829
1100	211	180	184	181	756
1200	220	192	227	182	821
1300	204	217	207	226	854
1400	232	244	172	200	848
1500	217	233	226	224	900
1600	197	205	193	196	791
1700	265	211	184	194	854
1800	202	157	194	178	731
1900	178	185	172	183	718
2000	155	168	162	147	632
2100	193	138	137	134	602
2200	122	141	150	127	540
2300	137	121	109	96	463
24-Hour Totals:					14552

Peak Volume Information

	Hour	Volume
A.M.	715	906
P.M.	1330	909
Daily	1330	909

Truck Percentage	6.83	NaN	6.83

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	41	12050	1467	69	212	43	9	47	277	263	3	0	71	0	0	994	14552

Generated by SPS 5.0.49P

County: 86
Station: 1305
Description: I-95 SB ON RAMP S OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	62	47	37	39	185
0100	36	24	22	19	101
0200	24	15	26	25	90
0300	22	22	22	20	86
0400	16	33	42	28	119
0500	44	54	93	93	284
0600	117	197	177	201	692
0700	201	257	236	226	920
0800	225	208	220	221	874
0900	202	201	211	206	820
1000	178	195	219	192	784
1100	211	199	181	223	814
1200	223	201	193	193	810
1300	210	204	220	205	839
1400	231	220	220	188	859
1500	202	235	225	223	885
1600	225	223	211	221	880
1700	239	225	212	235	911
1800	209	206	188	167	770
1900	202	198	158	172	730
2000	143	164	142	160	609
2100	135	152	150	148	585
2200	113	128	118	108	467
2300	139	124	133	106	502
24-Hour Totals:					14616

Peak Volume Information

	Hour	Volume
A.M.	715	944
P.M.	1700	911
Daily	715	944

Truck Percentage	6.31	NaN	6.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	32	12099	1501	69	179	26	4	63	276	242	4	0	59	0	62	922	14616

Generated by SPS 5.0.49P

County: 86
Station: 1305
Description: I-95 SB ON RAMP S OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	116	92	80	73	361
0100	70	68	53	53	244
0200	44	27	26	9	106
0300	33	20	26	26	105
0400	26	35	46	34	141
0500	34	64	78	100	276
0600	96	128	166	164	554
0700	182	174	204	201	761
0800	167	215	212	208	802
0900	194	191	236	192	813
1000	215	227	189	232	863
1100	224	219	239	217	899
1200	211	237	223	239	910
1300	215	181	184	169	749
1400	217	235	209	204	865
1500	214	222	191	231	858
1600	232	222	203	205	862
1700	276	242	194	202	914
1800	207	188	208	185	788
1900	197	189	189	171	746
2000	155	170	155	130	610
2100	157	133	133	122	545
2200	121	111	129	99	460
2300	119	106	87	72	384
24-Hour Totals:					14616

Peak Volume Information

	Hour	Volume
A.M.	815	829
P.M.	1630	926
Daily	1630	926

Truck Percentage	6.47	NaN	6.47

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	28	12014	1540	43	208	42	7	64	266	254	2	0	59	0	89	945	14616

Generated by SPS 5.0.49P

County: 86
Station: 1306
Description: CORTLAND RAMP TO I-95 SB ON RAMP
Start Date: 11/09/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	1	7	7	2	17
0100	3	2	3	4	12
0200	2	1	0	3	6
0300	1	1	2	2	6
0400	1	6	4	4	15
0500	5	14	10	13	42
0600	21	24	36	36	117
0700	42	35	55	43	175
0800	42	49	42	32	165
0900	23	29	31	30	113
1000	24	21	17	24	86
1100	25	10	27	21	83
1200	30	17	30	23	100
1300	26	24	25	25	100
1400	28	23	23	18	92
1500	13	34	25	26	98
1600	32	29	38	27	126
1700	32	21	27	25	105
1800	20	35	26	21	102
1900	20	13	8	11	52
2000	17	10	17	8	52
2100	10	8	18	5	41
2200	13	7	11	7	38
2300	6	5	9	6	26
24-Hour Totals:					1769

Peak Volume Information

	Hour	Volume
A.M.	730	189
P.M.	1600	126
Daily	730	189

Truck Percentage	5.43	NaN	5.43

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	35	1250	386	17	60	4	0	3	6	5	0	0	1	0	2	96	1769

Generated by SPS 5.0.49P

County: 86
Station: 1306
Description: CORTLAND RAMP TO I-95 SB ON RAMP
Start Date: 11/10/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	1	3	5	1	10
0100	1	0	3	3	7
0200	0	2	0	2	4
0300	1	0	2	3	6
0400	2	1	7	2	12
0500	4	13	9	15	41
0600	24	40	47	36	147
0700	51	42	49	52	194
0800	56	56	43	35	190
0900	18	27	25	31	101
1000	30	29	29	27	115
1100	19	25	31	32	107
1200	33	13	23	20	89
1300	18	21	21	22	82
1400	23	23	17	23	86
1500	18	26	14	26	84
1600	26	20	23	24	93
1700	31	25	24	29	109
1800	29	14	21	24	88
1900	30	14	21	17	82
2000	13	12	16	4	45
2100	10	13	12	10	45
2200	13	12	9	6	40
2300	13	4	4	4	25
24-Hour Totals:					1802

Peak Volume Information

	Hour	Volume
A.M.	730	213
P.M.	1700	109
Daily	730	213

Truck Percentage	5.88	NaN	5.88

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	48	1277	370	23	52	7	1	4	11	5	0	0	3	0	1	106	1802

Generated by SPS 5.0.49P

County: 86
Station: 1306
Description: CORTLAND RAMP TO I-95 SB ON RAMP
Start Date: 11/11/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	7	7	2	2	18
0100	2	3	3	2	10
0200	5	3	1	1	10
0300	4	5	5	3	17
0400	1	4	2	2	9
0500	3	4	14	11	32
0600	20	28	21	28	97
0700	28	36	37	36	137
0800	48	33	32	37	150
0900	32	26	32	31	121
1000	28	30	18	32	108
1100	26	29	24	22	101
1200	19	25	26	20	90
1300	14	34	28	24	100
1400	16	15	17	17	65
1500	26	19	26	18	89
1600	27	21	23	26	97
1700	29	34	23	17	103
1800	25	20	36	19	100
1900	28	27	19	16	90
2000	13	12	21	7	53
2100	15	14	10	18	57
2200	10	10	18	10	48
2300	9	7	2	3	21
24-Hour Totals:					1723

Peak Volume Information

	Hour	Volume
A.M.	715	157
P.M.	1630	112
Daily	715	157

Truck Percentage	5.28	NaN	5.28

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	26	1247	356	12	52	9	1	5	3	7	0	0	2	0	3	91	1723

Generated by SPS 5.0.49P

County: 86
Station: 1401
Description: I-95 NB ON RAMP N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	59	54	45	42	200
0100	39	43	35	28	145
0200	32	25	30	22	109
0300	20	22	31	30	103
0400	23	31	50	47	151
0500	63	76	113	138	390
0600	166	225	270	307	968
0700	351	400	398	383	1532
0800	376	392	374	300	1442
0900	255	269	274	244	1042
1000	237	255	271	251	1014
1100	267	267	234	249	1017
1200	286	258	281	280	1105
1300	250	270	261	265	1046
1400	265	283	309	288	1145
1500	311	343	299	326	1279
1600	326	358	340	285	1309
1700	308	296	287	301	1192
1800	272	244	253	231	1000
1900	220	234	253	219	926
2000	193	181	191	180	745
2100	170	145	149	144	608
2200	120	115	116	104	455
2300	105	99	89	58	351
24-Hour Totals:					19274

Peak Volume Information

	Hour	Volume
A.M.	715	1557
P.M.	1545	1350
Daily	715	1557

Truck Percentage	3.63	NaN	3.63

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	35	15715	2824	110	439	28	0	65	50	6	1	1	0	0	0	700	19274

Generated by SPS 5.0.49P

County: 86
Station: 1401
Description: I-95 NB ON RAMP N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	56	44	42	44	186
0100	32	31	20	21	104
0200	31	19	21	21	92
0300	21	21	33	26	101
0400	17	29	49	50	145
0500	67	75	122	146	410
0600	191	262	283	343	1079
0700	404	437	439	417	1697
0800	422	429	418	304	1573
0900	288	284	297	252	1121
1000	243	254	297	255	1049
1100	262	273	263	288	1086
1200	262	262	291	274	1089
1300	260	278	287	302	1127
1400	321	296	336	281	1234
1500	327	375	323	340	1365
1600	334	362	336	273	1305
1700	322	290	285	315	1212
1800	263	221	241	229	954
1900	184	252	268	232	936
2000	206	190	192	177	765
2100	165	146	161	134	606
2200	131	134	123	111	499
2300	102	109	99	64	374
24-Hour Totals:					20109

Peak Volume Information

	Hour	Volume
A.M.	715	1715
P.M.	1515	1372
Daily	715	1715

Truck Percentage 3.55 NaN 3.55

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	36	16403	2956	93	448	45	1	65	56	3	0	3	0	0	0	714	20109

Generated by SPS 5.0.49P

County: 86
Station: 1401
Description: I-95 NB ON RAMP N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	85	59	49	45	238
0100	44	50	72	52	218
0200	31	40	39	23	133
0300	17	32	41	33	123
0400	30	47	51	61	189
0500	57	87	122	140	406
0600	153	224	256	276	909
0700	290	372	400	367	1429
0800	300	360	352	275	1287
0900	252	314	283	255	1104
1000	290	276	285	254	1105
1100	261	269	289	249	1068
1200	254	295	289	242	1080
1300	277	282	266	253	1078
1400	269	281	304	299	1153
1500	354	319	308	333	1314
1600	341	340	370	363	1414
1700	393	379	323	272	1367
1800	296	273	275	199	1043
1900	183	226	221	199	829
2000	185	166	160	148	659
2100	141	152	145	114	552
2200	111	122	118	115	466
2300	84	86	98	87	355
24-Hour Totals:					19519

Peak Volume Information

	Hour	Volume
A.M.	715	1439
P.M.	1630	1505
Daily	1630	1505

Truck Percentage	3.48	NaN	3.48

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	15950	2858	88	434	37	1	64	51	2	0	3	0	0	0	680	19519

Generated by SPS 5.0.49P

County: 86
Station: 1403
Description: SHERIDAN ST E OF I-95 NB RAMPS
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	122	100	87	84	393	116	110	83	80	389	782
0100	54	63	47	40	204	56	45	51	59	211	415
0200	39	45	23	35	142	32	32	38	43	145	287
0300	34	38	35	30	137	43	29	52	36	160	297
0400	38	44	43	67	192	33	53	77	73	236	428
0500	58	67	117	147	389	104	112	186	177	579	968
0600	140	173	262	375	950	230	279	367	336	1212	2162
0700	446	504	434	449	1833	464	477	432	376	1749	3582
0800	501	546	506	443	1996	407	469	434	380	1690	3686
0900	436	411	420	446	1713	387	356	358	330	1431	3144
1000	353	365	344	430	1492	361	382	394	342	1479	2971
1100	402	412	399	388	1601	366	362	365	370	1463	3064
1200	389	391	414	417	1611	355	377	356	401	1489	3100
1300	452	450	391	374	1667	356	326	403	359	1444	3111
1400	397	464	499	520	1880	391	399	431	427	1648	3528
1500	457	458	495	466	1876	414	366	414	394	1588	3464
1600	479	564	525	543	2111	438	510	436	407	1791	3902
1700	520	534	551	515	2120	463	430	340	456	1689	3809
1800	518	522	548	532	2120	434	466	409	395	1704	3824
1900	465	486	423	386	1760	368	319	337	326	1350	3110
2000	323	374	322	292	1311	299	303	303	259	1164	2475
2100	261	289	267	210	1027	302	304	225	205	1036	2063
2200	226	241	191	174	832	214	186	258	202	860	1692
2300	200	164	147	119	630	217	176	145	137	675	1305
24-Hour Totals:					29987					27182	57169

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	2002	700	1749	745	3688
P.M.	1615	2152	1615	1816	1615	3968
Daily	1615	2152	1615	1816	1615	3968

Truck Percentage 3.58 3.11 3.36

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	90	25307	3515	74	294	147	289	169	50	38	8	6	0	0	0	1075	29987
W	233	23648	2455	43	222	102	264	90	31	86	3	5	0	0	0	846	27182

Generated by SPS 5.0.49P

County: 86
Station: 1403
Description: SHERIDAN ST E OF I-95 NB RAMPS
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	89	97	103	93	382	122	100	86	94	402	784
0100	62	64	50	52	228	72	53	51	46	222	450
0200	47	34	64	35	180	60	40	44	45	189	369
0300	50	48	29	43	170	30	41	47	57	175	345
0400	34	43	44	66	187	34	52	96	68	250	437
0500	75	65	105	117	362	101	114	178	185	578	940
0600	123	169	253	315	860	243	384	353	404	1384	2244
0700	361	444	450	437	1692	448	413	436	373	1670	3362
0800	494	459	492	517	1962	410	471	443	378	1702	3664
0900	417	438	412	439	1706	360	345	390	338	1433	3139
1000	382	397	399	388	1566	351	334	362	361	1408	2974
1100	374	431	360	425	1590	348	359	351	341	1399	2989
1200	375	451	439	392	1657	371	374	340	428	1513	3170
1300	459	441	385	443	1728	344	391	392	371	1498	3226
1400	404	443	499	520	1866	406	403	408	424	1641	3507
1500	433	420	472	491	1816	450	402	424	412	1688	3504
1600	486	502	475	531	1994	378	398	434	388	1598	3592
1700	521	511	554	519	2105	433	364	379	379	1555	3660
1800	514	467	463	460	1904	367	361	372	350	1450	3354
1900	430	484	479	445	1838	322	356	336	313	1327	3165
2000	419	398	339	272	1428	304	337	323	307	1271	2699
2100	300	292	281	264	1137	285	307	296	282	1170	2307
2200	251	233	226	211	921	233	263	261	220	977	1898
2300	189	185	170	143	687	226	254	232	180	892	1579
24-Hour Totals:					29966					27392	57358

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1962	800	1702	800	3664
P.M.	1645	2117	1445	1700	1615	3682
Daily	1645	2117	800	1702	1615	3682
Truck Percentage	3.54		3.33		3.44	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	108	25273	3523	72	304	174	265	146	39	49	9	4	0	0	0	1062	29966
W	248	23431	2800	38	240	82	306	98	46	93	7	3	0	0	0	913	27392

Generated by SPS 5.0.49P

County: 86
Station: 1403
Description: SHERIDAN ST E OF I-95 NB RAMPS
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	103	120	101	77	401	180	115	134	113	542	943
0100	84	75	72	56	287	90	120	120	96	426	713
0200	60	28	61	25	174	84	61	65	46	256	430
0300	39	42	42	49	172	57	59	69	69	254	426
0400	38	30	57	57	182	51	71	84	83	289	471
0500	70	65	115	129	379	96	109	149	185	539	918
0600	128	168	144	255	695	198	234	279	316	1027	1722
0700	295	292	343	399	1329	311	366	368	365	1410	2739
0800	383	380	421	384	1568	365	389	389	361	1504	3072
0900	412	401	381	406	1600	352	355	321	342	1370	2970
1000	397	366	403	405	1571	401	380	381	403	1565	3136
1100	451	414	436	482	1783	387	392	376	368	1523	3306
1200	439	452	442	448	1781	372	419	414	394	1599	3380
1300	425	431	420	469	1745	402	416	422	378	1618	3363
1400	351	485	497	458	1791	460	407	409	406	1682	3473
1500	464	414	472	478	1828	433	459	411	418	1721	3549
1600	444	489	496	445	1874	447	419	429	413	1708	3582
1700	498	527	490	494	2009	433	443	388	390	1654	3663
1800	463	469	479	449	1860	371	380	373	357	1481	3341
1900	422	416	376	354	1568	352	299	352	319	1322	2890
2000	380	383	352	269	1384	289	280	246	251	1066	2450
2100	314	298	263	247	1122	266	246	259	198	969	2091
2200	263	261	243	222	989	227	223	209	200	859	1848
2300	192	167	174	148	681	191	186	196	152	725	1406
24-Hour Totals:					28773					27109	55882

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1618	745	1508	745	3091
P.M.	1700	2009	1515	1735	1630	3684
Daily	1700	2009	1515	1735	1630	3684
Truck Percentage	3.65		0.78		2.26	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	81	23759	3883	44	369	126	230	175	50	46	8	2	0	0	0	1050	28773
W	66	20141	6691	7	85	22	45	25	7	20	0	0	0	0	0	211	27109

Generated by SPS 5.0.49P

County: 86
Station: 1405
Description: I-95 NB OFF RAMP S OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	56	49	57	38	200
0100	38	30	23	26	117
0200	23	24	17	24	88
0300	16	20	20	16	72
0400	13	15	28	35	91
0500	33	36	45	81	195
0600	84	104	148	211	547
0700	220	237	273	275	1005
0800	235	318	321	262	1136
0900	242	204	224	234	904
1000	218	220	209	211	858
1100	237	213	197	229	876
1200	179	222	203	247	851
1300	262	237	246	208	953
1400	211	256	296	278	1041
1500	238	275	256	302	1071
1600	242	310	295	334	1181
1700	267	312	303	303	1185
1800	328	268	335	340	1271
1900	322	258	247	207	1034
2000	204	182	169	136	691
2100	153	157	135	108	553
2200	109	118	90	110	427
2300	88	94	83	56	321
24-Hour Totals:					16668

Peak Volume Information

	Hour	Volume
A.M.	745	1149
P.M.	1800	1271
Daily	1800	1271

Truck Percentage	3.50	NaN	3.50

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	23	13769	2293	96	363	33	2	50	38	1	0	0	0	0	0	583	16668

Generated by SPS 5.0.49P

County: 86
Station: 1405
Description: I-95 NB OFF RAMP S OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	60	60	46	44	210
0100	40	30	29	27	126
0200	22	16	22	16	76
0300	17	19	20	30	86
0400	14	18	26	37	95
0500	27	41	39	59	166
0600	67	76	127	182	452
0700	199	226	290	282	997
0800	317	249	255	251	1072
0900	252	232	211	242	937
1000	204	193	239	221	857
1100	213	219	219	224	875
1200	172	246	199	227	844
1300	239	272	253	236	1000
1400	221	241	301	350	1113
1500	231	242	256	327	1056
1600	279	258	311	334	1182
1700	346	352	352	326	1376
1800	301	301	288	306	1196
1900	290	295	260	222	1067
2000	206	182	165	152	705
2100	160	179	127	135	601
2200	143	118	122	113	496
2300	110	105	83	78	376
24-Hour Totals:					16961

Peak Volume Information

	Hour	Volume
A.M.	730	1138
P.M.	1645	1384
Daily	1645	1384

Truck Percentage	3.14	NaN	3.14

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	26	14138	2265	96	322	26	3	46	38	1	0	0	0	0	0	532	16961

Generated by SPS 5.0.49P

County: 86
Station: 1405
Description: I-95 NB OFF RAMP S OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	74	68	52	45	239
0100	49	45	32	31	157
0200	31	25	23	19	98
0300	23	24	15	19	81
0400	11	14	19	31	75
0500	24	39	47	80	190
0600	60	86	108	139	393
0700	182	181	210	236	809
0800	245	244	254	250	993
0900	230	214	218	245	907
1000	219	234	241	212	906
1100	180	245	224	220	869
1200	265	238	271	256	1030
1300	253	248	273	239	1013
1400	244	273	270	274	1061
1500	222	265	290	265	1042
1600	246	254	273	255	1028
1700	264	293	271	269	1097
1800	284	267	277	282	1110
1900	233	250	225	180	888
2000	211	196	195	153	755
2100	143	170	146	130	589
2200	139	154	138	123	554
2300	108	103	106	78	395
24-Hour Totals:					16279

Peak Volume Information

	Hour	Volume
A.M.	800	993
P.M.	1715	1117
Daily	1715	1117

Truck Percentage	3.30	NaN	3.30

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	19	13524	2199	77	336	35	2	51	33	2	0	1	0	0	0	537	16279

Generated by SPS 5.0.49P

County: 86
Station: 1501
Description: N 28TH AVE N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	0	1	1	0	1	0	1	2	3
0100	0	0	0	1	1	0	0	0	0	0	1
0200	0	1	0	0	1	1	0	0	0	1	2
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	1	0	0	1	0	0	0	0	0	1
0500	2	1	0	1	4	4	1	1	2	8	12
0600	2	2	0	1	5	1	1	3	0	5	10
0700	0	1	1	0	2	3	3	3	1	10	12
0800	0	2	2	1	5	1	3	2	5	11	16
0900	2	2	3	5	12	0	1	6	6	13	25
1000	2	2	4	0	8	5	0	4	1	10	18
1100	2	1	2	3	8	1	1	2	3	7	15
1200	3	5	1	3	12	2	4	4	4	14	26
1300	1	3	1	2	7	0	1	2	2	5	12
1400	4	3	1	2	10	6	0	2	2	10	20
1500	3	1	4	5	13	2	3	3	4	12	25
1600	2	3	2	0	7	2	2	1	0	5	12
1700	5	2	1	3	11	8	0	0	1	9	20
1800	3	3	4	4	14	5	2	3	1	11	25
1900	2	1	1	2	6	0	1	2	2	5	11
2000	3	2	1	2	8	1	0	1	0	2	10
2100	1	1	0	3	5	2	3	0	2	7	12
2200	0	1	0	1	2	0	0	0	0	0	2
2300	0	0	0	1	1	1	0	0	0	1	2
24-Hour Totals:					144					148	292

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	8	845	12	845	20
P.M.	1530	14	1200	14	1200	26
Daily	1530	14	915	18	915	30

Generated by SPS 5.0.49P

County: 86
Station: 1501
Description: N 28TH AVE N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	1	0	1	0	0	1	0	1	2
0100	0	1	0	0	1	1	0	1	0	2	3
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	2	2	4	0	0	0	3	3	7
0500	0	1	0	0	1	0	0	0	0	0	1
0600	1	1	1	0	3	2	1	2	1	6	9
0700	0	3	2	1	6	3	2	4	3	12	18
0800	1	3	1	1	6	1	4	2	1	8	14
0900	3	0	2	2	7	2	3	1	4	10	17
1000	0	3	1	4	8	2	3	2	3	10	18
1100	3	3	2	1	9	3	5	3	3	14	23
1200	3	2	4	3	12	2	2	2	5	11	23
1300	1	2	3	7	13	0	2	2	3	7	20
1400	1	0	2	0	3	6	2	2	1	11	14
1500	3	3	2	2	10	1	2	5	2	10	20
1600	1	2	4	1	8	2	1	3	2	8	16
1700	1	3	1	4	9	3	2	2	2	9	18
1800	2	2	1	1	6	2	2	1	2	7	13
1900	0	2	2	1	5	0	2	1	2	5	10
2000	3	3	3	2	11	5	1	0	4	10	21
2100	3	3	0	0	6	2	1	0	0	3	9
2200	1	0	0	0	1	0	1	0	0	1	2
2300	1	0	0	1	2	0	0	1	1	2	4
24-Hour Totals:					132					150	282

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	8	700	12	730	19
P.M.	1300	13	1315	13	1315	26
Daily	1300	13	1045	14	1045	26

Generated by SPS 5.0.49P

County: 86
Station: 1501
Description: N 28TH AVE N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	0	0	1	2	2	1	1	0	4	6
0100	0	1	0	0	1	0	0	0	1	1	2
0200	1	0	1	0	2	0	0	0	0	0	2
0300	0	1	1	0	2	0	0	0	1	1	3
0400	1	0	2	0	3	0	1	0	1	2	5
0500	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	2	1	5	1	3	1	2	7	12
0700	0	1	0	4	5	1	1	2	2	6	11
0800	1	2	0	2	5	3	2	2	5	12	17
0900	2	1	4	3	10	5	4	3	2	14	24
1000	2	2	2	3	9	3	3	3	1	10	19
1100	1	2	1	2	6	0	5	2	2	9	15
1200	1	5	1	2	9	2	4	0	3	9	18
1300	3	3	4	4	14	4	1	2	1	8	22
1400	3	0	1	2	6	4	3	4	5	16	22
1500	3	3	4	3	13	4	4	3	7	18	31
1600	3	2	2	1	8	4	2	0	0	6	14
1700	0	3	3	3	9	4	1	3	1	9	18
1800	5	3	1	1	10	4	1	1	0	6	16
1900	2	2	4	0	8	1	2	1	0	4	12
2000	4	4	0	3	11	2	0	1	2	5	16
2100	2	1	4	1	8	0	3	0	2	5	13
2200	2	0	0	1	3	1	0	1	0	2	5
2300	1	2	0	0	3	0	1	1	0	2	5
24-Hour Totals:					152					156	308

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	9	845	17	845	26
P.M.	1300	14	1500	18	1500	31
Daily	1300	14	1500	18	1500	31

Generated by SPS 5.0.49P

County: 86
Station: 1503
Description: SHERDIANS ST E OF N 28TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	90	76	67	62	295	95	70	64	60	289	584
0100	41	47	36	29	153	48	50	58	51	207	360
0200	30	35	18	28	111	34	27	32	28	121	232
0300	29	28	28	23	108	31	29	37	33	130	238
0400	32	34	34	55	155	31	42	57	52	182	337
0500	44	52	102	145	343	62	70	122	143	397	740
0600	123	158	259	374	914	188	233	307	284	1012	1926
0700	456	454	402	431	1743	406	486	484	463	1839	3582
0800	488	490	487	454	1919	330	405	463	412	1610	3529
0900	407	375	385	408	1575	349	338	343	329	1359	2934
1000	335	346	331	377	1389	359	342	381	359	1441	2830
1100	350	369	353	359	1431	339	329	345	347	1360	2791
1200	361	353	355	385	1454	385	377	377	397	1536	2990
1300	454	399	366	337	1556	351	383	406	308	1448	3004
1400	367	435	444	472	1718	398	369	372	358	1497	3215
1500	438	455	458	406	1757	435	441	478	469	1823	3580
1600	449	510	490	488	1937	459	493	487	502	1941	3878
1700	505	518	507	453	1983	491	434	449	482	1856	3839
1800	473	487	495	483	1938	464	438	410	343	1655	3593
1900	406	431	367	332	1536	345	256	304	245	1150	2686
2000	289	327	276	238	1130	230	221	216	195	862	1992
2100	217	236	200	163	816	209	202	170	142	723	1539
2200	174	199	154	140	667	156	141	168	137	602	1269
2300	161	126	113	92	492	143	115	113	95	466	958
24-Hour Totals:					27120					25506	52626

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1919	700	1839	700	3582
P.M.	1645	2018	1615	1973	1615	3966
Daily	1645	2018	1615	1973	1615	3966

Generated by SPS 5.0.49P

County: 86
Station: 1503
Description: SHERDIANS ST E OF N 28TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	67	77	79	72	295	81	70	62	61	274	569
0100	52	49	39	41	181	46	36	31	36	149	330
0200	37	26	50	30	143	37	29	27	29	122	265
0300	37	51	24	35	147	21	24	31	46	122	269
0400	28	45	33	49	155	24	38	62	41	165	320
0500	59	50	97	111	317	65	72	118	131	386	703
0600	126	169	264	344	903	164	266	283	345	1058	1961
0700	407	460	419	414	1700	442	424	592	479	1937	3637
0800	477	435	466	483	1861	403	543	508	384	1838	3699
0900	375	390	366	383	1514	332	318	377	292	1319	2833
1000	334	356	380	370	1440	356	317	372	323	1368	2808
1100	363	376	348	408	1495	294	304	366	383	1347	2842
1200	359	406	400	344	1509	400	321	317	491	1529	3038
1300	427	406	347	377	1557	382	365	423	387	1557	3114
1400	358	408	448	485	1699	456	402	419	487	1764	3463
1500	399	381	417	445	1642	519	522	499	550	2090	3732
1600	432	478	415	534	1859	453	531	486	426	1896	3755
1700	454	495	533	471	1953	469	452	428	452	1801	3754
1800	463	439	410	441	1753	413	408	357	344	1522	3275
1900	390	429	434	394	1647	369	361	255	250	1235	2882
2000	356	322	282	234	1194	225	224	227	224	900	2094
2100	238	242	225	211	916	215	207	190	187	799	1715
2200	198	184	176	164	722	147	178	172	153	650	1372
2300	151	149	130	114	544	155	163	146	104	568	1112
24-Hour Totals:					27146					26396	53542

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1861	730	2017	730	3762
P.M.	1645	2016	1500	2090	1530	3805
Daily	1645	2016	1500	2090	1530	3805

Generated by SPS 5.0.49P

County: 86
Station: 1503
Description: SHERDIANS ST E OF N 28TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	77	93	80	61	311	114	70	79	69	332	643
0100	63	60	56	44	223	53	75	83	58	269	492
0200	49	23	46	21	139	50	34	41	27	152	291
0300	35	33	34	39	141	35	35	40	42	152	293
0400	31	24	45	47	147	36	47	61	54	198	345
0500	54	52	96	101	303	57	67	102	140	366	669
0600	103	138	209	218	668	158	179	221	256	814	1482
0700	279	276	334	382	1271	262	351	381	344	1338	2609
0800	341	364	368	363	1436	308	355	402	365	1430	2866
0900	378	366	364	384	1492	319	346	369	314	1348	2840
1000	378	372	387	371	1508	345	348	348	372	1413	2921
1100	407	413	369	435	1624	352	348	350	373	1423	3047
1200	412	430	390	423	1655	332	437	389	385	1543	3198
1300	384	392	374	444	1594	355	416	552	365	1688	3282
1400	339	412	446	434	1631	496	436	426	393	1751	3382
1500	421	382	426	448	1677	492	461	454	463	1870	3547
1600	426	457	437	426	1746	480	455	490	481	1906	3652
1700	481	503	440	441	1865	489	502	449	404	1844	3709
1800	416	407	414	414	1651	439	403	371	316	1529	3180
1900	364	355	311	304	1334	339	255	328	238	1160	2494
2000	323	308	304	218	1153	214	214	182	197	807	1960
2100	252	244	224	196	916	199	184	186	140	709	1625
2200	206	216	196	176	794	164	159	152	142	617	1411
2300	148	137	144	114	543	133	125	136	107	501	1044
24-Hour Totals:					25822					25160	50982

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1475	815	1441	815	2914
P.M.	1700	1865	1630	1962	1630	3809
Daily	1700	1865	1630	1962	1630	3809

Generated by SPS 5.0.49P

County: 86
Station: 1601
Description: N 26TH AVE N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	20	13	10	54	26	16	16	11	69	123
0100	6	12	10	3	31	16	4	11	2	33	64
0200	7	7	7	1	22	4	5	8	4	21	43
0300	3	7	8	8	26	1	3	2	3	9	35
0400	9	8	12	18	47	1	4	8	3	16	63
0500	17	21	19	26	83	7	5	16	19	47	130
0600	22	30	42	71	165	29	30	33	46	138	303
0700	64	72	91	103	330	56	57	64	71	248	578
0800	112	119	116	166	513	77	83	78	92	330	843
0900	133	127	110	131	501	93	93	137	99	422	923
1000	135	136	157	133	561	126	127	128	134	515	1076
1100	138	146	155	167	606	134	133	149	150	566	1172
1200	149	171	162	158	640	175	157	164	186	682	1322
1300	123	142	129	138	532	159	178	164	160	661	1193
1400	143	128	124	132	527	190	162	176	165	693	1220
1500	133	142	138	161	574	175	176	173	193	717	1291
1600	141	149	137	135	562	180	182	176	157	695	1257
1700	140	136	149	131	556	192	171	173	176	712	1268
1800	141	142	140	136	559	190	177	176	132	675	1234
1900	116	104	123	91	434	176	161	135	145	617	1051
2000	70	80	75	62	287	147	119	122	102	490	777
2100	39	60	36	39	174	98	105	80	62	345	519
2200	43	28	27	28	126	69	50	66	43	228	354
2300	23	19	16	10	68	51	40	36	23	150	218
24-Hour Totals:					7978					9079	17057

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	542	845	415	845	951
P.M.	1200	640	1545	731	1200	1322
Daily	1145	649	1545	731	1200	1322

Generated by SPS 5.0.49P

County: 86
Station: 1601
Description: N 26TH AVE N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	18	17	10	8	53	35	29	13	10	87	140
0100	11	8	9	5	33	17	9	12	3	41	74
0200	3	0	4	3	10	4	3	4	1	12	22
0300	10	4	4	4	22	9	5	1	3	18	40
0400	8	12	12	21	53	5	2	8	5	20	73
0500	17	14	18	34	83	10	5	9	27	51	134
0600	29	37	49	67	182	27	42	42	54	165	347
0700	73	72	82	130	357	66	68	73	80	287	644
0800	125	110	122	155	512	73	77	97	108	355	867
0900	126	120	119	140	505	98	96	123	102	419	924
1000	127	145	156	150	578	108	135	119	121	483	1061
1100	136	132	144	167	579	149	142	155	146	592	1171
1200	156	131	143	155	585	161	166	181	176	684	1269
1300	126	161	138	132	557	150	159	181	157	647	1204
1400	147	121	134	142	544	186	160	189	152	687	1231
1500	157	147	122	145	571	202	169	189	159	719	1290
1600	131	147	132	137	547	177	167	162	158	664	1211
1700	122	146	137	153	558	195	176	185	131	687	1245
1800	151	124	106	142	523	171	178	148	126	623	1146
1900	111	109	111	84	415	147	120	116	121	504	919
2000	83	71	64	69	287	106	131	82	80	399	686
2100	54	52	54	48	208	91	85	74	52	302	510
2200	35	30	28	22	115	80	58	51	54	243	358
2300	23	15	13	12	63	44	44	33	33	154	217
24-Hour Totals:					7940					8843	16783

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	523	845	425	845	945
P.M.	1715	587	1500	719	1430	1292
Daily	1115	599	1500	719	1430	1292

Generated by SPS 5.0.49P

County: 86
Station: 1601
Description: N 26TH AVE N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	18	8	20	13	59	55	30	28	18	131	190
0100	10	11	7	5	33	11	10	8	3	32	65
0200	3	3	0	5	11	3	4	3	3	13	24
0300	4	7	9	3	23	2	3	8	7	20	43
0400	6	15	9	22	52	1	3	5	4	13	65
0500	15	11	21	33	80	8	6	13	19	46	126
0600	36	31	45	58	170	28	33	46	44	151	321
0700	67	77	91	103	338	61	51	83	72	267	605
0800	115	120	129	153	517	83	80	98	98	359	876
0900	141	144	142	167	594	99	111	98	122	430	1024
1000	145	119	129	175	568	167	111	122	126	526	1094
1100	152	164	143	106	565	126	146	134	152	558	1123
1200	150	148	153	150	601	153	166	153	134	606	1207
1300	123	149	125	125	522	149	142	179	150	620	1142
1400	116	136	109	151	512	149	159	159	139	606	1118
1500	114	156	145	143	558	157	147	165	131	600	1158
1600	119	119	146	149	533	165	161	161	161	648	1181
1700	149	142	144	140	575	160	166	162	152	640	1215
1800	144	149	130	113	536	156	163	143	124	586	1122
1900	111	104	95	111	421	156	121	113	129	519	940
2000	91	85	77	64	317	106	89	111	89	395	712
2100	55	53	54	46	208	85	76	84	64	309	517
2200	39	29	23	31	122	49	46	46	39	180	302
2300	19	18	14	17	68	46	39	47	35	167	235
24-Hour Totals:					7983					8422	16405

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	580	830	406	845	986
P.M.	1200	601	1645	649	1630	1234
Daily	1045	634	1645	649	1630	1234

Generated by SPS 5.0.49P

County: 86
Station: 1603
Description: SHERIDAN ST E OF N 26TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	85	75	78	76	314	117	80	99	69	365	679
0100	82	70	57	41	250	61	60	67	32	220	470
0200	33	35	39	38	145	51	40	30	38	159	304
0300	32	33	36	28	129	21	29	34	42	126	255
0400	27	36	27	29	119	28	42	56	59	185	304
0500	34	56	62	105	257	57	78	107	152	394	651
0600	98	144	204	299	745	174	196	240	249	859	1604
0700	370	395	371	367	1503	357	390	414	391	1552	3055
0800	406	442	414	393	1655	318	384	410	335	1447	3102
0900	416	327	342	344	1429	281	335	331	340	1287	2716
1000	317	349	322	347	1335	294	323	316	288	1221	2556
1100	328	331	365	334	1358	367	339	305	305	1316	2674
1200	315	326	301	360	1302	319	311	325	352	1307	2609
1300	350	308	369	367	1394	353	332	374	310	1369	2763
1400	364	367	424	427	1582	330	390	331	393	1444	3026
1500	380	380	413	384	1557	421	369	404	392	1586	3143
1600	395	399	408	419	1621	382	362	396	317	1457	3078
1700	436	460	449	419	1764	390	372	357	441	1560	3324
1800	421	412	437	406	1676	366	333	370	311	1380	3056
1900	387	367	333	335	1422	347	323	294	321	1285	2707
2000	311	279	277	249	1116	236	211	205	198	850	1966
2100	243	213	189	183	828	195	260	163	254	872	1700
2200	173	188	163	141	665	195	160	145	129	629	1294
2300	144	122	101	84	451	148	113	87	87	435	886
24-Hour Totals:					24617					23305	47922

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1665	700	1552	745	3132
P.M.	1645	1764	1445	1587	1700	3324
Daily	1645	1764	1445	1587	1700	3324

Generated by SPS 5.0.49P

County: 86
Station: 1603
Description: SHERIDAN ST E OF N 26TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	84	80	79	57	300	88	96	71	36	291	591
0100	57	41	46	39	183	58	44	35	32	169	352
0200	28	40	34	27	129	37	27	35	28	127	256
0300	20	23	21	24	88	28	24	20	28	100	188
0400	34	30	24	33	121	29	30	63	63	185	306
0500	45	55	71	94	265	53	89	111	120	373	638
0600	106	143	207	261	717	174	212	257	257	900	1617
0700	374	376	373	394	1517	374	403	412	404	1593	3110
0800	385	438	426	315	1564	328	359	409	328	1424	2988
0900	382	315	326	360	1383	312	299	325	268	1204	2587
1000	263	323	324	320	1230	247	348	333	306	1234	2464
1100	322	327	344	322	1315	351	297	314	365	1327	2642
1200	330	345	339	364	1378	309	357	316	317	1299	2677
1300	343	335	350	368	1396	387	320	389	351	1447	2843
1400	353	408	406	408	1575	353	384	287	416	1440	3015
1500	380	404	445	387	1616	437	391	379	425	1632	3248
1600	413	419	443	393	1668	377	394	402	363	1536	3204
1700	426	454	509	412	1801	363	398	390	390	1541	3342
1800	392	425	408	364	1589	347	375	278	319	1319	2908
1900	351	349	332	308	1340	331	255	247	247	1080	2420
2000	298	284	258	300	1140	243	279	250	189	961	2101
2100	238	223	228	225	914	226	173	210	190	799	1713
2200	196	170	178	155	699	153	162	159	141	615	1314
2300	167	123	114	109	513	138	115	99	109	461	974
24-Hour Totals:					24441					23057	47498

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1643	700	1593	745	3143
P.M.	1700	1801	1500	1632	1700	3342
Daily	1700	1801	1500	1632	1700	3342

Generated by SPS 5.0.49P

County: 86
Station: 1603
Description: SHERIDAN ST E OF N 26TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	92	61	73	58	284	94	76	85	51	306	590
0100	48	35	37	35	155	42	72	58	62	234	389
0200	33	44	32	36	145	50	43	36	43	172	317
0300	16	20	30	28	94	23	35	33	29	120	214
0400	29	22	26	25	102	28	48	44	44	164	266
0500	37	36	78	94	245	59	83	113	149	404	649
0600	89	128	196	221	634	157	172	207	226	762	1396
0700	264	282	289	338	1173	238	334	333	329	1234	2407
0800	351	320	325	312	1308	286	291	370	290	1237	2545
0900	430	290	341	326	1387	345	293	369	315	1322	2709
1000	328	314	345	353	1340	274	332	335	385	1326	2666
1100	332	317	305	318	1272	302	330	385	208	1225	2497
1200	305	383	311	394	1393	406	366	337	334	1443	2836
1300	344	333	378	348	1403	380	312	401	366	1459	2862
1400	392	403	388	439	1622	292	375	337	371	1375	2997
1500	445	440	468	425	1778	401	395	390	465	1651	3429
1600	407	423	392	399	1621	362	360	367	365	1454	3075
1700	428	460	413	428	1729	379	399	329	315	1422	3151
1800	405	426	403	405	1639	362	361	340	303	1366	3005
1900	395	405	329	337	1466	378	265	330	303	1276	2742
2000	303	298	286	276	1163	250	271	254	199	974	2137
2100	256	250	233	235	974	244	205	237	219	905	1879
2200	173	230	144	171	718	162	204	178	156	700	1418
2300	164	150	127	135	576	166	137	101	114	518	1094
24-Hour Totals:					24221					23049	47270

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1387	830	1298	815	2683
P.M.	1445	1792	1500	1651	1500	3429
Daily	1445	1792	1500	1651	1500	3429

Generated by SPS 5.0.49P

County: 86
Station: 1605
Description: N 26TH AVE S OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	12	7	11	43	19	19	11	22	71	114
0100	10	6	4	1	21	12	13	7	9	41	62
0200	5	4	4	2	15	11	7	6	7	31	46
0300	4	3	7	1	15	11	6	12	5	34	49
0400	3	3	4	1	11	5	13	13	13	44	55
0500	5	6	6	6	23	17	26	22	35	100	123
0600	11	9	11	25	56	41	61	76	97	275	331
0700	27	53	45	48	173	100	105	119	113	437	610
0800	47	51	67	62	227	129	112	118	147	506	733
0900	54	50	50	48	202	110	103	100	93	406	608
1000	51	49	58	62	220	77	96	100	102	375	595
1100	55	55	58	52	220	93	85	100	86	364	584
1200	82	44	56	79	261	114	97	99	112	422	683
1300	58	60	60	65	243	97	91	94	100	382	625
1400	88	44	78	77	287	119	91	108	108	426	713
1500	96	77	100	94	367	94	117	126	108	445	812
1600	82	97	88	91	358	117	123	93	125	458	816
1700	100	103	98	97	398	113	101	127	109	450	848
1800	111	89	90	76	366	108	102	92	86	388	754
1900	80	72	63	58	273	100	85	75	72	332	605
2000	58	36	47	41	182	73	58	73	55	259	441
2100	32	44	43	30	149	46	61	62	49	218	367
2200	25	21	29	22	97	43	39	32	38	152	249
2300	21	17	15	18	71	24	29	30	23	106	177
24-Hour Totals:					4278					6722	11000

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	234	800	506	800	733
P.M.	1715	409	1530	474	1645	858
Daily	1715	409	800	506	1645	858

Generated by SPS 5.0.49P

County: 86
Station: 1605
Description: N 26TH AVE S OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	21	14	12	4	51	27	19	18	10	74	125
0100	3	7	5	2	17	7	18	7	4	36	53
0200	3	1	3	3	10	6	1	5	4	16	26
0300	7	2	1	1	11	11	6	9	4	30	41
0400	1	1	4	5	11	6	11	12	16	45	56
0500	4	5	2	7	18	16	16	26	30	88	106
0600	4	20	14	26	64	45	75	72	110	302	366
0700	34	45	56	52	187	97	111	127	130	465	652
0800	51	53	53	59	216	130	119	128	129	506	722
0900	45	32	52	48	177	114	91	88	103	396	573
1000	42	64	57	61	224	94	101	103	77	375	599
1100	60	51	57	70	238	100	91	94	116	401	639
1200	62	56	68	70	256	89	110	112	100	411	667
1300	73	73	70	70	286	103	97	106	95	401	687
1400	76	68	74	69	287	112	121	124	136	493	780
1500	73	80	94	97	344	111	127	114	130	482	826
1600	80	83	89	84	336	120	125	105	113	463	799
1700	98	95	97	85	375	130	120	125	137	512	887
1800	91	95	90	69	345	119	126	96	109	450	795
1900	71	59	73	59	262	103	93	99	80	375	637
2000	57	56	42	42	197	74	69	68	52	263	460
2100	41	48	41	29	159	62	55	54	46	217	376
2200	42	23	27	26	118	51	37	34	34	156	274
2300	24	17	10	12	63	30	23	16	21	90	153
24-Hour Totals:					4252					7047	11299

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	216	745	507	800	722
P.M.	1700	375	1700	512	1700	887
Daily	1700	375	1700	512	1700	887

Generated by SPS 5.0.49P

County: 86
Station: 1605
Description: N 26TH AVE S OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	14	17	14	6	51	16	21	16	12	65	116
0100	7	4	2	2	15	12	7	4	4	27	42
0200	4	3	5	4	16	6	6	9	5	26	42
0300	7	4	4	4	19	6	4	7	7	24	43
0400	1	6	4	3	14	1	11	18	13	43	57
0500	3	1	8	4	16	13	13	22	32	80	96
0600	11	11	13	19	54	43	60	71	84	258	312
0700	22	27	32	42	123	103	100	121	109	433	556
0800	40	34	47	46	167	121	118	108	120	467	634
0900	46	39	42	54	181	116	100	107	101	424	605
1000	49	49	54	46	198	97	90	94	97	378	576
1100	49	58	64	56	227	89	91	91	91	362	589
1200	51	69	86	66	272	100	103	106	102	411	683
1300	47	68	59	69	243	103	102	114	106	425	668
1400	43	77	91	85	296	91	107	121	131	450	746
1500	102	100	90	89	381	106	141	141	119	507	888
1600	88	92	72	87	339	113	123	103	117	456	795
1700	103	105	87	100	395	131	118	113	102	464	859
1800	98	98	83	79	358	112	103	88	88	391	749
1900	72	62	49	63	246	91	93	76	81	341	587
2000	56	51	44	32	183	77	74	63	63	277	460
2100	34	29	34	27	124	72	57	49	60	238	362
2200	31	24	18	30	103	55	34	34	46	169	272
2300	21	13	22	13	69	38	27	28	26	119	188
24-Hour Totals:					4090					6835	10925

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	178	730	469	815	635
P.M.	1700	395	1445	519	1445	896
Daily	1700	395	1445	519	1445	896

Generated by SPS 5.0.49P

Stirling Road Corridor

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

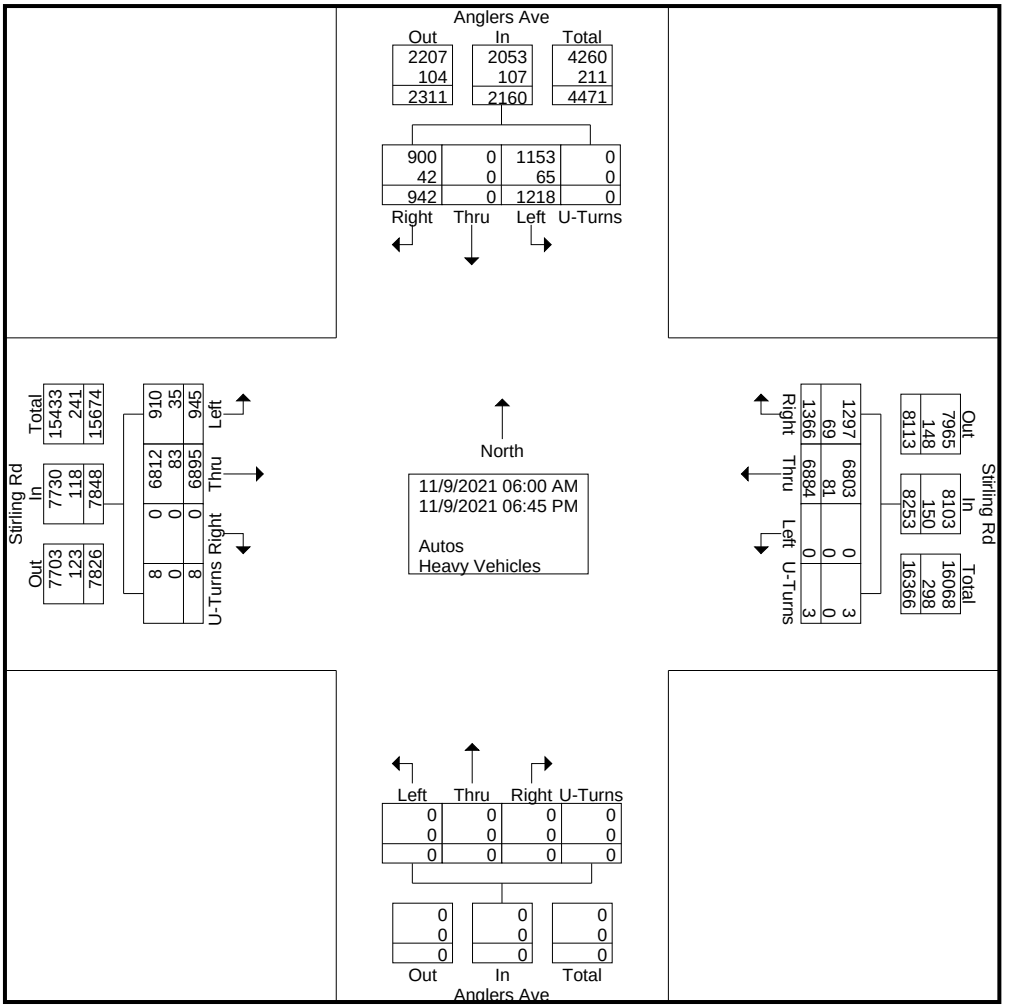
	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	22	88	0	110	0	0	58	16	74	0	0	0	0	0	0	13	0	11	24	208
06:15 AM	0	24	137	0	161	0	0	77	21	98	0	0	0	0	0	0	19	0	10	29	288
06:30 AM	0	25	153	0	178	0	0	108	24	132	0	0	0	0	0	0	15	0	14	29	339
06:45 AM	0	26	209	0	235	0	0	154	39	193	0	0	0	0	0	0	32	0	17	49	477
Total	0	97	587	0	684	0	0	397	100	497	0	0	0	0	0	0	79	0	52	131	1312
07:00 AM	0	38	223	0	261	0	0	177	27	204	0	0	0	0	0	0	32	0	23	55	520
07:15 AM	1	41	325	0	367	0	0	251	47	298	0	0	0	0	0	0	34	0	28	62	727
07:30 AM	0	47	357	0	404	0	0	217	34	251	0	0	0	0	0	0	35	0	36	71	726
07:45 AM	0	56	368	0	424	0	0	246	59	305	0	0	0	0	0	0	53	0	25	78	807
Total	1	182	1273	0	1456	0	0	891	167	1058	0	0	0	0	0	0	154	0	112	266	2780
08:00 AM	0	71	293	0	364	1	0	260	65	326	0	0	0	0	0	0	59	0	16	75	765
08:15 AM	0	55	427	0	482	0	0	222	81	303	0	0	0	0	0	0	49	0	19	68	853
08:30 AM	0	53	396	0	449	0	0	266	49	315	0	0	0	0	0	0	48	0	26	74	838
08:45 AM	0	54	378	0	432	0	0	306	68	374	0	0	0	0	0	0	58	0	32	90	896
Total	0	233	1494	0	1727	1	0	1054	263	1318	0	0	0	0	0	0	214	0	93	307	3352
*** BREAK ***																					
04:00 PM	0	35	297	0	332	2	0	390	51	443	0	0	0	0	0	0	70	0	63	133	908
04:15 PM	2	34	336	0	372	0	0	333	50	383	0	0	0	0	0	0	51	0	64	115	870
04:30 PM	0	29	312	0	341	0	0	415	53	468	0	0	0	0	0	0	65	0	51	116	925
04:45 PM	0	41	286	0	327	0	0	387	61	448	0	0	0	0	0	0	67	0	53	120	895
Total	2	139	1231	0	1372	2	0	1525	215	1742	0	0	0	0	0	0	253	0	231	484	3598
05:00 PM	0	46	375	0	421	0	0	397	47	444	0	0	0	0	0	0	77	0	65	142	1007
05:15 PM	1	32	225	0	258	0	0	446	90	536	0	0	0	0	0	0	71	0	77	148	942
05:30 PM	0	44	354	0	398	0	0	473	81	554	0	0	0	0	0	0	74	0	76	150	1102
05:45 PM	1	34	311	0	346	0	0	355	57	412	0	0	0	0	0	0	56	0	61	117	875
Total	2	156	1265	0	1423	0	0	1671	275	1946	0	0	0	0	0	0	278	0	279	557	3926
06:00 PM	2	26	283	0	311	0	0	369	59	428	0	0	0	0	0	0	97	0	60	157	896
06:15 PM	0	37	285	0	322	0	0	326	51	377	0	0	0	0	0	0	60	0	46	106	805
06:30 PM	0	41	235	0	276	0	0	320	105	425	0	0	0	0	0	0	53	0	44	97	798
06:45 PM	1	34	242	0	277	0	0	331	131	462	0	0	0	0	0	0	30	0	25	55	794
Total	3	138	1045	0	1186	0	0	1346	346	1692	0	0	0	0	0	0	240	0	175	415	3293
Grand Total	8	945	6895	0	7848	3	0	6884	1366	8253	0	0	0	0	0	0	1218	0	942	2160	18261
Apprch %	0.1	12	87.9	0		0	0	83.4	16.6		0	0	0	0		0	56.4	0	43.6		
Total %	0	5.2	37.8	0	43	0	0	37.7	7.5	45.2	0	0	0	0	0	0	6.7	0	5.2	11.8	
Autos	8	910	6812	0	7730	3	0	6803	1297	8103	0	0	0	0	0	0	1153	0	900	2053	17886
% Autos	100	96.3	98.8	0	98.5	100	0	98.8	94.9	98.2	0	0	0	0	0	0	94.7	0	95.5	95	97.9
Heavy Vehicles	0	35	83	0	118	0	0	81	69	150	0	0	0	0	0	0	65	0	42	107	375
% Heavy Vehicles	0	3.7	1.2	0	1.5	0	0	1.2	5.1	1.8	0	0	0	0	0	0	5.3	0	4.5	5	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



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Doral, FL, 33126

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JOB NO.: 2021012.001
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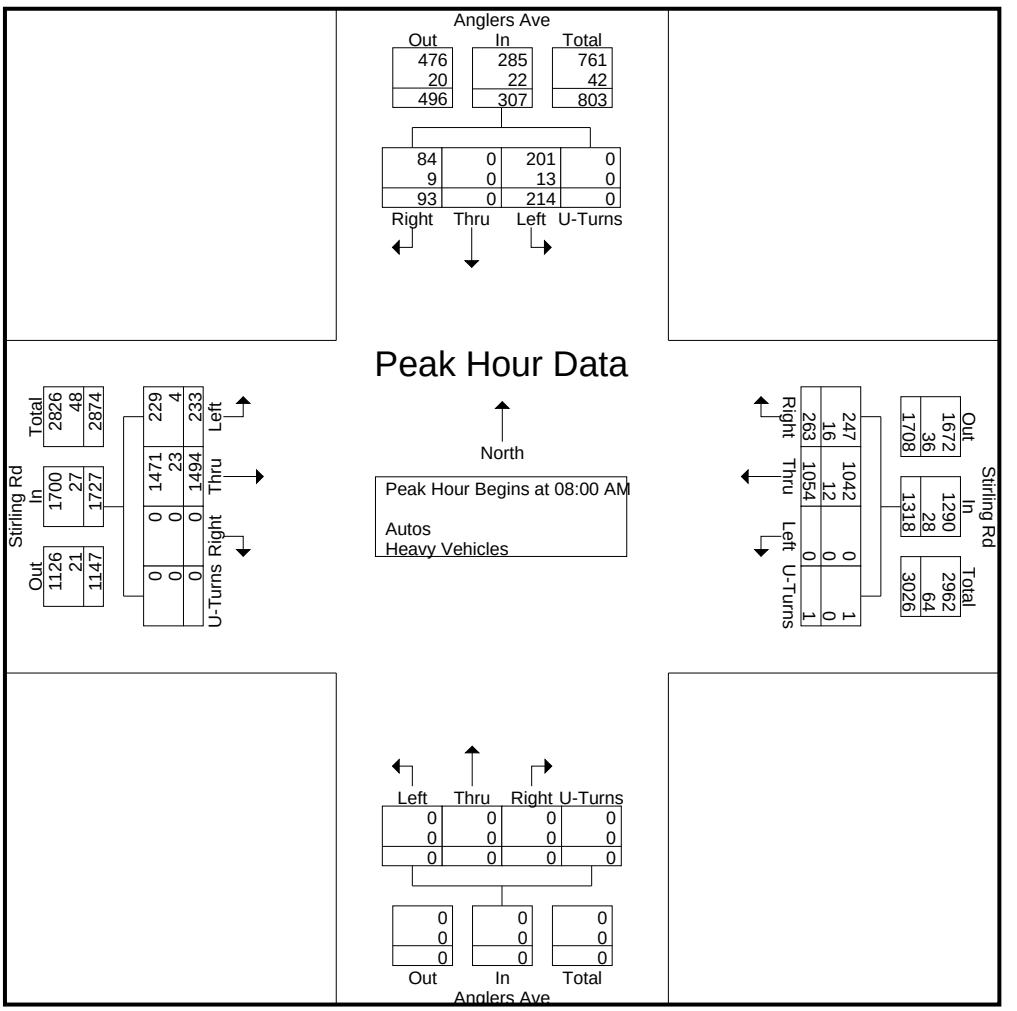
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**71**	293	0	364	**1**	0	260	65	326	0	0	0	0	0	0	**59**	0	16	75	765
08:15 AM	0	55	**427**	0	**482**	0	0	222	**81**	303	0	0	0	0	0	0	49	0	19	68	853
08:30 AM	0	53	396	0	449	0	0	266	49	315	0	0	0	0	0	0	48	0	26	74	838
08:45 AM	0	54	378	0	432	0	0	**306**	68	**374**	0	0	0	0	0	0	58	0	**32**	**90**	**896**
Total Volume	0	233	1494	0	1727	1	0	1054	263	1318	0	0	0	0	0	0	214	0	93	307	3352
% App. Total	0	13.5	86.5	0		0.1	0	80	20		0	0	0	0		0	69.7	0	30.3		
PHF	.000	.820	.875	.000	.896	.250	.000	.861	.812	.881	.000	.000	.000	.000	.000	.000	.907	.000	.727	.853	.935
Autos	0	229	1471	0	1700	1	0	1042	247	1290	0	0	0	0	0	0	201	0	84	285	3275
% Autos	0	98.3	98.5	0	98.4	100	0	98.9	93.9	97.9	0	0	0	0	0	0	93.9	0	90.3	92.8	97.7
Heavy Vehicles	0	4	23	0	27	0	0	12	16	28	0	0	0	0	0	0	13	0	9	22	77
% Heavy Vehicles	0	1.7	1.5	0	1.6	0	0	1.1	6.1	2.1	0	0	0	0	0	0	6.1	0	9.7	7.2	2.3



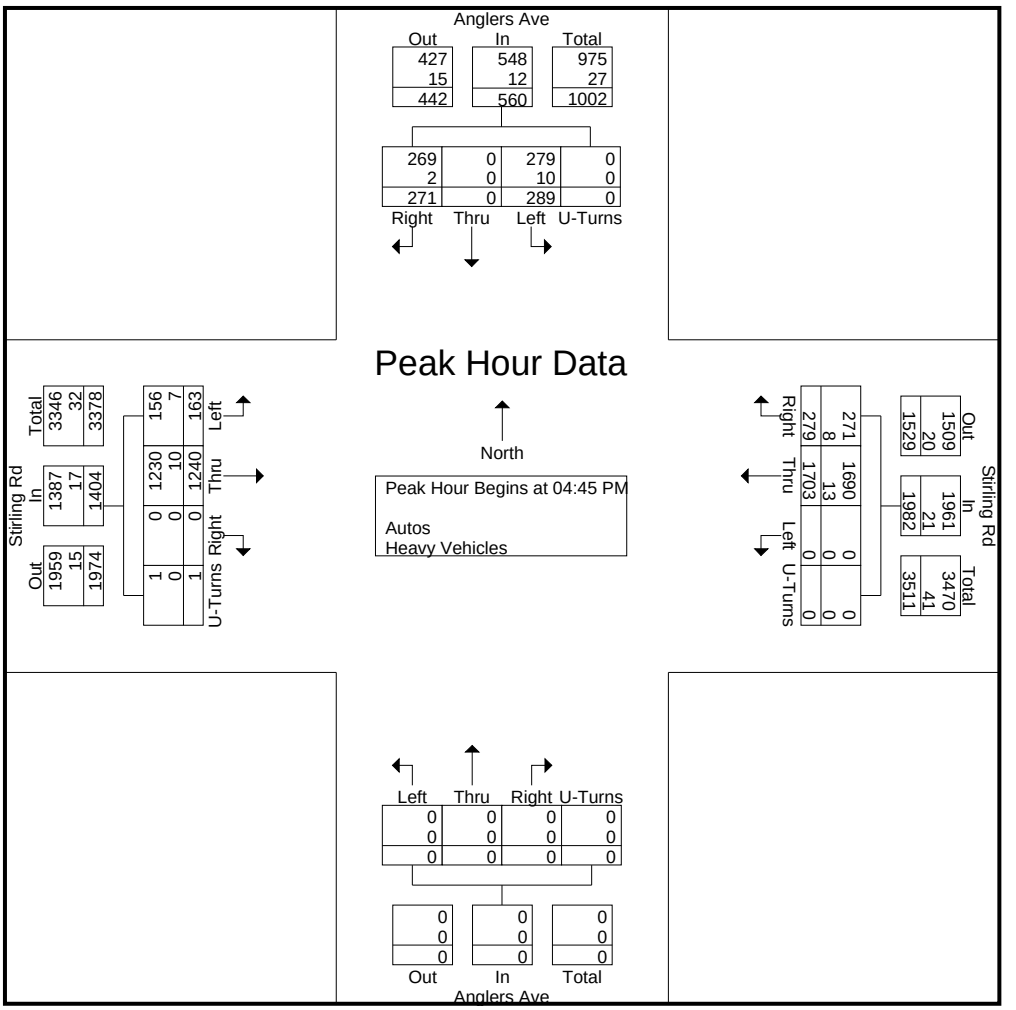
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	41	286	0	327	0	0	387	61	448	0	0	0	0	0	0	67	0	53	120	895
05:00 PM	0	**46**	**375**	0	**421**	0	0	397	47	444	0	0	0	0	0	0	**77**	0	65	142	1007
05:15 PM	**1**	32	225	0	258	0	0	446	**90**	536	0	0	0	0	0	0	71	0	**77**	148	942
05:30 PM	0	44	354	0	398	0	0	**473**	81	**554**	0	0	0	0	0	0	74	0	76	**150**	**1102**
Total Volume	1	163	1240	0	1404	0	0	1703	279	1982	0	0	0	0	0	0	289	0	271	560	3946
% App. Total	0.1	11.6	88.3	0		0	0	85.9	14.1		0	0	0	0		0	51.6	0	48.4		
PHF	.250	.886	.827	.000	.834	.000	.000	.900	.775	.894	.000	.000	.000	.000	.000	.000	.938	.000	.880	.933	.895
Autos	1	156	1230	0	1387	0	0	1690	271	1961	0	0	0	0	0	0	279	0	269	548	3896
% Autos	100	95.7	99.2	0	98.8	0	0	99.2	97.1	98.9	0	0	0	0	0	0	96.5	0	99.3	97.9	98.7
Heavy Vehicles	0	7	10	0	17	0	0	13	8	21	0	0	0	0	0	0	10	0	2	12	50
% Heavy Vehicles	0	4.3	0.8	0	1.2	0	0	0.8	2.9	1.1	0	0	0	0	0	0	3.5	0	0.7	2.1	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	1	3	4	0	0	0	0	0	0	2	0	3	5	10
06:15 AM	0	2	2	0	4	0	0	3	1	4	0	0	0	0	0	0	5	0	1	6	14
06:30 AM	0	3	2	0	5	0	0	2	0	2	0	0	0	0	0	0	4	0	4	8	15
06:45 AM	0	0	2	0	2	0	0	5	4	9	0	0	0	0	0	0	7	0	3	10	21
Total	0	5	7	0	12	0	0	11	8	19	0	0	0	0	0	0	18	0	11	29	60
07:00 AM	0	1	5	0	6	0	0	10	1	11	0	0	0	0	0	0	4	0	1	5	22
07:15 AM	0	2	8	0	10	0	0	5	5	10	0	0	0	0	0	0	2	0	5	7	27
07:30 AM	0	2	3	0	5	0	0	1	4	5	0	0	0	0	0	0	1	0	0	1	11
07:45 AM	0	1	6	0	7	0	0	6	4	10	0	0	0	0	0	0	1	0	1	2	19
Total	0	6	22	0	28	0	0	22	14	36	0	0	0	0	0	0	8	0	7	15	79
08:00 AM	0	1	5	0	6	0	0	6	2	8	0	0	0	0	0	0	3	0	2	5	19
08:15 AM	0	1	8	0	9	0	0	1	6	7	0	0	0	0	0	0	6	0	3	9	25
08:30 AM	0	1	6	0	7	0	0	2	4	6	0	0	0	0	0	0	0	0	1	1	14
08:45 AM	0	1	4	0	5	0	0	3	4	7	0	0	0	0	0	0	4	0	3	7	19
Total	0	4	23	0	27	0	0	12	16	28	0	0	0	0	0	0	13	0	9	22	77
*** BREAK ***																					
04:00 PM	0	1	9	0	10	0	0	1	2	3	0	0	0	0	0	0	5	0	2	7	20
04:15 PM	0	3	7	0	10	0	0	5	4	9	0	0	0	0	0	0	4	0	2	6	25
04:30 PM	0	2	1	0	3	0	0	9	3	12	0	0	0	0	0	0	3	0	4	7	22
04:45 PM	0	2	5	0	7	0	0	6	3	9	0	0	0	0	0	0	7	0	0	7	23
Total	0	8	22	0	30	0	0	21	12	33	0	0	0	0	0	0	19	0	8	27	90
05:00 PM	0	3	2	0	5	0	0	4	1	5	0	0	0	0	0	0	2	0	1	3	13
05:15 PM	0	1	0	0	1	0	0	2	2	4	0	0	0	0	0	0	1	0	1	2	7
05:30 PM	0	1	3	0	4	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	1	0	0	1	0	0	1	5	6	0	0	0	0	0	0	0	0	2	2	9
Total	0	6	5	0	11	0	0	8	10	18	0	0	0	0	0	0	3	0	4	7	36
06:00 PM	0	1	2	0	3	0	0	2	1	3	0	0	0	0	0	0	2	0	1	3	9
06:15 PM	0	3	0	0	3	0	0	2	3	5	0	0	0	0	0	0	0	0	1	1	9
06:30 PM	0	2	2	0	4	0	0	1	3	4	0	0	0	0	0	0	1	0	1	2	10
06:45 PM	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	0	0	1	5
Total	0	6	4	0	10	0	0	7	9	16	0	0	0	0	0	0	4	0	3	7	33
Grand Total	0	35	83	0	118	0	0	81	69	150	0	0	0	0	0	0	65	0	42	107	375
Apprch %	0	29.7	70.3	0		0	0	54	46		0	0	0	0		0	60.7	0	39.3		
Total %	0	9.3	22.1	0	31.5	0	0	21.6	18.4	40	0	0	0	0	0	0	17.3	0	11.2	28.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05B-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

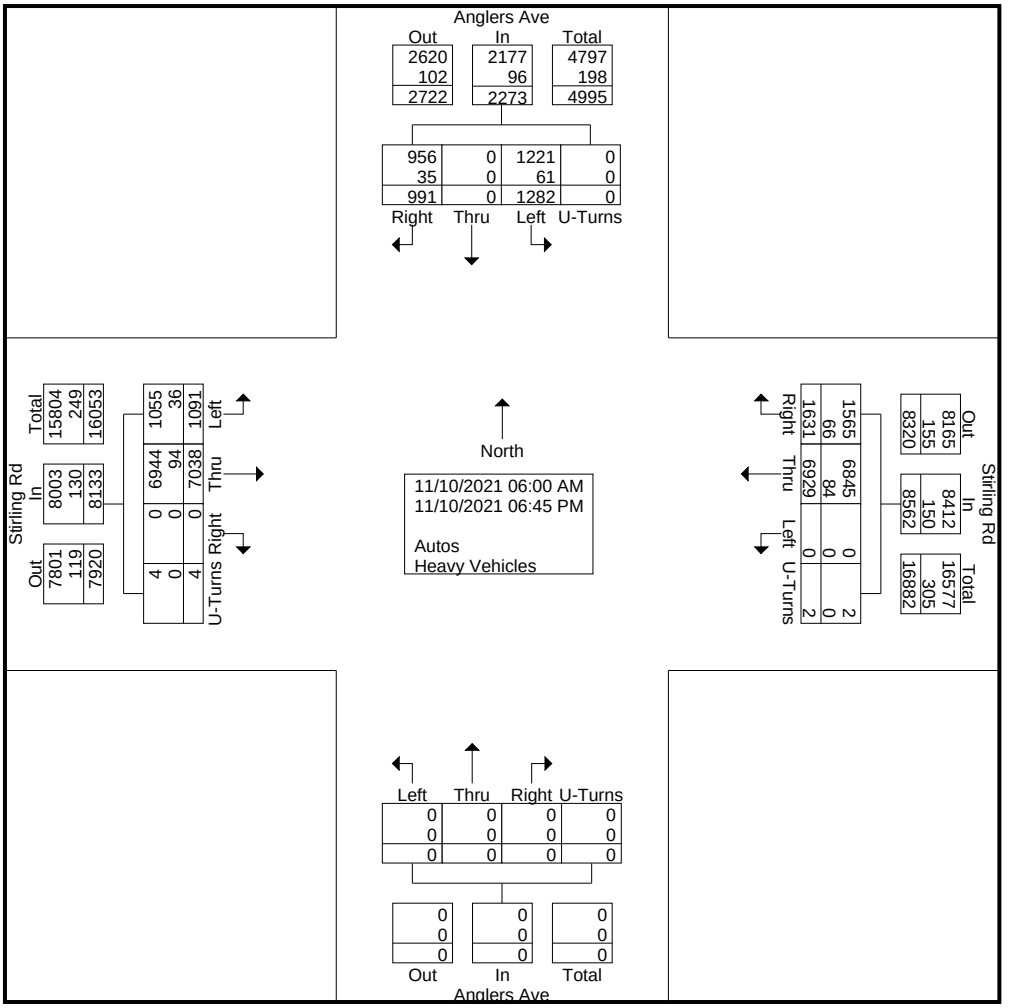
	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	22	105	0	127	0	0	59	24	83	0	0	0	0	0	0	11	0	9	20	230
06:15 AM	0	18	95	0	113	0	0	85	25	110	0	0	0	0	0	0	16	0	10	26	249
06:30 AM	0	23	180	0	203	0	0	110	31	141	0	0	0	0	0	0	24	0	19	43	387
06:45 AM	0	29	190	0	219	0	0	147	29	176	0	0	0	0	0	0	17	0	17	34	429
Total	0	92	570	0	662	0	0	401	109	510	0	0	0	0	0	0	68	0	55	123	1295
07:00 AM	0	47	284	0	331	0	0	202	38	240	0	0	0	0	0	0	41	0	21	62	633
07:15 AM	0	45	284	0	329	0	0	234	55	289	0	0	0	0	0	0	38	0	20	58	676
07:30 AM	0	53	359	0	412	0	0	247	33	280	0	0	0	0	0	0	52	0	36	88	780
07:45 AM	0	52	350	0	402	1	0	187	66	254	0	0	0	0	0	0	60	0	29	89	745
Total	0	197	1277	0	1474	1	0	870	192	1063	0	0	0	0	0	0	191	0	106	297	2834
08:00 AM	0	67	364	0	431	0	0	248	56	304	0	0	0	0	0	0	47	0	22	69	804
08:15 AM	0	61	441	0	502	0	0	251	69	320	0	0	0	0	0	0	57	0	28	85	907
08:30 AM	0	67	373	0	440	0	0	272	64	336	0	0	0	0	0	0	32	0	24	56	832
08:45 AM	0	64	371	0	435	0	0	329	69	398	0	0	0	0	0	0	58	0	38	96	929
Total	0	259	1549	0	1808	0	0	1100	258	1358	0	0	0	0	0	0	194	0	112	306	3472
*** BREAK ***																					
04:00 PM	0	49	293	0	342	0	0	439	84	523	0	0	0	0	0	0	79	0	67	146	1011
04:15 PM	2	35	321	0	358	0	0	365	76	441	0	0	0	0	0	0	72	0	55	127	926
04:30 PM	0	26	290	0	316	0	0	401	102	503	0	0	0	0	0	0	71	0	66	137	956
04:45 PM	0	50	302	0	352	0	0	399	97	496	0	0	0	0	0	0	89	0	66	155	1003
Total	2	160	1206	0	1368	0	0	1604	359	1963	0	0	0	0	0	0	311	0	254	565	3896
05:00 PM	0	50	329	0	379	0	0	420	109	529	0	0	0	0	0	0	67	0	63	130	1038
05:15 PM	0	62	357	0	419	0	0	400	81	481	0	0	0	0	0	0	85	0	52	137	1037
05:30 PM	0	47	303	0	350	0	0	420	112	532	0	0	0	0	0	0	66	0	78	144	1026
05:45 PM	0	46	345	0	391	1	0	435	117	553	0	0	0	0	0	0	79	0	76	155	1099
Total	0	205	1334	0	1539	1	0	1675	419	2095	0	0	0	0	0	0	297	0	269	566	4200
06:00 PM	1	59	312	0	372	0	0	362	91	453	0	0	0	0	0	0	91	0	77	168	993
06:15 PM	0	62	331	0	393	0	0	370	89	459	0	0	0	0	0	0	41	0	48	89	941
06:30 PM	0	27	227	0	254	0	0	323	64	387	0	0	0	0	0	0	46	0	50	96	737
06:45 PM	1	30	232	0	263	0	0	224	50	274	0	0	0	0	0	0	43	0	20	63	600
Total	2	178	1102	0	1282	0	0	1279	294	1573	0	0	0	0	0	0	221	0	195	416	3271
Grand Total	4	1091	7038	0	8133	2	0	6929	1631	8562	0	0	0	0	0	0	1282	0	991	2273	18968
Apprch %	0	13.4	86.5	0		0	0	80.9	19		0	0	0	0		0	56.4	0	43.6		
Total %	0	5.8	37.1	0	42.9	0	0	36.5	8.6	45.1	0	0	0	0	0	0	6.8	0	5.2	12	
Autos	4	1055	6944	0	8003	2	0	6845	1565	8412	0	0	0	0	0	0	1221	0	956	2177	18592
% Autos	100	96.7	98.7	0	98.4	100	0	98.8	96	98.2	0	0	0	0	0	0	95.2	0	96.5	95.8	98
Heavy Vehicles	0	36	94	0	130	0	0	84	66	150	0	0	0	0	0	0	61	0	35	96	376
% Heavy Vehicles	0	3.3	1.3	0	1.6	0	0	1.2	4	1.8	0	0	0	0	0	0	4.8	0	3.5	4.2	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05B-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



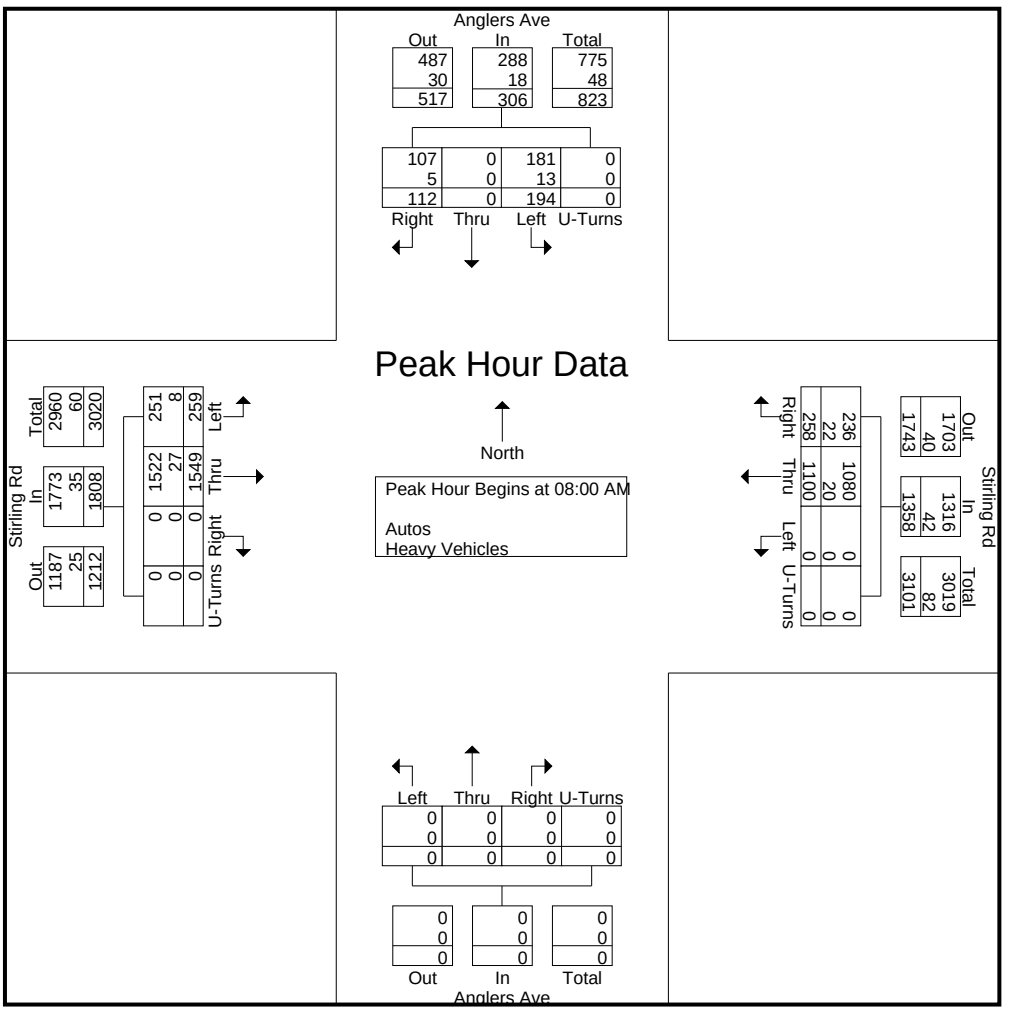
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05B-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**67**	364	0	431	0	0	248	56	304	0	0	0	0	0	0	47	0	22	69	804
08:15 AM	0	61	**441**	0	**502**	0	0	251	**69**	320	0	0	0	0	0	0	57	0	28	85	907
08:30 AM	0	67	373	0	440	0	0	272	64	336	0	0	0	0	0	0	32	0	24	56	832
08:45 AM	0	64	371	0	435	0	0	**329**	69	**398**	0	0	0	0	0	0	**58**	0	**38**	**96**	**929**
Total Volume	0	259	1549	0	1808	0	0	1100	258	1358	0	0	0	0	0	0	194	0	112	306	3472
% App. Total	0	14.3	85.7	0		0	0	81	19		0	0	0	0		0	63.4	0	36.6		
PHF	.000	.966	.878	.000	.900	.000	.000	.836	.935	.853	.000	.000	.000	.000	.000	.000	.836	.000	.737	.797	.934
Autos	0	251	1522	0	1773	0	0	1080	236	1316	0	0	0	0	0	0	181	0	107	288	3377
% Autos	0	96.9	98.3	0	98.1	0	0	98.2	91.5	96.9	0	0	0	0	0	0	93.3	0	95.5	94.1	97.3
Heavy Vehicles	0	8	27	0	35	0	0	20	22	42	0	0	0	0	0	0	13	0	5	18	95
% Heavy Vehicles	0	3.1	1.7	0	1.9	0	0	1.8	8.5	3.1	0	0	0	0	0	0	6.7	0	4.5	5.9	2.7



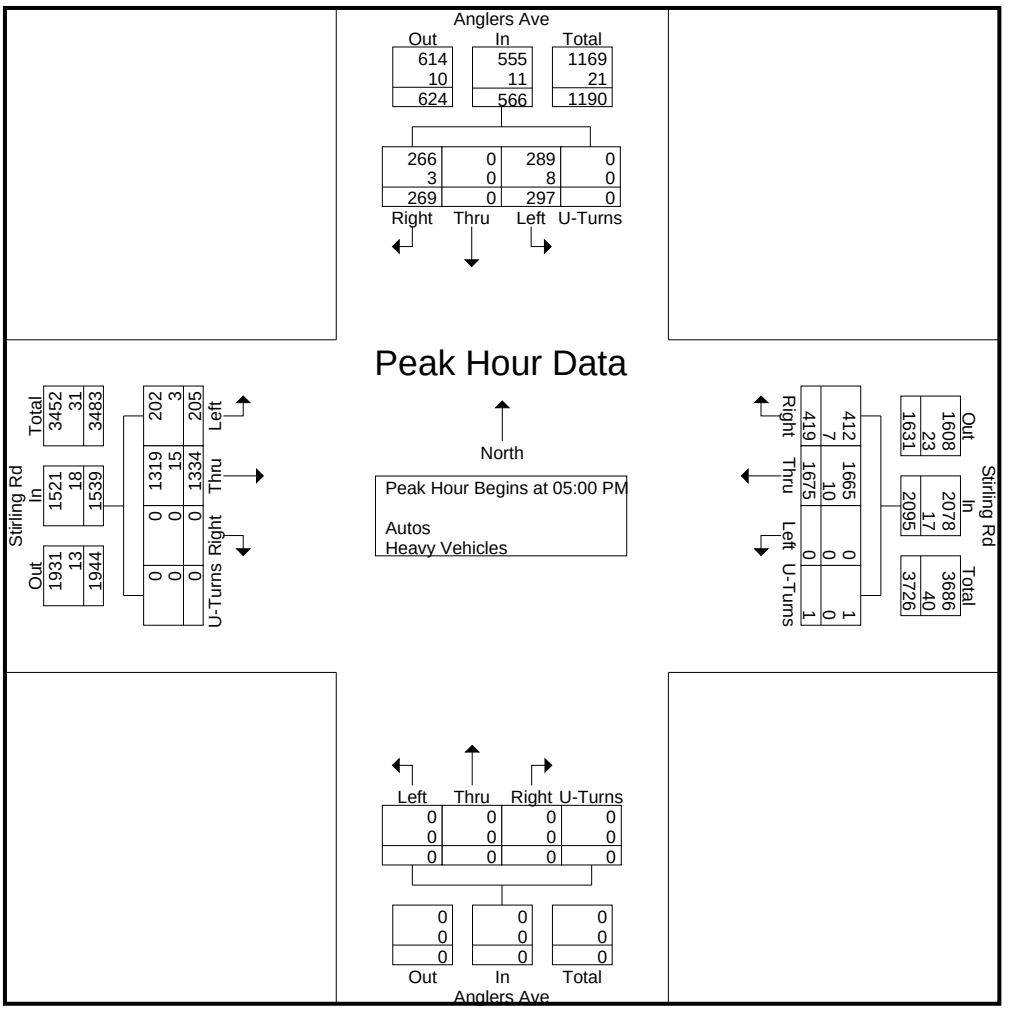
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05B-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	50	329	0	379	0	0	420	109	529	0	0	0	0	0	0	67	0	63	130	1038
05:15 PM	0	**62**	**357**	0	**419**	0	0	400	81	481	0	0	0	0	0	0	**85**	0	52	137	1037
05:30 PM	0	47	303	0	350	0	0	420	112	532	0	0	0	0	0	0	66	0	**78**	144	1026
05:45 PM	0	46	345	0	391	**1**	0	**435**	**117**	**553**	0	0	0	0	0	0	79	0	76	**155**	**1099**
Total Volume	0	205	1334	0	1539	1	0	1675	419	2095	0	0	0	0	0	0	297	0	269	566	4200
% App. Total	0	13.3	86.7	0		0	0	80	20		0	0	0	0		0	52.5	0	47.5		
PHF	.000	.827	.934	.000	.918	.250	.000	.963	.895	.947	.000	.000	.000	.000	.000	.000	.874	.000	.862	.913	.955
Autos	0	202	1319	0	1521	1	0	1665	412	2078	0	0	0	0	0	0	289	0	266	555	4154
% Autos	0	98.5	98.9	0	98.8	100	0	99.4	98.3	99.2	0	0	0	0	0	0	97.3	0	98.9	98.1	98.9
Heavy Vehicles	0	3	15	0	18	0	0	10	7	17	0	0	0	0	0	0	8	0	3	11	46
% Heavy Vehicles	0	1.5	1.1	0	1.2	0	0	0.6	1.7	0.8	0	0	0	0	0	0	2.7	0	1.1	1.9	1.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05B-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	4	0	2	6	9
06:15 AM	0	2	0	0	2	0	0	6	1	7	0	0	0	0	0	0	4	0	2	6	15
06:30 AM	0	4	6	0	10	0	0	0	2	2	0	0	0	0	0	0	2	0	5	7	19
06:45 AM	0	0	1	0	1	0	0	2	1	3	0	0	0	0	0	0	4	0	2	6	10
Total	0	6	7	0	13	0	0	9	6	15	0	0	0	0	0	0	14	0	11	25	53
07:00 AM	0	1	6	0	7	0	0	9	3	12	0	0	0	0	0	0	4	0	1	5	24
07:15 AM	0	3	2	0	5	0	0	4	5	9	0	0	0	0	0	0	3	0	2	5	19
07:30 AM	0	1	2	0	3	0	0	2	2	4	0	0	0	0	0	0	1	0	1	2	9
07:45 AM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	4	0	1	5	18
Total	0	5	17	0	22	0	0	21	10	31	0	0	0	0	0	0	12	0	5	17	70
08:00 AM	0	2	6	0	8	0	0	3	5	8	0	0	0	0	0	0	3	0	2	5	21
08:15 AM	0	3	13	0	16	0	0	4	8	12	0	0	0	0	0	0	5	0	0	5	33
08:30 AM	0	1	5	0	6	0	0	7	6	13	0	0	0	0	0	0	2	0	1	3	22
08:45 AM	0	2	3	0	5	0	0	6	3	9	0	0	0	0	0	0	3	0	2	5	19
Total	0	8	27	0	35	0	0	20	22	42	0	0	0	0	0	0	13	0	5	18	95
*** BREAK ***																					
04:00 PM	0	1	9	0	10	0	0	4	5	9	0	0	0	0	0	0	1	0	1	2	21
04:15 PM	0	2	8	0	10	0	0	4	3	7	0	0	0	0	0	0	4	0	5	9	26
04:30 PM	0	1	4	0	5	0	0	5	5	10	0	0	0	0	0	0	4	0	3	7	22
04:45 PM	0	3	0	0	3	0	0	5	2	7	0	0	0	0	0	0	1	0	0	1	11
Total	0	7	21	0	28	0	0	18	15	33	0	0	0	0	0	0	10	0	9	19	80
05:00 PM	0	1	3	0	4	0	0	1	3	4	0	0	0	0	0	0	1	0	1	2	10
05:15 PM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	5	0	0	5	13
05:30 PM	0	1	3	0	4	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1	8
05:45 PM	0	1	5	0	6	0	0	4	2	6	0	0	0	0	0	0	1	0	2	3	15
Total	0	3	15	0	18	0	0	10	7	17	0	0	0	0	0	0	8	0	3	11	46
06:00 PM	0	1	2	0	3	0	0	1	3	4	0	0	0	0	0	0	2	0	0	2	9
06:15 PM	0	2	1	0	3	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	4	1	0	5	0	0	1	1	2	0	0	0	0	0	0	1	0	2	3	10
06:45 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	7
Total	0	7	7	0	14	0	0	6	6	12	0	0	0	0	0	0	4	0	2	6	32
Grand Total	0	36	94	0	130	0	0	84	66	150	0	0	0	0	0	0	61	0	35	96	376
Apprch %	0	27.7	72.3	0		0	0	56	44		0	0	0	0		0	63.5	0	36.5		
Total %	0	9.6	25	0	34.6	0	0	22.3	17.6	39.9	0	0	0	0	0	0	16.2	0	9.3	25.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

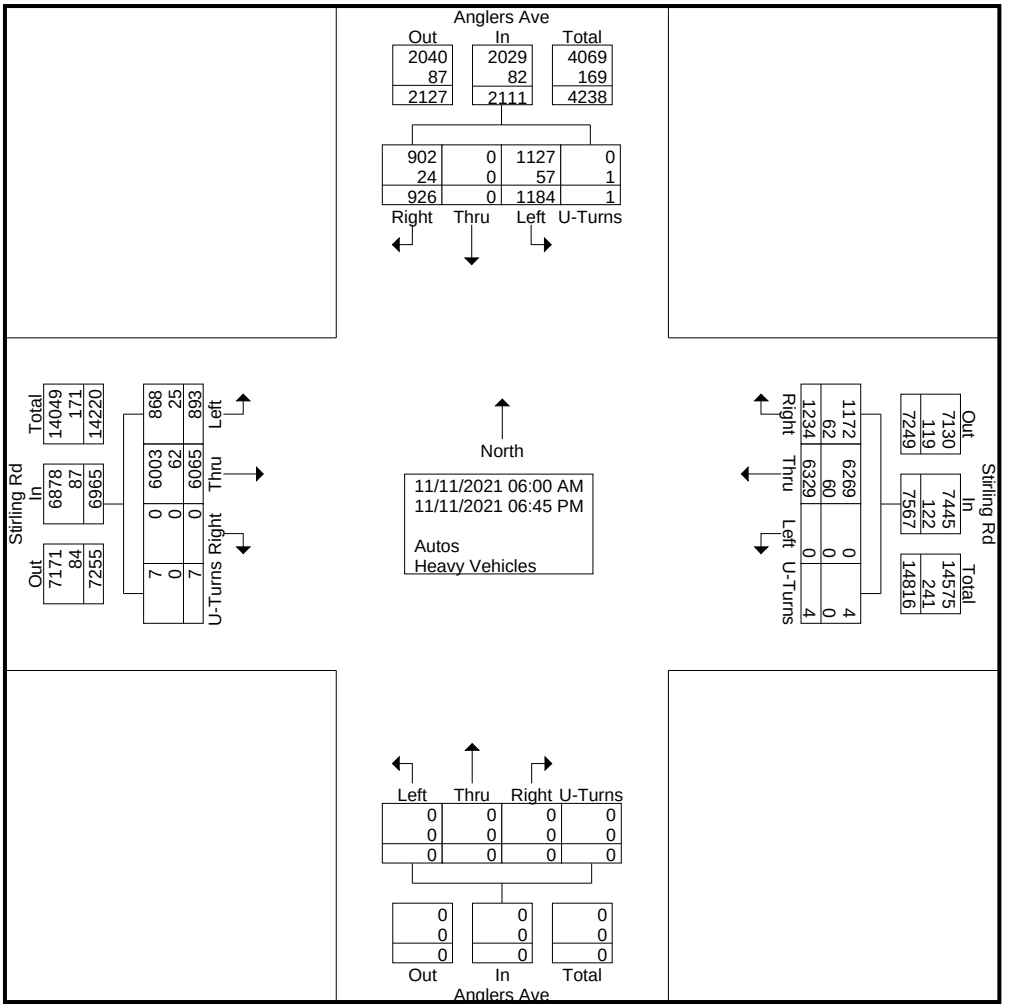
	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	16	96	0	112	1	0	46	18	65	0	0	0	0	0	0	9	0	8	17	194
06:15 AM	0	20	99	0	119	0	0	69	20	89	0	0	0	0	0	0	16	0	9	25	233
06:30 AM	0	26	129	0	155	0	0	93	30	123	0	0	0	0	0	0	13	0	12	25	303
06:45 AM	0	35	177	0	212	1	0	135	27	163	0	0	0	0	0	0	22	0	13	35	410
Total	0	97	501	0	598	2	0	343	95	440	0	0	0	0	0	0	60	0	42	102	1140
07:00 AM	0	40	179	0	219	0	0	128	38	166	0	0	0	0	0	0	29	0	12	41	426
07:15 AM	0	33	199	0	232	0	0	192	44	236	0	0	0	0	0	0	42	0	24	66	534
07:30 AM	0	44	264	0	308	0	0	190	59	249	0	0	0	0	0	0	39	0	23	62	619
07:45 AM	0	48	264	0	312	0	0	222	55	277	0	0	0	0	0	0	47	0	28	75	664
Total	0	165	906	0	1071	0	0	732	196	928	0	0	0	0	0	0	157	0	87	244	2243
08:00 AM	0	40	270	0	310	0	0	180	43	223	0	0	0	0	0	0	54	0	16	70	603
08:15 AM	0	47	348	0	395	0	0	235	61	296	0	0	0	0	0	0	53	0	26	79	770
08:30 AM	0	49	374	0	423	0	0	283	57	340	0	0	0	0	0	0	42	0	29	71	834
08:45 AM	1	55	261	0	317	0	0	220	71	291	0	0	0	0	0	1	57	0	33	91	699
Total	1	191	1253	0	1445	0	0	918	232	1150	0	0	0	0	0	1	206	0	104	311	2906
*** BREAK ***																					
04:00 PM	2	38	295	0	335	0	0	387	50	437	0	0	0	0	0	0	74	0	70	144	916
04:15 PM	1	26	332	0	359	0	0	404	53	457	0	0	0	0	0	0	52	0	53	105	921
04:30 PM	0	43	344	0	387	0	0	377	67	444	0	0	0	0	0	0	58	0	53	111	942
04:45 PM	0	24	164	0	188	0	0	261	47	308	0	0	0	0	0	0	73	0	64	137	633
Total	3	131	1135	0	1269	0	0	1429	217	1646	0	0	0	0	0	0	257	0	240	497	3412
05:00 PM	0	45	411	0	456	0	0	492	81	573	0	0	0	0	0	0	85	0	63	148	1177
05:15 PM	1	38	317	0	356	0	0	395	68	463	0	0	0	0	0	0	73	0	69	142	961
05:30 PM	0	52	277	0	329	0	0	379	72	451	0	0	0	0	0	0	59	0	71	130	910
05:45 PM	0	40	296	0	336	1	0	346	67	414	0	0	0	0	0	0	65	0	54	119	869
Total	1	175	1301	0	1477	1	0	1612	288	1901	0	0	0	0	0	0	282	0	257	539	3917
06:00 PM	0	29	263	0	292	0	0	332	61	393	0	0	0	0	0	0	73	0	75	148	833
06:15 PM	1	41	267	0	309	0	0	339	58	397	0	0	0	0	0	0	52	0	48	100	806
06:30 PM	0	38	240	0	278	0	0	313	44	357	0	0	0	0	0	0	54	0	34	88	723
06:45 PM	1	26	199	0	226	1	0	311	43	355	0	0	0	0	0	0	43	0	39	82	663
Total	2	134	969	0	1105	1	0	1295	206	1502	0	0	0	0	0	0	222	0	196	418	3025
Grand Total	7	893	6065	0	6965	4	0	6329	1234	7567	0	0	0	0	0	1	1184	0	926	2111	16643
Apprch %	0.1	12.8	87.1	0		0.1	0	83.6	16.3		0	0	0	0		0	56.1	0	43.9		
Total %	0	5.4	36.4	0	41.8	0	0	38	7.4	45.5	0	0	0	0	0	0	7.1	0	5.6	12.7	
Autos	7	868	6003	0	6878	4	0	6269	1172	7445	0	0	0	0	0	0	1127	0	902	2029	16352
% Autos	100	97.2	99	0	98.8	100	0	99.1	95	98.4	0	0	0	0	0	0	95.2	0	97.4	96.1	98.3
Heavy Vehicles	0	25	62	0	87	0	0	60	62	122	0	0	0	0	0	1	57	0	24	82	291
% Heavy Vehicles	0	2.8	1	0	1.2	0	0	0.9	5	1.6	0	0	0	0	0	100	4.8	0	2.6	3.9	1.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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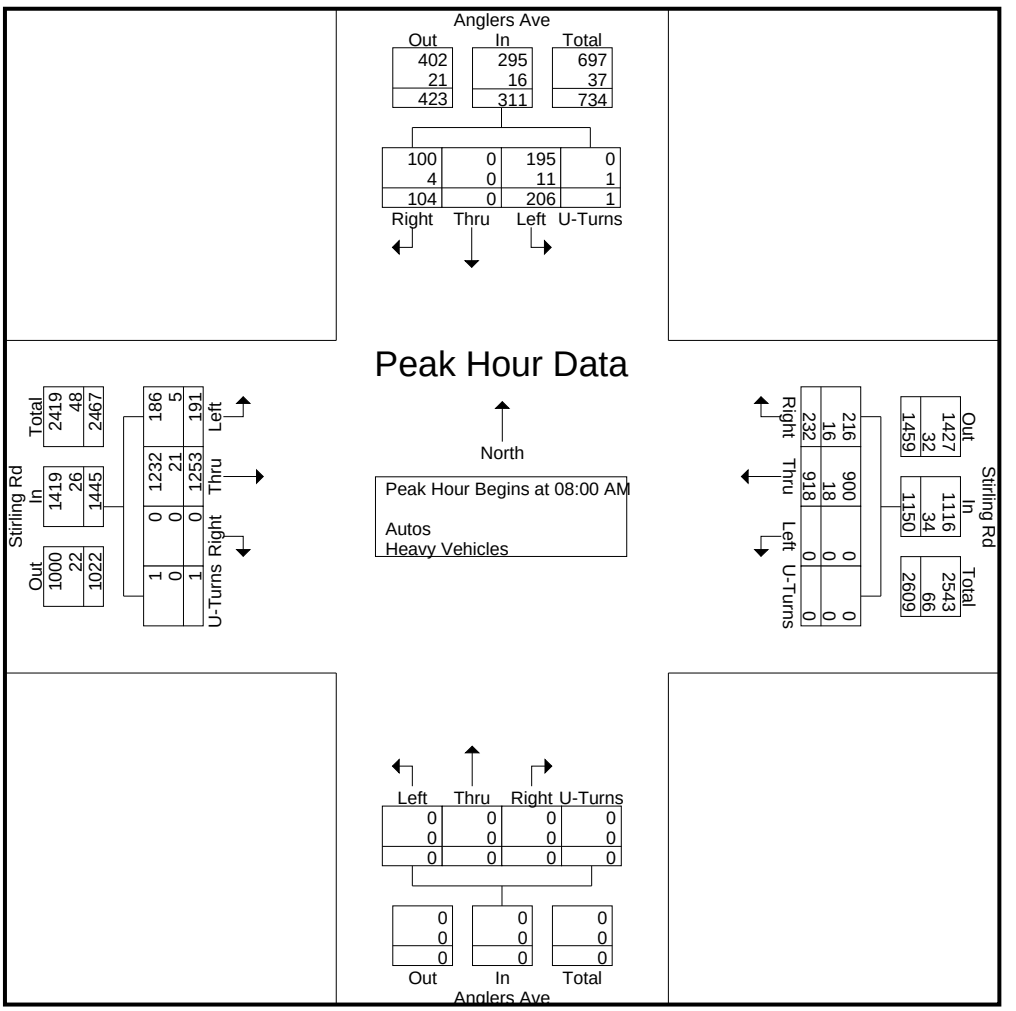
8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	40	270	0	310	0	0	180	43	223	0	0	0	0	0	0	54	0	16	70	603
08:15 AM	0	47	348	0	395	0	0	235	61	296	0	0	0	0	0	0	53	0	26	79	770
08:30 AM	0	49	**374**	0	**423**	0	0	**283**	57	**340**	0	0	0	0	0	0	42	0	29	71	**834**
08:45 AM	**1**	**55**	261	0	317	0	0	220	**71**	291	0	0	0	0	0	**1**	**57**	0	**33**	**91**	699
Total Volume	1	191	1253	0	1445	0	0	918	232	1150	0	0	0	0	0	1	206	0	104	311	2906
% App. Total	0.1	13.2	86.7	0		0	0	79.8	20.2		0	0	0	0		0.3	66.2	0	33.4		
PHF	.250	.868	.838	.000	.854	.000	.000	.811	.817	.846	.000	.000	.000	.000	.000	.250	.904	.000	.788	.854	.871
Autos	1	186	1232	0	1419	0	0	900	216	1116	0	0	0	0	0	0	195	0	100	295	2830
% Autos	100	97.4	98.3	0	98.2	0	0	98.0	93.1	97.0	0	0	0	0	0	0	94.7	0	96.2	94.9	97.4
Heavy Vehicles	0	5	21	0	26	0	0	18	16	34	0	0	0	0	0	1	11	0	4	16	76
% Heavy Vehicles	0	2.6	1.7	0	1.8	0	0	2.0	6.9	3.0	0	0	0	0	0	100	5.3	0	3.8	5.1	2.6



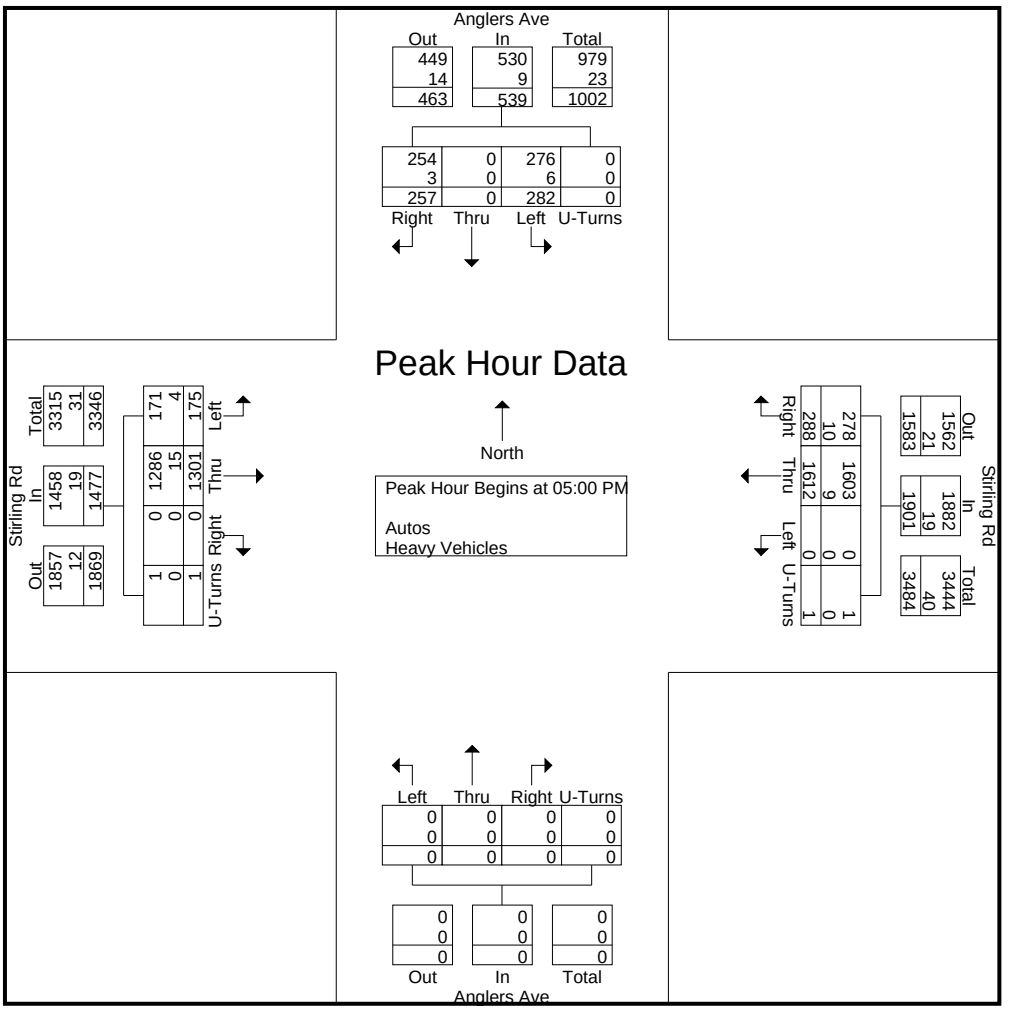
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	45	**411**	0	**456**	0	0	**492**	**81**	**573**	0	0	0	0	0	0	**85**	0	63	**148**	**1177**
05:15 PM	**1**	38	317	0	356	0	0	395	68	463	0	0	0	0	0	0	73	0	69	142	961
05:30 PM	0	**52**	277	0	329	0	0	379	72	451	0	0	0	0	0	0	59	0	**71**	130	910
05:45 PM	0	40	296	0	336	**1**	0	346	67	414	0	0	0	0	0	0	65	0	54	119	869
Total Volume	1	175	1301	0	1477	1	0	1612	288	1901	0	0	0	0	0	0	282	0	257	539	3917
% App. Total	0.1	11.8	88.1	0		0.1	0	84.8	15.1		0	0	0	0		0	52.3	0	47.7		
PHF	.250	.841	.791	.000	.810	.250	.000	.819	.889	.829	.000	.000	.000	.000	.000	.000	.829	.000	.905	.910	.832
Autos	1	171	1286	0	1458	1	0	1603	278	1882	0	0	0	0	0	0	276	0	254	530	3870
% Autos	100	97.7	98.8	0	98.7	100	0	99.4	96.5	99.0	0	0	0	0	0	0	97.9	0	98.8	98.3	98.8
Heavy Vehicles	0	4	15	0	19	0	0	9	10	19	0	0	0	0	0	0	6	0	3	9	47
% Heavy Vehicles	0	2.3	1.2	0	1.3	0	0	0.6	3.5	1.0	0	0	0	0	0	0	2.1	0	1.2	1.7	1.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	5	0	3	8	10
06:15 AM	0	0	1	0	1	0	0	4	2	6	0	0	0	0	0	0	6	0	1	7	14
06:30 AM	0	1	1	0	2	0	0	2	3	5	0	0	0	0	0	0	0	0	1	1	8
06:45 AM	0	1	0	0	1	0	0	3	2	5	0	0	0	0	0	0	1	0	3	4	10
Total	0	2	2	0	4	0	0	11	7	18	0	0	0	0	0	0	12	0	8	20	42
07:00 AM	0	0	1	0	1	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	2	1	0	3	0	0	1	2	3	0	0	0	0	0	0	4	0	3	7	13
07:30 AM	0	2	2	0	4	0	0	3	4	7	0	0	0	0	0	0	3	0	0	3	14
07:45 AM	0	1	3	0	4	0	0	2	3	5	0	0	0	0	0	0	5	0	0	5	14
Total	0	5	7	0	12	0	0	8	14	22	0	0	0	0	0	0	12	0	3	15	49
08:00 AM	0	2	6	0	8	0	0	3	4	7	0	0	0	0	0	0	3	0	1	4	19
08:15 AM	0	0	6	0	6	0	0	5	4	9	0	0	0	0	0	0	4	0	0	4	19
08:30 AM	0	2	6	0	8	0	0	5	4	9	0	0	0	0	0	0	0	0	2	2	19
08:45 AM	0	1	3	0	4	0	0	5	4	9	0	0	0	0	0	1	4	0	1	6	19
Total	0	5	21	0	26	0	0	18	16	34	0	0	0	0	0	1	11	0	4	16	76
*** BREAK ***																					
04:00 PM	0	2	2	0	4	0	0	3	2	5	0	0	0	0	0	0	2	0	1	3	12
04:15 PM	0	2	3	0	5	0	0	2	3	5	0	0	0	0	0	0	5	0	3	8	18
04:30 PM	0	0	2	0	2	0	0	2	3	5	0	0	0	0	0	0	1	0	0	1	8
04:45 PM	0	2	2	0	4	0	0	1	2	3	0	0	0	0	0	0	2	0	1	3	10
Total	0	6	9	0	15	0	0	8	10	18	0	0	0	0	0	0	10	0	5	15	48
05:00 PM	0	2	8	0	10	0	0	5	2	7	0	0	0	0	0	0	3	0	1	4	21
05:15 PM	0	0	2	0	2	0	0	3	2	5	0	0	0	0	0	0	2	0	0	2	9
05:30 PM	0	1	3	0	4	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	1	2	0	3	0	0	0	3	3	0	0	0	0	0	0	1	0	2	3	9
Total	0	4	15	0	19	0	0	9	10	19	0	0	0	0	0	0	6	0	3	9	47
06:00 PM	0	0	4	0	4	0	0	1	1	2	0	0	0	0	0	0	3	0	0	3	9
06:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	2	3	0	5	0	0	2	4	6	0	0	0	0	0	0	1	0	1	2	13
06:45 PM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
Total	0	3	8	0	11	0	0	6	5	11	0	0	0	0	0	0	6	0	1	7	29
Grand Total	0	25	62	0	87	0	0	60	62	122	0	0	0	0	0	1	57	0	24	82	291
Apprch %	0	28.7	71.3	0		0	0	49.2	50.8		0	0	0	0		1.2	69.5	0	29.3		
Total %	0	8.6	21.3	0	29.9	0	0	20.6	21.3	41.9	0	0	0	0	0	0.3	19.6	0	8.2	28.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

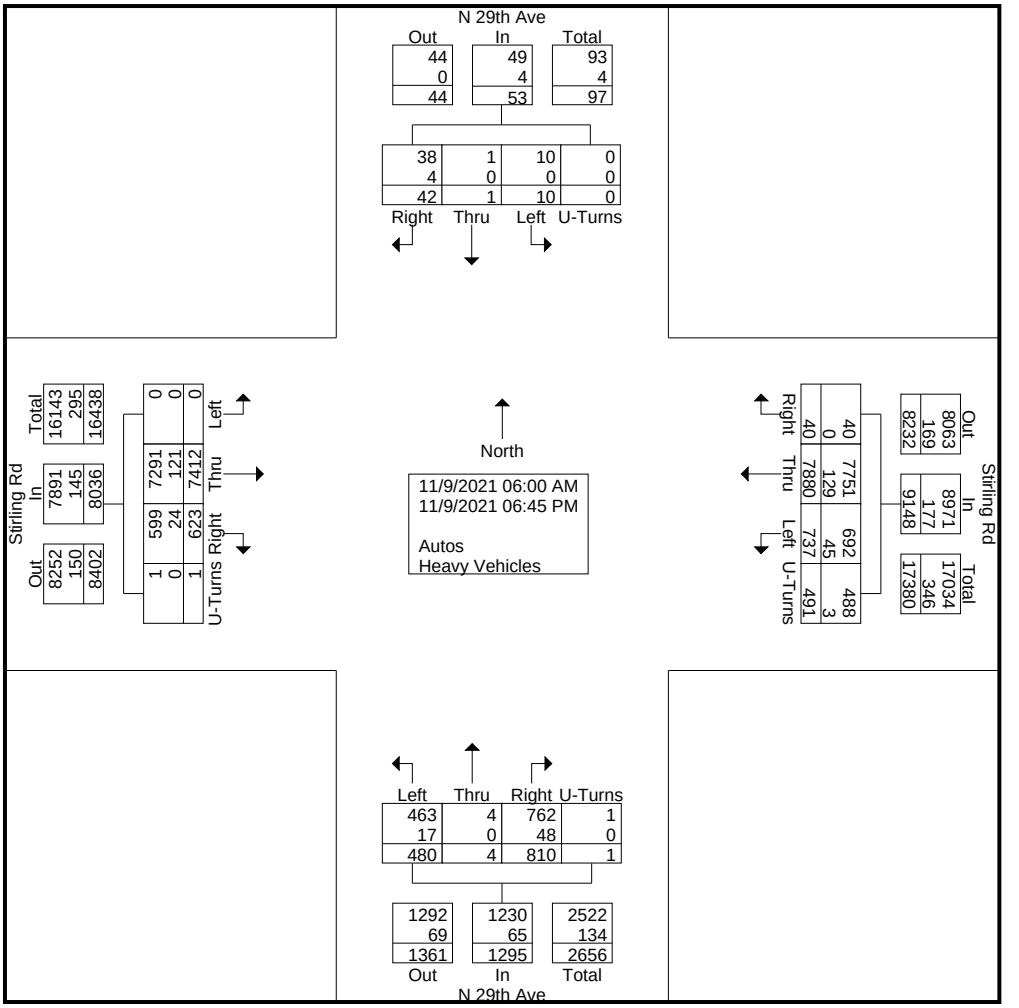
	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	95	8	103	11	14	74	1	100	0	0	0	5	5	0	0	0	1	1	209
06:15 AM	0	0	129	14	143	4	19	106	0	129	0	3	0	12	15	0	0	0	0	0	287
06:30 AM	0	0	168	4	172	11	22	126	1	160	0	7	0	11	18	0	0	0	0	0	350
06:45 AM	0	0	224	21	245	19	35	193	0	247	0	5	0	10	15	0	0	0	0	0	507
Total	0	0	616	47	663	45	90	499	2	636	0	15	0	38	53	0	0	0	1	1	1353
07:00 AM	0	0	225	15	240	21	23	219	3	266	0	6	0	17	23	0	0	0	2	2	531
07:15 AM	0	0	322	23	345	17	25	282	0	324	0	8	0	13	21	0	0	0	1	1	691
07:30 AM	1	0	342	26	369	18	49	274	3	344	0	12	1	21	34	0	0	0	0	0	747
07:45 AM	0	0	344	36	380	14	33	295	0	342	0	16	0	25	41	0	0	0	1	1	764
Total	1	0	1233	100	1334	70	130	1070	6	1276	0	42	1	76	119	0	0	0	4	4	2733
08:00 AM	0	0	350	36	386	20	49	303	1	373	0	13	0	28	41	0	0	0	1	1	801
08:15 AM	0	0	418	55	473	28	72	305	0	405	0	25	0	21	46	0	0	0	2	2	926
08:30 AM	0	0	404	55	459	22	37	288	0	347	0	17	0	23	40	0	0	0	0	0	846
08:45 AM	0	0	377	45	422	30	65	388	0	483	0	14	0	36	50	0	0	0	1	1	956
Total	0	0	1549	191	1740	100	223	1284	1	1608	0	69	0	108	177	0	0	0	4	4	3529
*** BREAK ***																					
04:00 PM	0	0	341	26	367	25	26	433	6	490	0	23	0	39	62	0	3	1	5	9	928
04:15 PM	0	0	360	35	395	21	25	383	2	431	0	29	0	54	83	0	0	0	1	1	910
04:30 PM	0	0	349	26	375	22	22	392	2	438	0	37	0	64	101	0	1	0	1	2	916
04:45 PM	0	0	321	23	344	21	30	432	2	485	0	28	0	39	67	0	1	0	6	7	903
Total	0	0	1371	110	1481	89	103	1640	12	1844	0	117	0	196	313	0	5	1	13	19	3657
05:00 PM	0	0	369	30	399	18	27	409	2	456	0	55	0	91	146	0	0	0	3	3	1004
05:15 PM	0	0	341	32	373	21	22	472	2	517	0	35	0	62	97	0	0	0	3	3	990
05:30 PM	0	0	366	32	398	22	21	498	4	545	0	30	0	55	85	0	0	0	2	2	1030
05:45 PM	0	0	356	24	380	32	30	399	2	463	0	23	0	43	66	0	1	0	3	4	913
Total	0	0	1432	118	1550	93	100	1778	10	1981	0	143	0	251	394	0	1	0	11	12	3937
06:00 PM	0	0	323	18	341	22	29	395	2	448	1	26	0	62	89	0	1	0	2	3	881
06:15 PM	0	0	364	18	382	20	22	386	5	433	0	12	0	26	38	0	0	0	2	2	855
06:30 PM	0	0	269	10	279	34	24	407	1	466	0	20	1	28	49	0	3	0	3	6	800
06:45 PM	0	0	255	11	266	18	16	421	1	456	0	36	2	25	63	0	0	0	2	2	787
Total	0	0	1211	57	1268	94	91	1609	9	1803	1	94	3	141	239	0	4	0	9	13	3323
Grand Total	1	0	7412	623	8036	491	737	7880	40	9148	1	480	4	810	1295	0	10	1	42	53	18532
Apprch %	0	0	92.2	7.8		5.4	8.1	86.1	0.4		0.1	37.1	0.3	62.5		0	18.9	1.9	79.2		
Total %	0	0	40	3.4	43.4	2.6	4	42.5	0.2	49.4	0	2.6	0	4.4	7	0	0.1	0	0.2	0.3	
Autos	1	0	7291	599	7891	488	692	7751	40	8971	1	463	4	762	1230	0	10	1	38	49	18141
% Autos	100	0	98.4	96.1	98.2	99.4	93.9	98.4	100	98.1	100	96.5	100	94.1	95	0	100	100	90.5	92.5	97.9
Heavy Vehicles	0	0	121	24	145	3	45	129	0	177	0	17	0	48	65	0	0	0	4	4	391
% Heavy Vehicles	0	0	1.6	3.9	1.8	0.6	6.1	1.6	0	1.9	0	3.5	0	5.9	5	0	0	0	9.5	7.5	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



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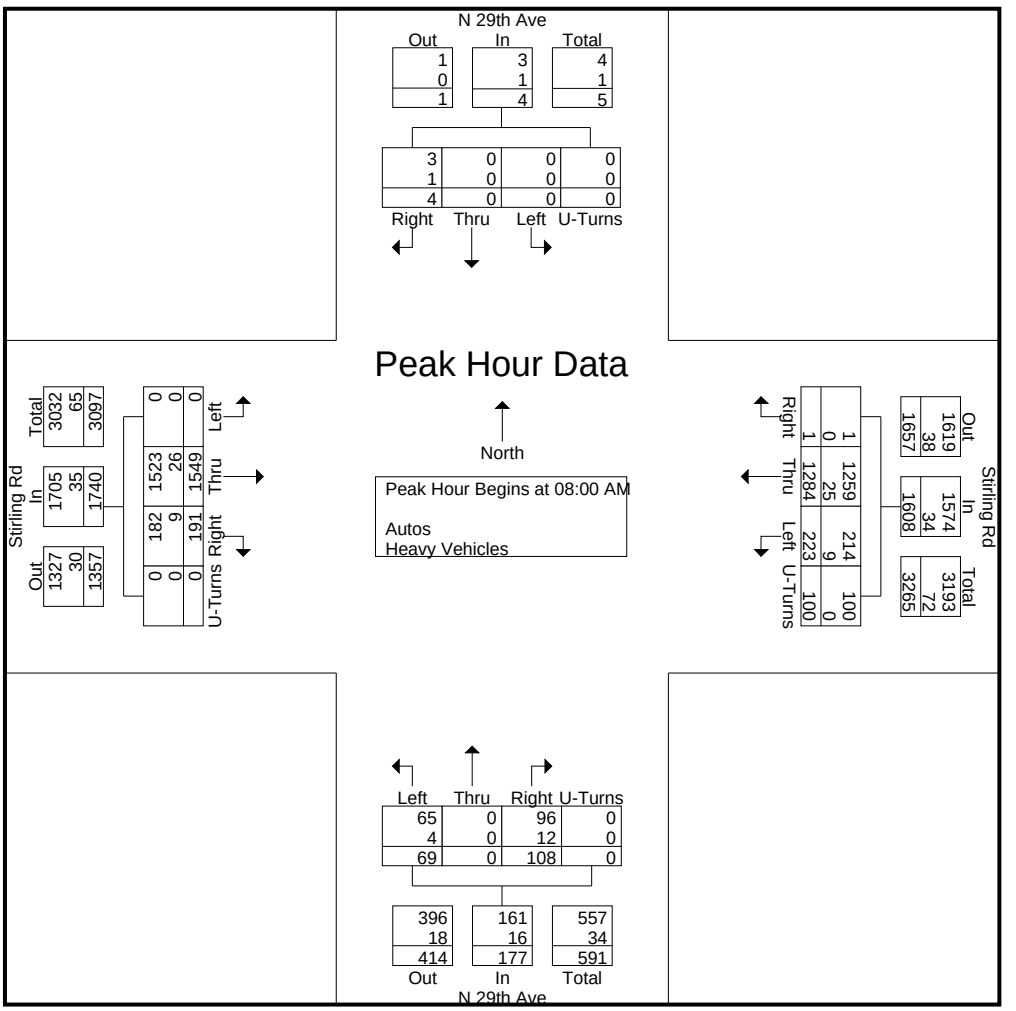
COUNTY: BROWARD

File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	350	36	386	20	49	303	**1**	373	0	13	0	28	41	0	0	0	1	1	801
08:15 AM	0	0	**418**	**55**	**473**	28	**72**	305	0	405	0	**25**	0	21	46	0	0	0	**2**	**2**	926
08:30 AM	0	0	404	55	459	22	37	288	0	347	0	17	0	23	40	0	0	0	0	0	846
08:45 AM	0	0	377	45	422	**30**	65	**388**	0	**483**	0	14	0	**36**	**50**	0	0	0	1	1	**956**
Total Volume	0	0	1549	191	1740	100	223	1284	1	1608	0	69	0	108	177	0	0	0	4	4	3529
% App. Total	0	0	89	11		6.2	13.9	79.9	0.1		0	39	0	61		0	0	0	100		
PHF	.000	.000	.926	.868	.920	.833	.774	.827	.250	.832	.000	.690	.000	.750	.885	.000	.000	.000	.500	.500	.923
Autos	0	0	1523	182	1705	100	214	1259	1	1574	0	65	0	96	161	0	0	0	3	3	3443
% Autos	0	0	98.3	95.3	98.0	100	96.0	98.1	100	97.9	0	94.2	0	88.9	91.0	0	0	0	75.0	75.0	97.6
Heavy Vehicles	0	0	26	9	35	0	9	25	0	34	0	4	0	12	16	0	0	0	1	1	86
% Heavy Vehicles	0	0	1.7	4.7	2.0	0	4.0	1.9	0	2.1	0	5.8	0	11.1	9.0	0	0	0	25.0	25.0	2.4



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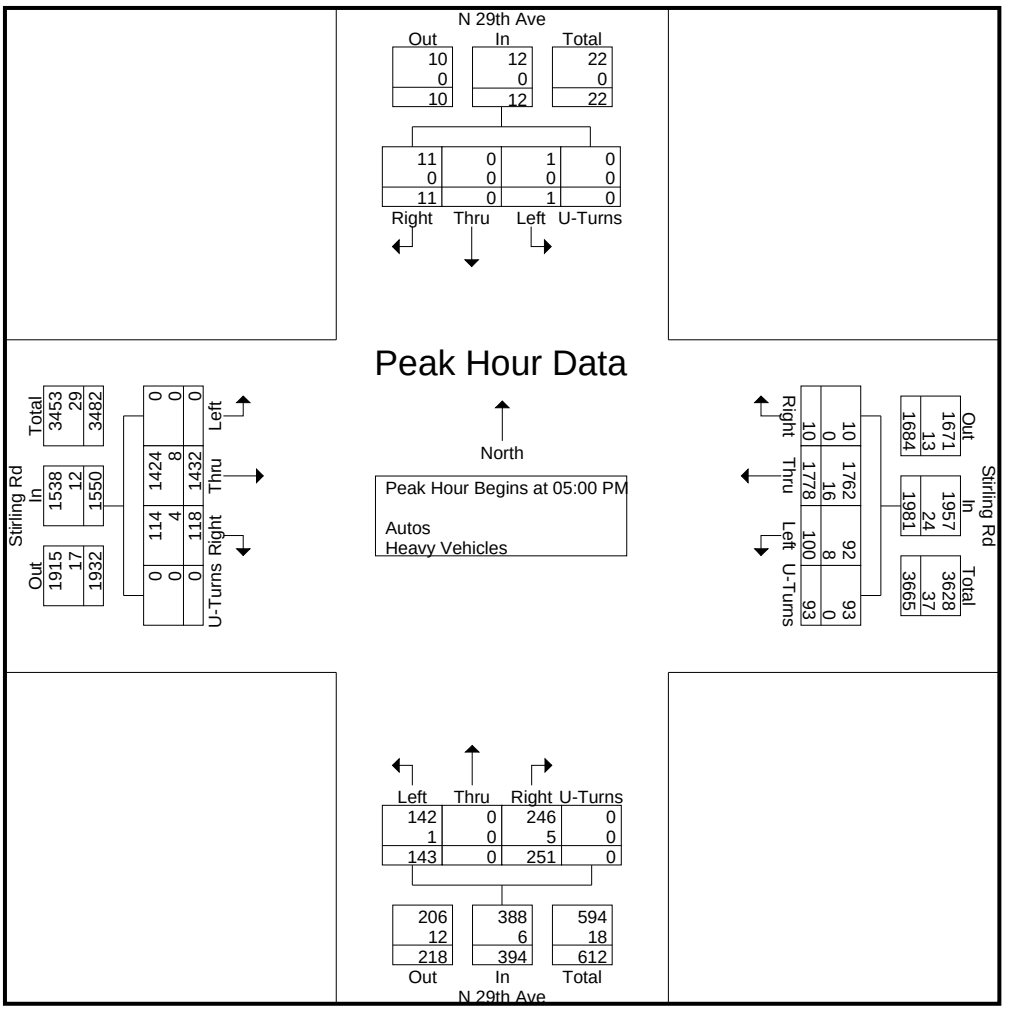
File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**369**	30	**399**	18	27	409	2	456	0	**55**	0	**91**	**146**	0	0	0	**3**	3	1004
05:15 PM	0	0	341	**32**	373	21	22	472	2	517	0	35	0	62	97	0	0	0	3	3	990
05:30 PM	0	0	366	32	398	22	21	**498**	**4**	**545**	0	30	0	55	85	0	0	0	2	2	**1030**
05:45 PM	0	0	356	24	380	**32**	**30**	399	2	463	0	23	0	43	66	0	**1**	0	3	**4**	913
Total Volume	0	0	1432	118	1550	93	100	1778	10	1981	0	143	0	251	394	0	1	0	11	12	3937
% App. Total	0	0	92.4	7.6		4.7	5	89.8	0.5		0	36.3	0	63.7		0	8.3	0	91.7		
PHF	.000	.000	.970	.922	.971	.727	.833	.893	.625	.909	.000	.650	.000	.690	.675	.000	.250	.000	.917	.750	.956
Autos	0	0	1424	114	1538	93	92	1762	10	1957	0	142	0	246	388	0	1	0	11	12	3895
% Autos	0	0	99.4	96.6	99.2	100	92.0	99.1	100	98.8	0	99.3	0	98.0	98.5	0	100	0	100	100	98.9
Heavy Vehicles	0	0	8	4	12	0	8	16	0	24	0	1	0	5	6	0	0	0	0	0	42
% Heavy Vehicles	0	0	0.6	3.4	0.8	0	8.0	0.9	0	1.2	0	0.7	0	2.0	1.5	0	0	0	0	0	1.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	7
06:15 AM	0	0	6	2	8	0	1	5	0	6	0	0	0	2	2	0	0	0	0	0	16
06:30 AM	0	0	6	0	6	0	2	1	0	3	0	1	0	2	3	0	0	0	0	0	12
06:45 AM	0	0	8	0	8	0	1	8	0	9	0	0	0	5	5	0	0	0	0	0	22
Total	0	0	23	2	25	0	4	17	0	21	0	1	0	9	10	0	0	0	1	1	57
07:00 AM	0	0	8	0	8	0	1	13	0	14	0	0	0	5	5	0	0	0	0	0	27
07:15 AM	0	0	10	0	10	0	1	8	0	9	0	0	0	2	2	0	0	0	1	1	22
07:30 AM	0	0	4	0	4	0	3	5	0	8	0	2	0	2	4	0	0	0	0	0	16
07:45 AM	0	0	7	0	7	0	1	9	0	10	0	0	0	3	3	0	0	0	1	1	21
Total	0	0	29	0	29	0	6	35	0	41	0	2	0	12	14	0	0	0	2	2	86
08:00 AM	0	0	5	3	8	0	2	3	0	5	0	1	0	5	6	0	0	0	0	0	19
08:15 AM	0	0	12	2	14	0	2	7	0	9	0	1	0	1	2	0	0	0	1	1	26
08:30 AM	0	0	4	2	6	0	3	6	0	9	0	1	0	3	4	0	0	0	0	0	19
08:45 AM	0	0	5	2	7	0	2	9	0	11	0	1	0	3	4	0	0	0	0	0	22
Total	0	0	26	9	35	0	9	25	0	34	0	4	0	12	16	0	0	0	1	1	86
*** BREAK ***																					
04:00 PM	0	0	12	2	14	1	3	4	0	8	0	1	0	2	3	0	0	0	0	0	25
04:15 PM	0	0	7	1	8	0	1	8	0	9	0	4	0	2	6	0	0	0	0	0	23
04:30 PM	0	0	3	3	6	1	2	4	0	7	0	1	0	0	1	0	0	0	0	0	14
04:45 PM	0	0	6	2	8	1	4	7	0	12	0	1	0	1	2	0	0	0	0	0	22
Total	0	0	28	8	36	3	10	23	0	36	0	7	0	5	12	0	0	0	0	0	84
05:00 PM	0	0	3	3	6	0	2	5	0	7	0	0	0	0	0	0	0	0	0	0	13
05:15 PM	0	0	1	0	1	0	2	4	0	6	0	0	0	1	1	0	0	0	0	0	8
05:30 PM	0	0	4	1	5	0	1	1	0	2	0	0	0	2	2	0	0	0	0	0	9
05:45 PM	0	0	0	0	0	0	3	6	0	9	0	1	0	2	3	0	0	0	0	0	12
Total	0	0	8	4	12	0	8	16	0	24	0	1	0	5	6	0	0	0	0	0	42
06:00 PM	0	0	3	1	4	0	4	3	0	7	0	0	0	3	3	0	0	0	0	0	14
06:15 PM	0	0	0	0	0	0	2	4	0	6	0	1	0	2	3	0	0	0	0	0	9
06:30 PM	0	0	3	0	3	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	8
06:45 PM	0	0	1	0	1	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	7	1	8	0	8	13	0	21	0	2	0	5	7	0	0	0	0	0	36
Grand Total	0	0	121	24	145	3	45	129	0	177	0	17	0	48	65	0	0	0	4	4	391
Apprch %	0	0	83.4	16.6		1.7	25.4	72.9	0		0	26.2	0	73.8		0	0	0	100		
Total %	0	0	30.9	6.1	37.1	0.8	11.5	33	0	45.3	0	4.3	0	12.3	16.6	0	0	0	1	1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06B- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

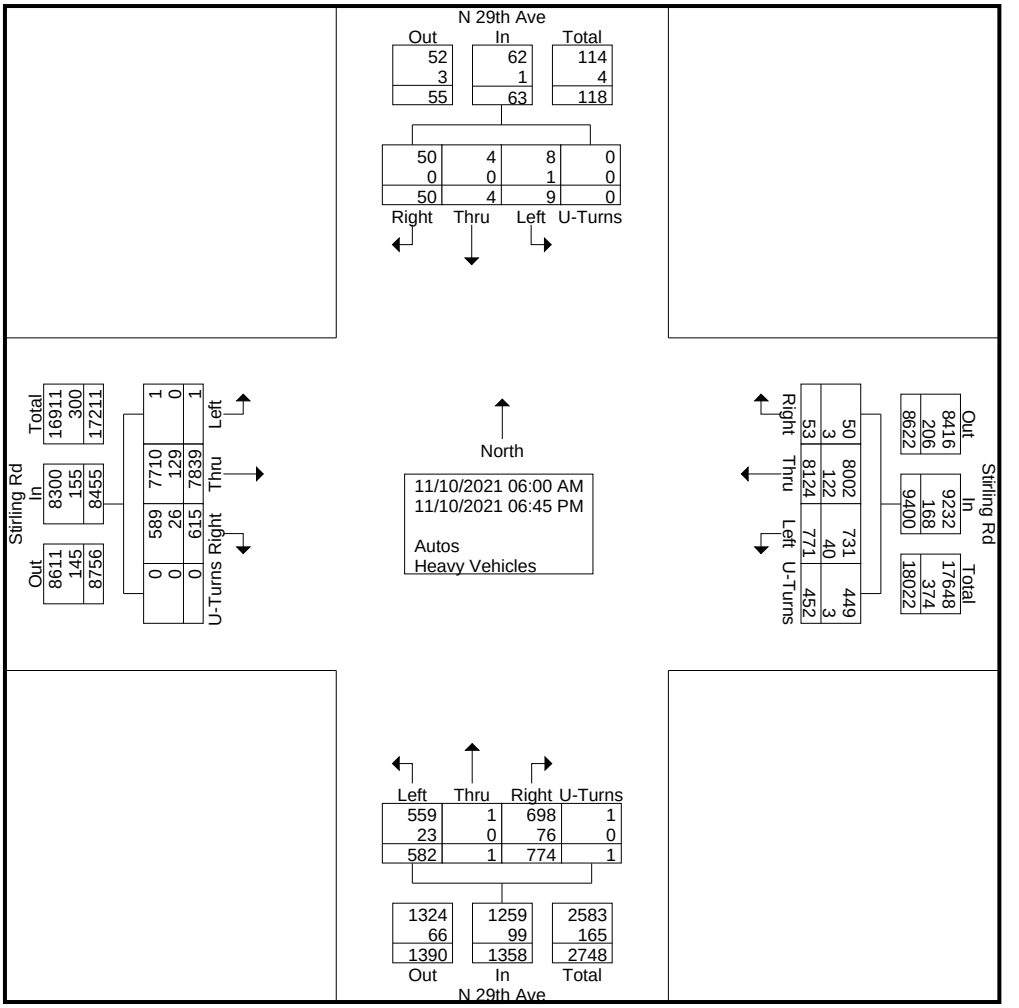
	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	110	10	120	5	11	93	1	110	0	4	0	7	11	0	0	0	0	0	241
06:15 AM	0	0	95	11	106	10	22	100	1	133	0	4	0	9	13	0	0	0	0	0	252
06:30 AM	0	0	189	12	201	15	21	139	3	178	0	3	0	10	13	0	0	0	0	0	392
06:45 AM	0	0	197	18	215	18	43	182	1	244	0	12	0	13	25	0	1	0	1	2	486
Total	0	0	591	51	642	48	97	514	6	665	0	23	0	39	62	0	1	0	1	2	1371
07:00 AM	0	0	298	23	321	18	18	242	1	279	0	4	0	14	18	0	0	0	1	1	619
07:15 AM	0	0	308	17	325	20	20	280	2	322	0	11	0	10	21	0	0	0	0	0	668
07:30 AM	0	0	381	24	405	15	44	292	0	351	0	13	0	18	31	0	0	0	0	0	787
07:45 AM	0	0	364	30	394	38	42	255	0	335	0	19	0	31	50	0	0	0	0	0	779
Total	0	0	1351	94	1445	91	124	1069	3	1287	0	47	0	73	120	0	0	0	1	1	2853
08:00 AM	0	0	394	44	438	20	43	295	2	360	0	15	0	22	37	0	1	0	0	1	836
08:15 AM	0	0	451	45	496	11	65	322	2	400	0	12	0	14	26	0	0	0	0	0	922
08:30 AM	0	0	379	41	420	21	67	349	0	437	0	9	1	13	23	0	1	0	1	2	882
08:45 AM	0	1	381	49	431	26	68	368	4	466	0	17	0	56	73	0	1	0	2	3	973
Total	0	1	1605	179	1785	78	243	1334	8	1663	0	53	1	105	159	0	3	0	3	6	3613
*** BREAK ***																					
04:00 PM	0	0	344	24	368	18	33	496	3	550	0	32	0	50	82	0	1	0	6	7	1007
04:15 PM	0	0	394	31	425	19	33	414	4	470	0	25	0	41	66	0	2	1	5	8	969
04:30 PM	0	0	329	31	360	22	24	478	2	526	0	37	0	64	101	0	0	0	1	1	988
04:45 PM	0	0	328	30	358	13	32	439	2	486	0	46	0	67	113	0	0	0	2	2	959
Total	0	0	1395	116	1511	72	122	1827	11	2032	0	140	0	222	362	0	3	1	14	18	3923
05:00 PM	0	0	397	35	432	13	26	429	3	471	0	77	0	91	168	0	0	0	6	6	1077
05:15 PM	0	0	367	17	384	15	39	463	3	520	0	38	0	52	90	0	0	0	2	2	996
05:30 PM	0	0	370	28	398	24	21	496	3	544	0	51	0	49	100	0	1	0	1	2	1044
05:45 PM	0	0	417	26	443	30	24	500	4	558	0	40	0	38	78	0	1	3	5	9	1088
Total	0	0	1551	106	1657	82	110	1888	13	2093	0	206	0	230	436	0	2	3	14	19	4205
06:00 PM	0	0	403	25	428	25	18	443	3	489	1	32	0	40	73	0	0	0	4	4	994
06:15 PM	0	0	374	24	398	24	18	417	3	462	0	24	0	23	47	0	0	0	4	4	911
06:30 PM	0	0	295	12	307	17	20	376	6	419	0	40	0	20	60	0	0	0	4	4	790
06:45 PM	0	0	274	8	282	15	19	256	0	290	0	17	0	22	39	0	0	0	5	5	616
Total	0	0	1346	69	1415	81	75	1492	12	1660	1	113	0	105	219	0	0	0	17	17	3311
Grand Total	0	1	7839	615	8455	452	771	8124	53	9400	1	582	1	774	1358	0	9	4	50	63	19276
Apprch %	0	0	92.7	7.3		4.8	8.2	86.4	0.6		0.1	42.9	0.1	57		0	14.3	6.3	79.4		
Total %	0	0	40.7	3.2	43.9	2.3	4	42.1	0.3	48.8	0	3	0	4	7	0	0	0	0.3	0.3	
Autos	0	1	7710	589	8300	449	731	8002	50	9232	1	559	1	698	1259	0	8	4	50	62	18853
% Autos	0	100	98.4	95.8	98.2	99.3	94.8	98.5	94.3	98.2	100	96	100	90.2	92.7	0	88.9	100	100	98.4	97.8
Heavy Vehicles	0	0	129	26	155	3	40	122	3	168	0	23	0	76	99	0	1	0	0	1	423
% Heavy Vehicles	0	0	1.6	4.2	1.8	0.7	5.2	1.5	5.7	1.8	0	4	0	9.8	7.3	0	11.1	0	0	1.6	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06B- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

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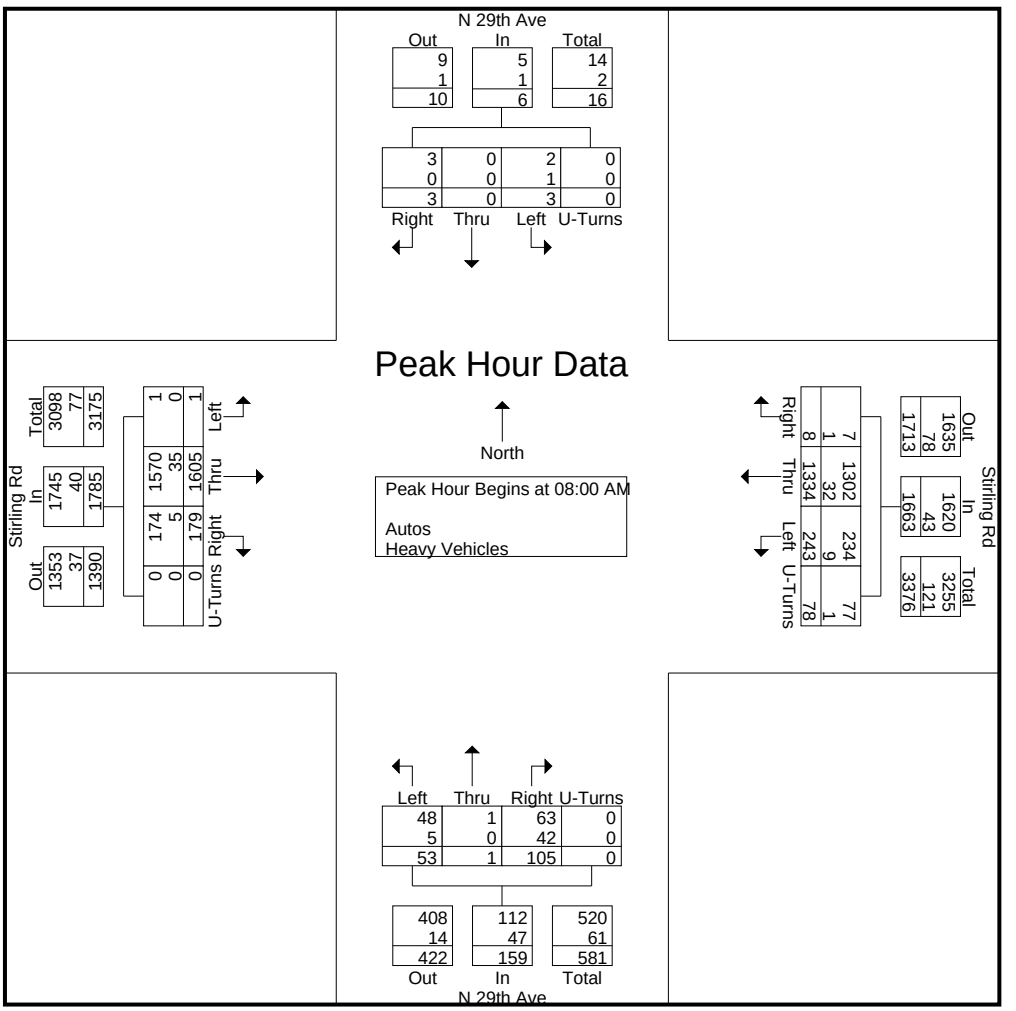
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06B- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	394	44	438	20	43	295	2	360	0	15	0	22	37	0	**1**	0	0	1	836
08:15 AM	0	0	**451**	45	**496**	11	65	322	2	400	0	12	0	14	26	0	0	0	0	0	922
08:30 AM	0	0	379	41	420	21	67	349	0	437	0	9	**1**	13	23	0	1	0	1	2	882
08:45 AM	0	**1**	381	**49**	431	**26**	**68**	**368**	**4**	**466**	0	**17**	0	**56**	**73**	0	1	0	**2**	**3**	**973**
Total Volume	0	1	1605	179	1785	78	243	1334	8	1663	0	53	1	105	159	0	3	0	3	6	3613
% App. Total	0	0.1	89.9	10		4.7	14.6	80.2	0.5		0	33.3	0.6	66		0	50	0	50		
PHF	.000	.250	.890	.913	.900	.750	.893	.906	.500	.892	.000	.779	.250	.469	.545	.000	.750	.000	.375	.500	.928
Autos	0	1	1570	174	1745	77	234	1302	7	1620	0	48	1	63	112	0	2	0	3	5	3482
% Autos	0	100	97.8	97.2	97.8	98.7	96.3	97.6	87.5	97.4	0	90.6	100	60.0	70.4	0	66.7	0	100	83.3	96.4
Heavy Vehicles	0	0	35	5	40	1	9	32	1	43	0	5	0	42	47	0	1	0	0	1	131
% Heavy Vehicles	0	0	2.2	2.8	2.2	1.3	3.7	2.4	12.5	2.6	0	9.4	0	40.0	29.6	0	33.3	0	0	16.7	3.6



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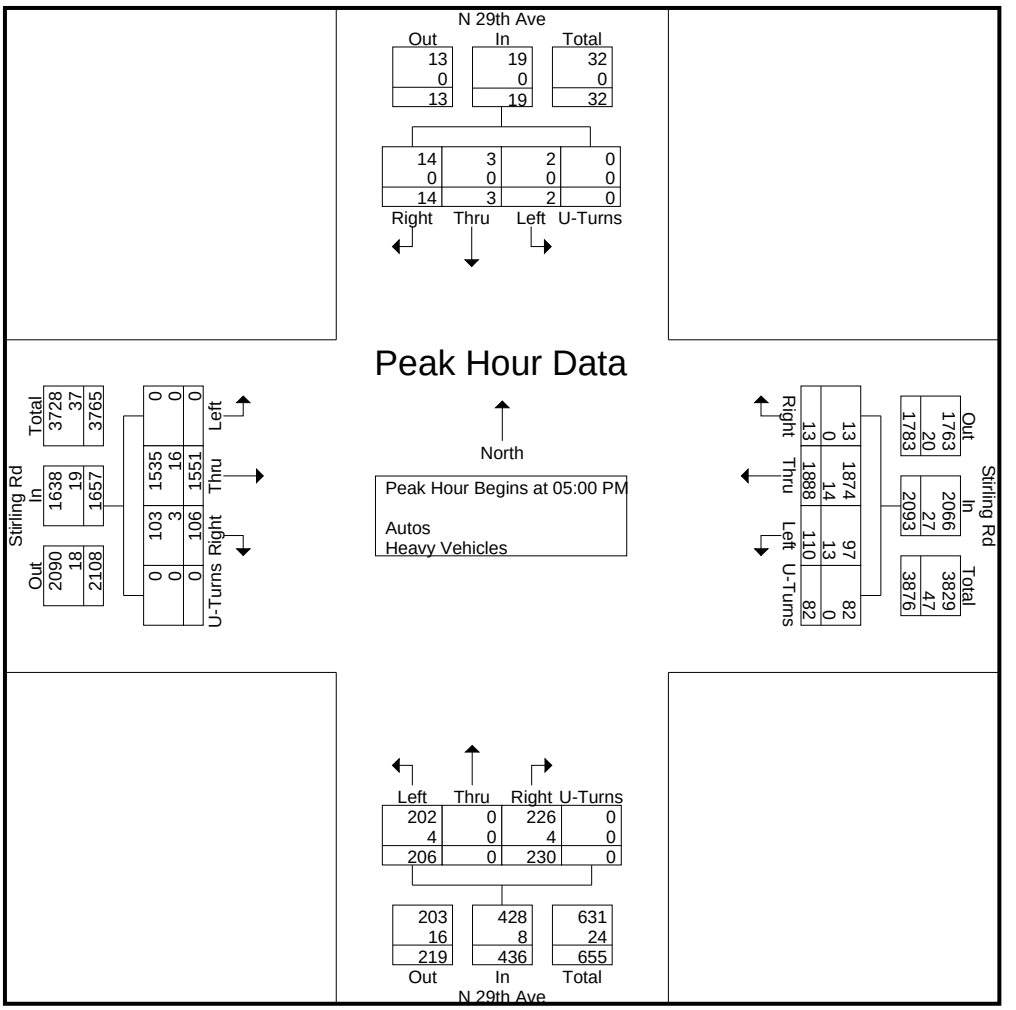
	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	397	**35**	432	13	26	429	3	471	0	**77**	0	**91**	**168**	0	0	0	**6**	6	1077
05:15 PM	0	0	367	17	384	15	**39**	463	3	520	0	38	0	52	90	0	0	0	2	2	996
05:30 PM	0	0	370	28	398	24	21	496	3	544	0	51	0	49	100	0	**1**	0	1	2	1044
05:45 PM	0	0	**417**	26	**443**	**30**	24	**500**	**4**	**558**	0	40	0	38	78	0	1	**3**	5	**9**	**1088**
Total Volume	0	0	1551	106	1657	82	110	1888	13	2093	0	206	0	230	436	0	2	3	14	19	4205
% App. Total	0	0	93.6	6.4		3.9	5.3	90.2	0.6		0	47.2	0	52.8		0	10.5	15.8	73.7		
PHF	.000	.000	.930	.757	.935	.683	.705	.944	.813	.938	.000	.669	.000	.632	.649	.000	.500	.250	.583	.528	.966
Autos	0	0	1535	103	1638	82	97	1874	13	2066	0	202	0	226	428	0	2	3	14	19	4151
% Autos	0	0	99.0	97.2	98.9	100	88.2	99.3	100	98.7	0	98.1	0	98.3	98.2	0	100	100	100	100	98.7
Heavy Vehicles	0	0	16	3	19	0	13	14	0	27	0	4	0	4	8	0	0	0	0	0	54
% Heavy Vehicles	0	0	1.0	2.8	1.1	0	11.8	0.7	0	1.3	0	1.9	0	1.7	1.8	0	0	0	0	0	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06B- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	1	4	0	0	1	0	1	0	2	0	2	4	0	0	0	0	0	9
06:15 AM	0	0	5	0	5	0	0	6	1	7	0	1	0	2	3	0	0	0	0	0	15
06:30 AM	0	0	5	1	6	0	3	1	0	4	0	1	0	5	6	0	0	0	0	0	16
06:45 AM	0	0	6	1	7	0	1	3	1	5	0	1	0	1	2	0	0	0	0	0	14
Total	0	0	19	3	22	0	4	11	2	17	0	5	0	10	15	0	0	0	0	0	54
07:00 AM	0	0	9	1	10	0	0	12	0	12	0	1	0	2	3	0	0	0	0	0	25
07:15 AM	0	0	4	1	5	0	0	5	0	5	0	3	0	1	4	0	0	0	0	0	14
07:30 AM	0	0	3	0	3	0	1	5	0	6	0	0	0	3	3	0	0	0	0	0	12
07:45 AM	0	0	9	1	10	1	1	5	0	7	0	0	0	2	2	0	0	0	0	0	19
Total	0	0	25	3	28	1	2	27	0	30	0	4	0	8	12	0	0	0	0	0	70
08:00 AM	0	0	9	2	11	1	3	7	0	11	0	2	0	3	5	0	1	0	0	1	28
08:15 AM	0	0	15	1	16	0	2	5	0	7	0	2	0	2	4	0	0	0	0	0	27
08:30 AM	0	0	7	1	8	0	1	11	0	12	0	1	0	3	4	0	0	0	0	0	24
08:45 AM	0	0	4	1	5	0	3	9	1	13	0	0	0	34	34	0	0	0	0	0	52
Total	0	0	35	5	40	1	9	32	1	43	0	5	0	42	47	0	1	0	0	1	131
*** BREAK ***																					
04:00 PM	0	0	7	2	9	0	1	7	0	8	0	1	0	2	3	0	0	0	0	0	20
04:15 PM	0	0	13	2	15	0	0	9	0	9	0	0	0	2	2	0	0	0	0	0	26
04:30 PM	0	0	6	2	8	0	3	7	0	10	0	1	0	0	1	0	0	0	0	0	19
04:45 PM	0	0	1	2	3	0	2	5	0	7	0	1	0	4	5	0	0	0	0	0	15
Total	0	0	27	8	35	0	6	28	0	34	0	3	0	8	11	0	0	0	0	0	80
05:00 PM	0	0	3	0	3	0	2	2	0	4	0	2	0	0	2	0	0	0	0	0	9
05:15 PM	0	0	6	0	6	0	4	5	0	9	0	1	0	1	2	0	0	0	0	0	17
05:30 PM	0	0	3	3	6	0	2	1	0	3	0	1	0	2	3	0	0	0	0	0	12
05:45 PM	0	0	4	0	4	0	5	6	0	11	0	0	0	1	1	0	0	0	0	0	16
Total	0	0	16	3	19	0	13	14	0	27	0	4	0	4	8	0	0	0	0	0	54
06:00 PM	0	0	2	2	4	0	0	2	0	2	0	1	0	1	2	0	0	0	0	0	8
06:15 PM	0	0	0	1	1	0	3	2	0	5	0	1	0	1	2	0	0	0	0	0	8
06:30 PM	0	0	1	1	2	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	5
06:45 PM	0	0	4	0	4	1	3	4	0	8	0	0	0	1	1	0	0	0	0	0	13
Total	0	0	7	4	11	1	6	10	0	17	0	2	0	4	6	0	0	0	0	0	34
Grand Total	0	0	129	26	155	3	40	122	3	168	0	23	0	76	99	0	1	0	0	1	423
Apprch %	0	0	83.2	16.8		1.8	23.8	72.6	1.8		0	23.2	0	76.8		0	100	0	0		
Total %	0	0	30.5	6.1	36.6	0.7	9.5	28.8	0.7	39.7	0	5.4	0	18	23.4	0	0.2	0	0	0.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06C- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

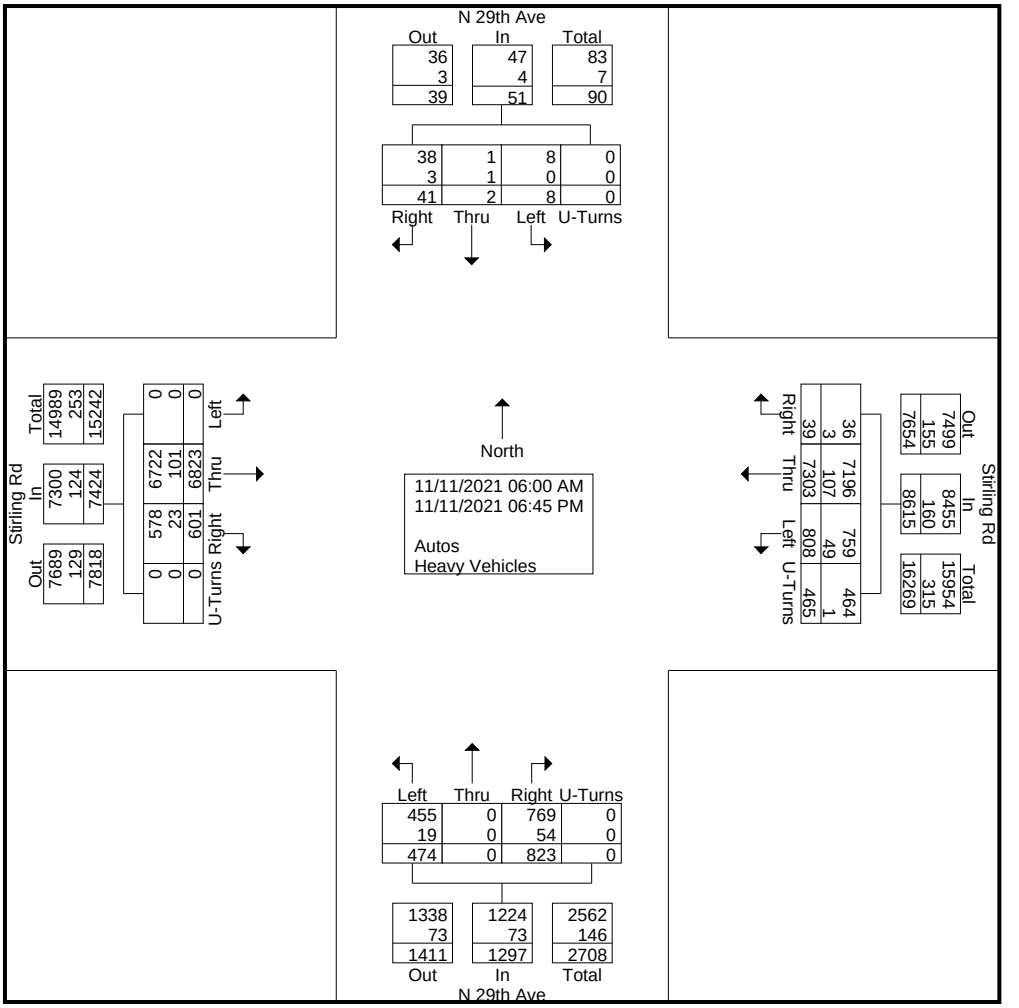
	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	86	9	95	9	10	65	1	85	0	0	0	3	3	0	0	0	0	0	183
06:15 AM	0	0	108	11	119	14	19	87	1	121	0	3	0	8	11	0	0	0	1	1	252
06:30 AM	0	0	138	6	144	15	20	127	1	163	0	3	0	10	13	0	0	0	0	0	320
06:45 AM	0	0	176	24	200	24	39	170	2	235	0	5	0	9	14	0	0	0	0	0	449
Total	0	0	508	50	558	62	88	449	5	604	0	11	0	30	41	0	0	0	1	1	1204
07:00 AM	0	0	193	22	215	14	28	166	1	209	0	9	0	17	26	0	0	0	0	0	450
07:15 AM	0	0	204	18	222	15	31	236	3	285	0	10	0	12	22	0	0	0	0	0	529
07:30 AM	0	0	295	31	326	23	36	245	1	305	0	20	0	19	39	0	0	0	3	3	673
07:45 AM	0	0	273	30	303	26	56	270	1	353	0	12	0	20	32	0	0	0	1	1	689
Total	0	0	965	101	1066	78	151	917	6	1152	0	51	0	68	119	0	0	0	4	4	2341
08:00 AM	0	0	304	37	341	21	44	253	0	318	0	14	0	22	36	0	1	1	0	2	697
08:15 AM	0	0	359	35	394	17	62	271	1	351	0	18	0	22	40	0	0	0	0	0	785
08:30 AM	0	0	316	53	369	18	52	327	1	398	0	23	0	21	44	0	0	0	0	0	811
08:45 AM	0	0	337	35	372	19	77	323	2	421	0	18	0	33	51	0	0	0	1	1	845
Total	0	0	1316	160	1476	75	235	1174	4	1488	0	73	0	98	171	0	1	1	1	3	3138
*** BREAK ***																					
04:00 PM	0	0	331	31	362	22	40	415	1	478	0	28	0	65	93	0	0	0	4	4	937
04:15 PM	0	0	394	33	427	22	24	429	3	478	0	26	0	58	84	0	1	0	1	2	991
04:30 PM	0	0	369	28	397	15	25	424	3	467	0	27	0	65	92	0	1	0	3	4	960
04:45 PM	0	0	226	17	243	22	39	327	1	389	0	42	0	56	98	0	2	0	4	6	736
Total	0	0	1320	109	1429	81	128	1595	8	1812	0	123	0	244	367	0	4	0	12	16	3624
05:00 PM	0	0	479	34	513	18	29	490	1	538	0	53	0	102	155	0	0	0	4	4	1210
05:15 PM	0	0	353	25	378	19	33	419	0	471	0	43	0	92	135	0	1	0	3	4	988
05:30 PM	0	0	343	29	372	26	31	439	2	498	0	20	0	45	65	0	1	1	1	3	938
05:45 PM	0	0	352	18	370	24	31	382	2	439	0	20	0	33	53	0	0	0	1	1	863
Total	0	0	1527	106	1633	87	124	1730	5	1946	0	136	0	272	408	0	2	1	9	12	3999
06:00 PM	0	0	315	20	335	19	20	376	1	416	0	29	0	44	73	0	1	0	2	3	827
06:15 PM	0	0	329	22	351	22	18	371	2	413	0	23	0	32	55	0	0	0	1	1	820
06:30 PM	0	0	298	18	316	22	24	364	6	416	0	14	0	18	32	0	0	0	4	4	768
06:45 PM	0	0	245	15	260	19	20	327	2	368	0	14	0	17	31	0	0	0	7	7	666
Total	0	0	1187	75	1262	82	82	1438	11	1613	0	80	0	111	191	0	1	0	14	15	3081
Grand Total	0	0	6823	601	7424	465	808	7303	39	8615	0	474	0	823	1297	0	8	2	41	51	17387
Apprch %	0	0	91.9	8.1		5.4	9.4	84.8	0.5		0	36.5	0	63.5		0	15.7	3.9	80.4		
Total %	0	0	39.2	3.5	42.7	2.7	4.6	42	0.2	49.5	0	2.7	0	4.7	7.5	0	0	0	0.2	0.3	
Autos	0	0	6722	578	7300	464	759	7196	36	8455	0	455	0	769	1224	0	8	1	38	47	17026
% Autos	0	0	98.5	96.2	98.3	99.8	93.9	98.5	92.3	98.1	0	96	0	93.4	94.4	0	100	50	92.7	92.2	97.9
Heavy Vehicles	0	0	101	23	124	1	49	107	3	160	0	19	0	54	73	0	0	1	3	4	361
% Heavy Vehicles	0	0	1.5	3.8	1.7	0.2	6.1	1.5	7.7	1.9	0	4	0	6.6	5.6	0	0	50	7.3	7.8	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06C- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



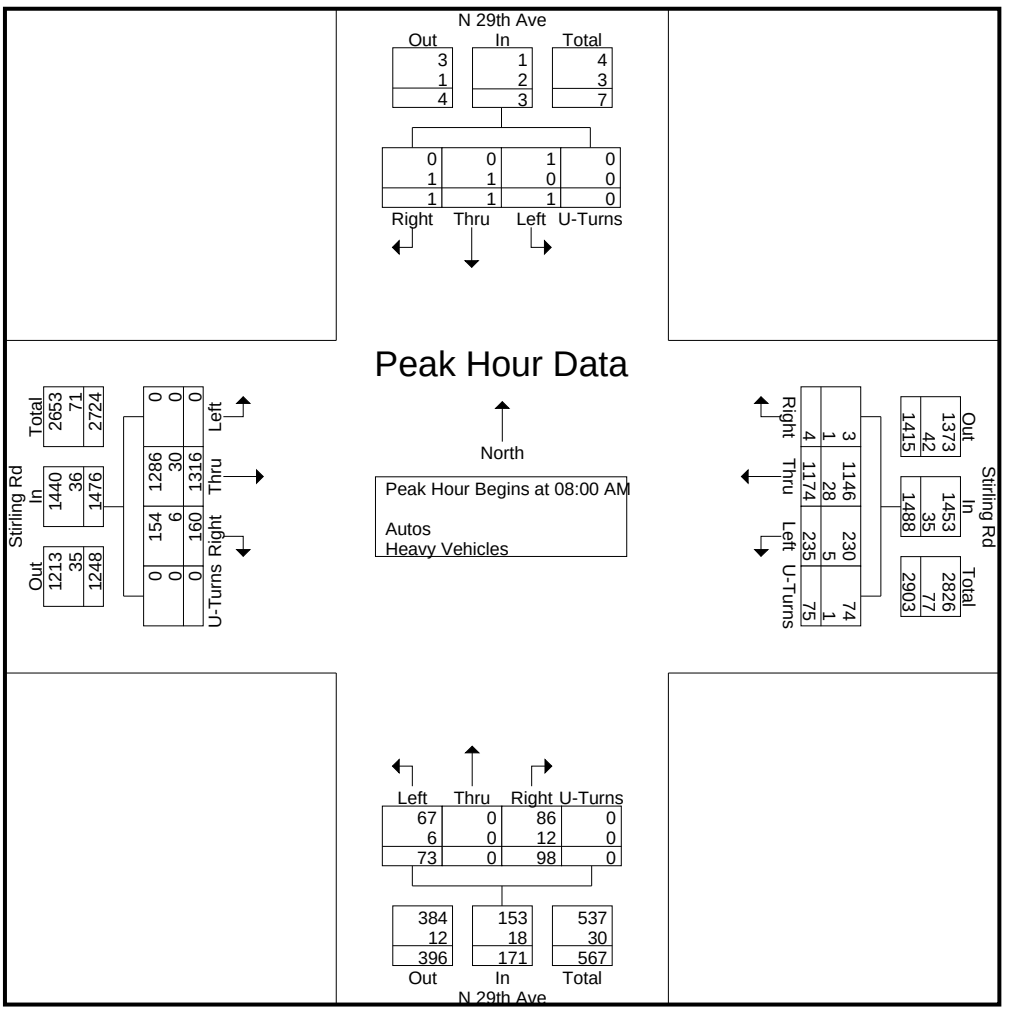
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06C- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	304	37	341	**21**	44	253	0	318	0	14	0	22	36	0	**1**	**1**	0	**2**	697
08:15 AM	0	0	**359**	35	**394**	17	62	271	1	351	0	18	0	22	40	0	0	0	0	0	785
08:30 AM	0	0	316	**53**	369	18	52	**327**	1	398	0	**23**	0	21	44	0	0	0	0	0	811
08:45 AM	0	0	337	35	372	19	**77**	323	**2**	**421**	0	18	0	**33**	**51**	0	0	0	**1**	1	**845**
Total Volume	0	0	1316	160	1476	75	235	1174	4	1488	0	73	0	98	171	0	1	1	1	3	3138
% App. Total	0	0	89.2	10.8		5	15.8	78.9	0.3		0	42.7	0	57.3		0	33.3	33.3	33.3		
PHF	.000	.000	.916	.755	.937	.893	.763	.898	.500	.884	.000	.793	.000	.742	.838	.000	.250	.250	.250	.375	.928
Autos	0	0	1286	154	1440	74	230	1146	3	1453	0	67	0	86	153	0	1	0	0	1	3047
% Autos	0	0	97.7	96.3	97.6	98.7	97.9	97.6	75.0	97.6	0	91.8	0	87.8	89.5	0	100	0	0	33.3	97.1
Heavy Vehicles	0	0	30	6	36	1	5	28	1	35	0	6	0	12	18	0	0	1	1	2	91
% Heavy Vehicles	0	0	2.3	3.8	2.4	1.3	2.1	2.4	25.0	2.4	0	8.2	0	12.2	10.5	0	0	100	100	66.7	2.9



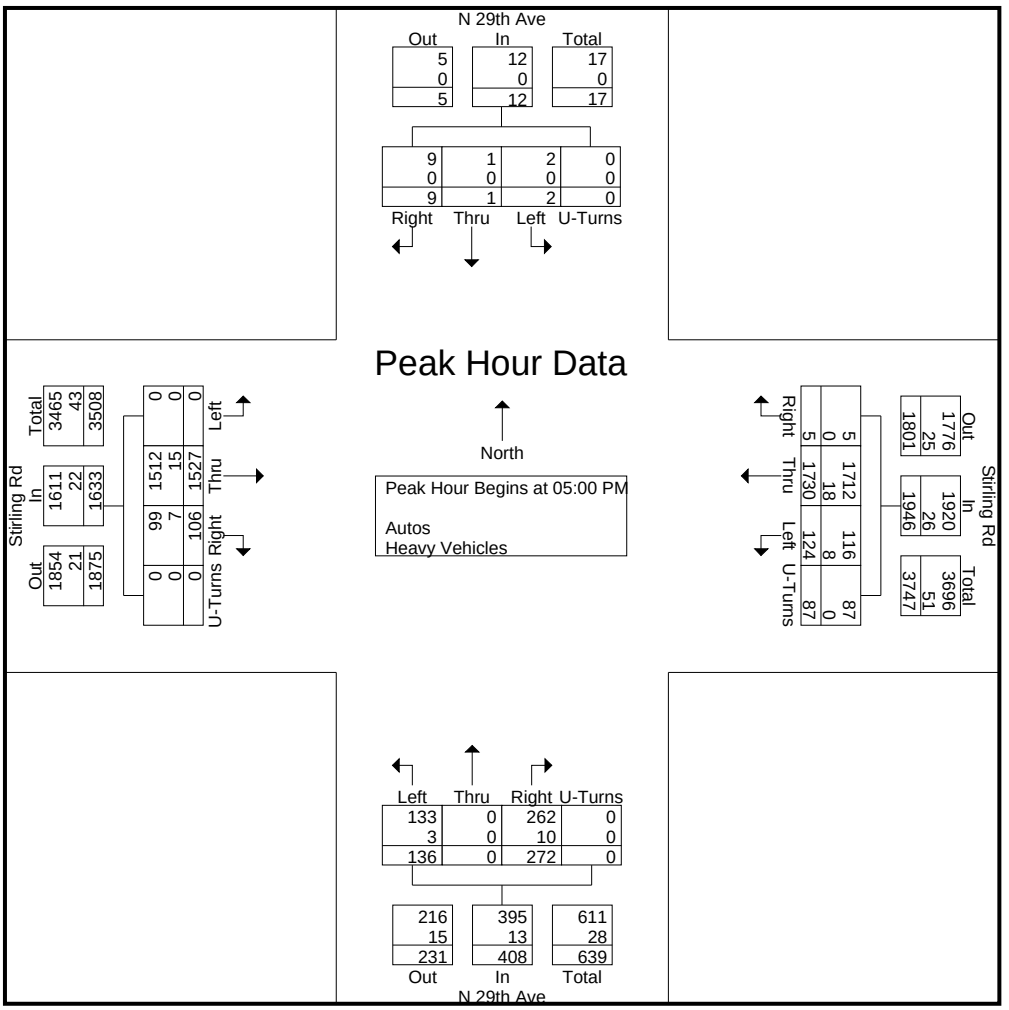
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06C- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**479**	**34**	**513**	18	29	**490**	1	**538**	0	**53**	0	**102**	**155**	0	0	0	**4**	**4**	**1210**
05:15 PM	0	0	353	25	378	19	**33**	419	0	471	0	43	0	92	135	0	**1**	0	3	4	988
05:30 PM	0	0	343	29	372	**26**	31	439	**2**	498	0	20	0	45	65	0	1	**1**	1	3	938
05:45 PM	0	0	352	18	370	24	31	382	2	439	0	20	0	33	53	0	0	0	1	1	863
Total Volume	0	0	1527	106	1633	87	124	1730	5	1946	0	136	0	272	408	0	2	1	9	12	3999
% App. Total	0	0	93.5	6.5		4.5	6.4	88.9	0.3		0	33.3	0	66.7		0	16.7	8.3	75		
PHF	.000	.000	.797	.779	.796	.837	.939	.883	.625	.904	.000	.642	.000	.667	.658	.000	.500	.250	.563	.750	.826
Autos	0	0	1512	99	1611	87	116	1712	5	1920	0	133	0	262	395	0	2	1	9	12	3938
% Autos	0	0	99.0	93.4	98.7	100	93.5	99.0	100	98.7	0	97.8	0	96.3	96.8	0	100	100	100	100	98.5
Heavy Vehicles	0	0	15	7	22	0	8	18	0	26	0	3	0	10	13	0	0	0	0	0	61
% Heavy Vehicles	0	0	1.0	6.6	1.3	0	6.5	1.0	0	1.3	0	2.2	0	3.7	3.2	0	0	0	0	0	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06C- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	4	0	4	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	7
06:15 AM	0	0	7	1	8	0	2	4	0	6	0	1	0	2	3	0	0	0	0	0	17
06:30 AM	0	0	3	0	3	0	3	3	0	6	0	1	0	3	4	0	0	0	0	0	13
06:45 AM	0	0	2	0	2	0	2	3	0	5	0	1	0	0	1	0	0	0	0	0	8
Total	0	0	16	1	17	0	8	12	0	20	0	3	0	5	8	0	0	0	0	0	45
07:00 AM	0	0	2	0	2	0	2	5	0	7	0	1	0	1	2	0	0	0	0	0	11
07:15 AM	0	0	3	0	3	0	1	3	0	4	0	0	0	4	4	0	0	0	0	0	11
07:30 AM	0	0	4	1	5	0	2	5	0	7	0	1	0	6	7	0	0	0	1	1	20
07:45 AM	0	0	7	0	7	0	4	4	1	9	0	1	0	4	5	0	0	0	1	1	22
Total	0	0	16	1	17	0	9	17	1	27	0	3	0	15	18	0	0	0	2	2	64
08:00 AM	0	0	7	3	10	0	1	8	0	9	0	1	0	6	7	0	0	1	0	1	27
08:15 AM	0	0	7	2	9	1	1	3	1	6	0	4	0	3	7	0	0	0	0	0	22
08:30 AM	0	0	5	0	5	0	2	8	0	10	0	1	0	2	3	0	0	0	0	0	18
08:45 AM	0	0	11	1	12	0	1	9	0	10	0	0	0	1	1	0	0	0	1	1	24
Total	0	0	30	6	36	1	5	28	1	35	0	6	0	12	18	0	0	1	1	2	91
*** BREAK ***																					
04:00 PM	0	0	2	0	2	0	2	6	0	8	0	0	0	4	4	0	0	0	0	0	14
04:15 PM	0	0	6	4	10	0	3	6	0	9	0	0	0	2	2	0	0	0	0	0	21
04:30 PM	0	0	2	1	3	0	3	4	0	7	0	2	0	2	4	0	0	0	0	0	14
04:45 PM	0	0	3	0	3	0	7	5	0	12	0	0	0	3	3	0	0	0	0	0	18
Total	0	0	13	5	18	0	15	21	0	36	0	2	0	11	13	0	0	0	0	0	67
05:00 PM	0	0	10	4	14	0	0	6	0	6	0	2	0	2	4	0	0	0	0	0	24
05:15 PM	0	0	2	1	3	0	5	3	0	8	0	1	0	3	4	0	0	0	0	0	15
05:30 PM	0	0	3	1	4	0	2	5	0	7	0	0	0	3	3	0	0	0	0	0	14
05:45 PM	0	0	0	1	1	0	1	4	0	5	0	0	0	2	2	0	0	0	0	0	8
Total	0	0	15	7	22	0	8	18	0	26	0	3	0	10	13	0	0	0	0	0	61
06:00 PM	0	0	5	2	7	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	9
06:15 PM	0	0	1	0	1	0	2	1	0	3	0	1	0	1	2	0	0	0	0	0	6
06:30 PM	0	0	2	0	2	0	0	7	1	8	0	0	0	0	0	0	0	0	0	0	10
06:45 PM	0	0	3	1	4	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	11	3	14	0	4	11	1	16	0	2	0	1	3	0	0	0	0	0	33
Grand Total	0	0	101	23	124	1	49	107	3	160	0	19	0	54	73	0	0	1	3	4	361
Apprch %	0	0	81.5	18.5		0.6	30.6	66.9	1.9		0	26	0	74		0	0	25	75		
Total %	0	0	28	6.4	34.3	0.3	13.6	29.6	0.8	44.3	0	5.3	0	15	20.2	0	0	0.3	0.8	1.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

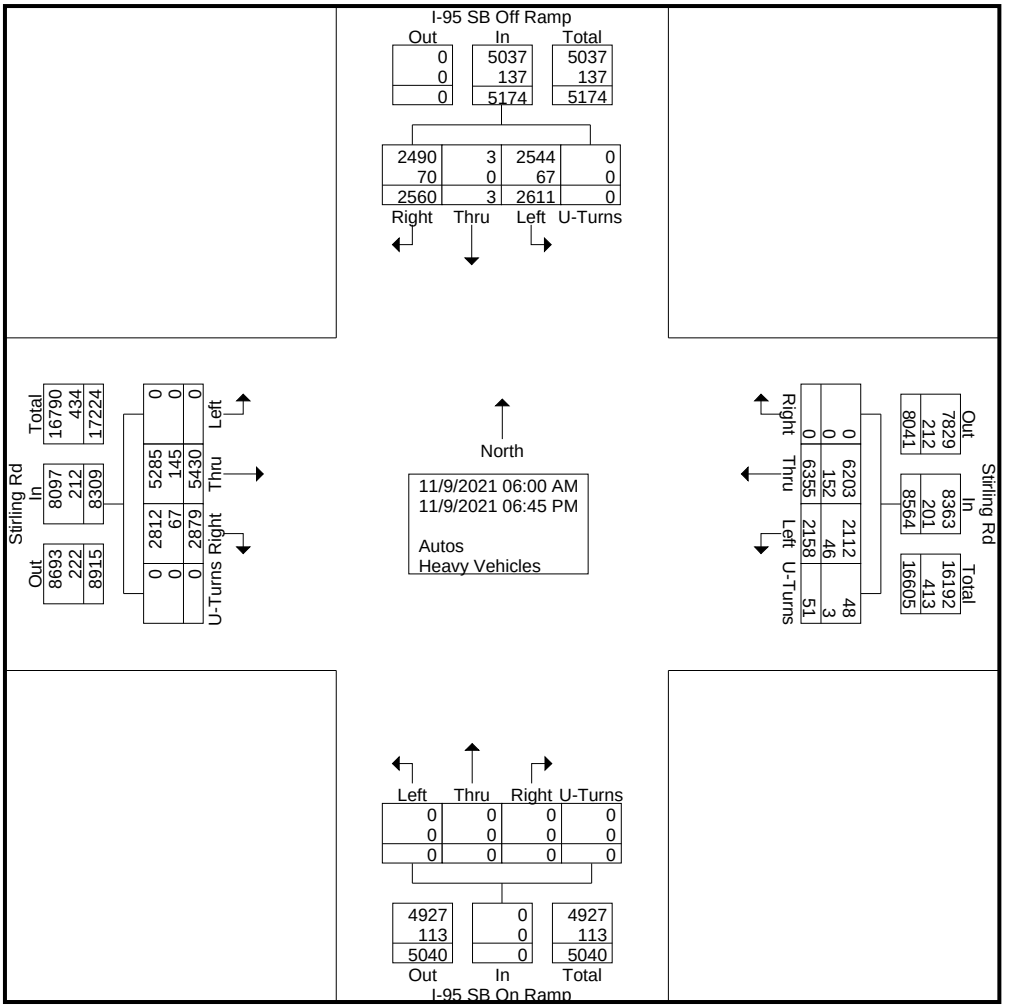
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	58	51	109	3	50	71	0	124	0	0	0	0	0	0	41	0	29	70	303
06:15 AM	0	0	82	56	138	0	42	80	0	122	0	0	0	0	0	0	46	0	42	88	348
06:30 AM	0	0	104	79	183	0	51	106	0	157	0	0	0	0	0	0	75	0	51	126	466
06:45 AM	0	0	142	81	223	2	54	158	0	214	0	0	0	0	0	0	107	0	86	193	630
Total	0	0	386	267	653	5	197	415	0	617	0	0	0	0	0	0	269	0	208	477	1747
07:00 AM	0	0	155	123	278	1	49	147	0	197	0	0	0	0	0	0	81	0	97	178	653
07:15 AM	0	0	230	120	350	2	71	204	0	277	0	0	0	0	0	0	96	0	105	201	828
07:30 AM	0	0	247	127	374	3	69	199	0	271	0	0	0	0	0	0	94	0	95	189	834
07:45 AM	0	0	212	139	351	4	82	264	0	350	0	0	0	0	0	0	135	0	121	256	957
Total	0	0	844	509	1353	10	271	814	0	1095	0	0	0	0	0	0	406	0	418	824	3272
08:00 AM	0	0	284	123	407	3	68	233	0	304	0	0	0	0	0	0	110	0	133	243	954
08:15 AM	0	0	265	160	425	3	69	246	0	318	0	0	0	0	0	0	124	0	138	262	1005
08:30 AM	0	0	228	135	363	3	79	254	0	336	0	0	0	0	0	0	129	1	109	239	938
08:45 AM	0	0	279	135	414	3	58	314	0	375	0	0	0	0	0	0	125	0	161	286	1075
Total	0	0	1056	553	1609	12	274	1047	0	1333	0	0	0	0	0	0	488	1	541	1030	3972
*** BREAK ***																					
04:00 PM	0	0	264	146	410	1	114	317	0	432	0	0	0	0	0	0	116	0	137	253	1095
04:15 PM	0	0	245	133	378	2	105	332	0	439	0	0	0	0	0	0	146	0	92	238	1055
04:30 PM	0	0	275	149	424	1	122	300	0	423	0	0	0	0	0	0	139	0	131	270	1117
04:45 PM	0	0	273	107	380	2	128	338	0	468	0	0	0	0	0	0	121	0	126	247	1095
Total	0	0	1057	535	1592	6	469	1287	0	1762	0	0	0	0	0	0	522	0	486	1008	4362
05:00 PM	0	0	243	152	395	2	155	294	0	451	0	0	0	0	0	0	145	0	126	271	1117
05:15 PM	0	0	324	118	442	1	107	390	0	498	0	0	0	0	0	0	119	0	111	230	1170
05:30 PM	0	0	280	151	431	0	142	438	0	580	0	0	0	0	0	0	99	0	115	214	1225
05:45 PM	0	0	281	111	392	2	124	337	0	463	0	0	0	0	0	0	134	0	119	253	1108
Total	0	0	1128	532	1660	5	528	1459	0	1992	0	0	0	0	0	0	497	0	471	968	4620
06:00 PM	0	0	280	134	414	4	125	319	0	448	0	0	0	0	0	0	97	0	117	214	1076
06:15 PM	0	0	239	110	349	2	100	326	0	428	0	0	0	0	0	0	115	0	115	230	1007
06:30 PM	0	0	249	124	373	6	112	355	0	473	0	0	0	0	0	0	131	1	113	245	1091
06:45 PM	0	0	191	115	306	1	82	333	0	416	0	0	0	0	0	0	86	1	91	178	900
Total	0	0	959	483	1442	13	419	1333	0	1765	0	0	0	0	0	0	429	2	436	867	4074
Grand Total	0	0	5430	2879	8309	51	2158	6355	0	8564	0	0	0	0	0	0	2611	3	2560	5174	22047
Apprch %	0	0	65.4	34.6		0.6	25.2	74.2	0		0	0	0	0		0	50.5	0.1	49.5		
Total %	0	0	24.6	13.1	37.7	0.2	9.8	28.8	0	38.8	0	0	0	0	0	0	11.8	0	11.6	23.5	
Autos	0	0	5285	2812	8097	48	2112	6203	0	8363	0	0	0	0	0	0	2544	3	2490	5037	21497
% Autos	0	0	97.3	97.7	97.4	94.1	97.9	97.6	0	97.7	0	0	0	0	0	0	97.4	100	97.3	97.4	97.5
Heavy Vehicles	0	0	145	67	212	3	46	152	0	201	0	0	0	0	0	0	67	0	70	137	550
% Heavy Vehicles	0	0	2.7	2.3	2.6	5.9	2.1	2.4	0	2.3	0	0	0	0	0	0	2.6	0	2.7	2.6	2.5

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



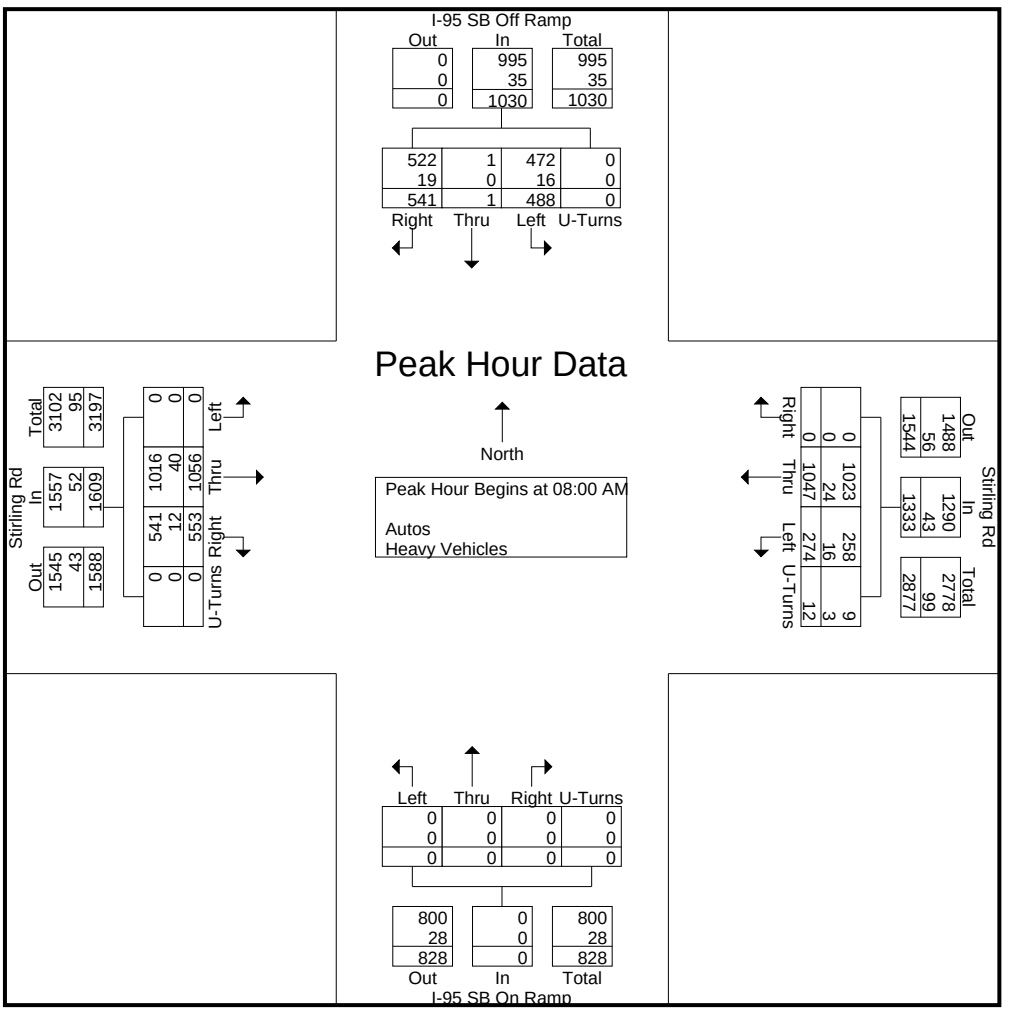
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	**284**	123	407	**3**	68	233	0	304	0	0	0	0	0	0	110	0	133	243	954
08:15 AM	0	0	265	**160**	**425**	3	69	246	0	318	0	0	0	0	0	0	124	0	138	262	1005
08:30 AM	0	0	228	135	363	3	**79**	254	0	336	0	0	0	0	0	0	**129**	**1**	109	239	938
08:45 AM	0	0	279	135	414	3	58	**314**	0	**375**	0	0	0	0	0	0	125	0	**161**	**286**	**1075**
Total Volume	0	0	1056	553	1609	12	274	1047	0	1333	0	0	0	0	0	0	488	1	541	1030	3972
% App. Total	0	0	65.6	34.4		0.9	20.6	78.5	0		0	0	0	0		0	47.4	0.1	52.5		
PHF	.000	.000	.930	.864	.946	1.00	.867	.834	.000	.889	.000	.000	.000	.000	.000	.000	.946	.250	.840	.900	.924
Autos	0	0	1016	541	1557	9	258	1023	0	1290	0	0	0	0	0	0	472	1	522	995	3842
% Autos	0	0	96.2	97.8	96.8	75.0	94.2	97.7	0	96.8	0	0	0	0	0	0	96.7	100	96.5	96.6	96.7
Heavy Vehicles	0	0	40	12	52	3	16	24	0	43	0	0	0	0	0	0	16	0	19	35	130
% Heavy Vehicles	0	0	3.8	2.2	3.2	25.0	5.8	2.3	0	3.2	0	0	0	0	0	0	3.3	0	3.5	3.4	3.3



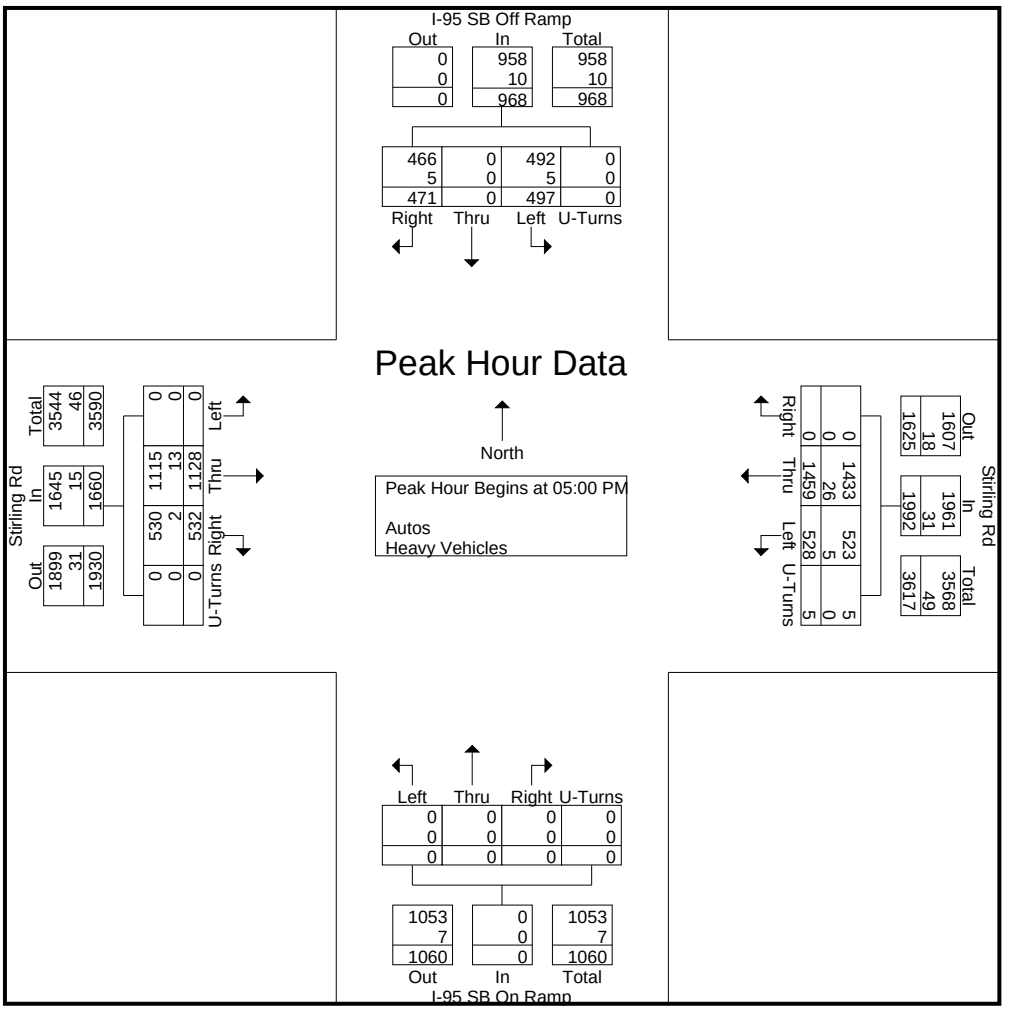
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	243	**152**	395	**2**	**155**	294	0	451	0	0	0	0	0	0	**145**	0	**126**	**271**	1117
05:15 PM	0	0	**324**	118	**442**	1	107	390	0	498	0	0	0	0	0	0	119	0	111	230	1170
05:30 PM	0	0	280	151	431	0	142	**438**	0	**580**	0	0	0	0	0	0	99	0	115	214	**1225**
05:45 PM	0	0	281	111	392	2	124	337	0	463	0	0	0	0	0	0	134	0	119	253	1108
Total Volume	0	0	1128	532	1660	5	528	1459	0	1992	0	0	0	0	0	0	497	0	471	968	4620
% App. Total	0	0	68	32		0.3	26.5	73.2	0		0	0	0	0		0	51.3	0	48.7		
PHF	.000	.000	.870	.875	.939	.625	.852	.833	.000	.859	.000	.000	.000	.000	.000	.000	.857	.000	.935	.893	.943
Autos	0	0	1115	530	1645	5	523	1433	0	1961	0	0	0	0	0	0	492	0	466	958	4564
% Autos	0	0	98.8	99.6	99.1	100	99.1	98.2	0	98.4	0	0	0	0	0	0	99.0	0	98.9	99.0	98.8
Heavy Vehicles	0	0	13	2	15	0	5	26	0	31	0	0	0	0	0	0	5	0	5	10	56
% Heavy Vehicles	0	0	1.2	0.4	0.9	0	0.9	1.8	0	1.6	0	0	0	0	0	0	1.0	0	1.1	1.0	1.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	2	3	0	2	3	0	5	0	0	0	0	0	0	2	0	0	2	10
06:15 AM	0	0	5	4	9	0	3	5	0	8	0	0	0	0	0	0	3	0	1	4	21
06:30 AM	0	0	5	3	8	0	0	2	0	2	0	0	0	0	0	0	5	0	1	6	16
06:45 AM	0	0	8	7	15	0	2	5	0	7	0	0	0	0	0	0	4	0	4	8	30
Total	0	0	19	16	35	0	7	15	0	22	0	0	0	0	0	0	14	0	6	20	77
07:00 AM	0	0	10	6	16	0	3	7	0	10	0	0	0	0	0	0	3	0	6	9	35
07:15 AM	0	0	10	4	14	0	1	7	0	8	0	0	0	0	0	0	2	0	4	6	28
07:30 AM	0	0	6	2	8	0	3	7	0	10	0	0	0	0	0	0	4	0	2	6	24
07:45 AM	0	0	4	5	9	0	1	11	0	12	0	0	0	0	0	0	4	0	2	6	27
Total	0	0	30	17	47	0	8	32	0	40	0	0	0	0	0	0	13	0	14	27	114
08:00 AM	0	0	10	4	14	0	2	2	0	4	0	0	0	0	0	0	1	0	4	5	23
08:15 AM	0	0	9	4	13	1	6	6	0	13	0	0	0	0	0	0	3	0	5	8	34
08:30 AM	0	0	7	4	11	0	7	5	0	12	0	0	0	0	0	0	9	0	3	12	35
08:45 AM	0	0	14	0	14	2	1	11	0	14	0	0	0	0	0	0	3	0	7	10	38
Total	0	0	40	12	52	3	16	24	0	43	0	0	0	0	0	0	16	0	19	35	130
*** BREAK ***																					
04:00 PM	0	0	13	4	17	0	3	7	0	10	0	0	0	0	0	0	2	0	4	6	33
04:15 PM	0	0	9	4	13	0	0	7	0	7	0	0	0	0	0	0	2	0	6	8	28
04:30 PM	0	0	4	1	5	0	3	10	0	13	0	0	0	0	0	0	8	0	3	11	29
04:45 PM	0	0	5	7	12	0	0	13	0	13	0	0	0	0	0	0	1	0	6	7	32
Total	0	0	31	16	47	0	6	37	0	43	0	0	0	0	0	0	13	0	19	32	122
05:00 PM	0	0	3	2	5	0	1	9	0	10	0	0	0	0	0	0	1	0	3	4	19
05:15 PM	0	0	3	0	3	0	1	6	0	7	0	0	0	0	0	0	2	0	1	3	13
05:30 PM	0	0	5	0	5	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	12
05:45 PM	0	0	2	0	2	0	0	9	0	9	0	0	0	0	0	0	0	0	1	1	12
Total	0	0	13	2	15	0	5	26	0	31	0	0	0	0	0	0	5	0	5	10	56
06:00 PM	0	0	6	4	10	0	2	6	0	8	0	0	0	0	0	0	1	0	3	4	22
06:15 PM	0	0	2	0	2	0	2	4	0	6	0	0	0	0	0	0	4	0	2	6	14
06:30 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	2	2	8
06:45 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	7
Total	0	0	12	4	16	0	4	18	0	22	0	0	0	0	0	0	6	0	7	13	51
Grand Total	0	0	145	67	212	3	46	152	0	201	0	0	0	0	0	0	67	0	70	137	550
Apprch %	0	0	68.4	31.6		1.5	22.9	75.6	0		0	0	0	0		0	48.9	0	51.1		
Total %	0	0	26.4	12.2	38.5	0.5	8.4	27.6	0	36.5	0	0	0	0	0	0	12.2	0	12.7	24.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

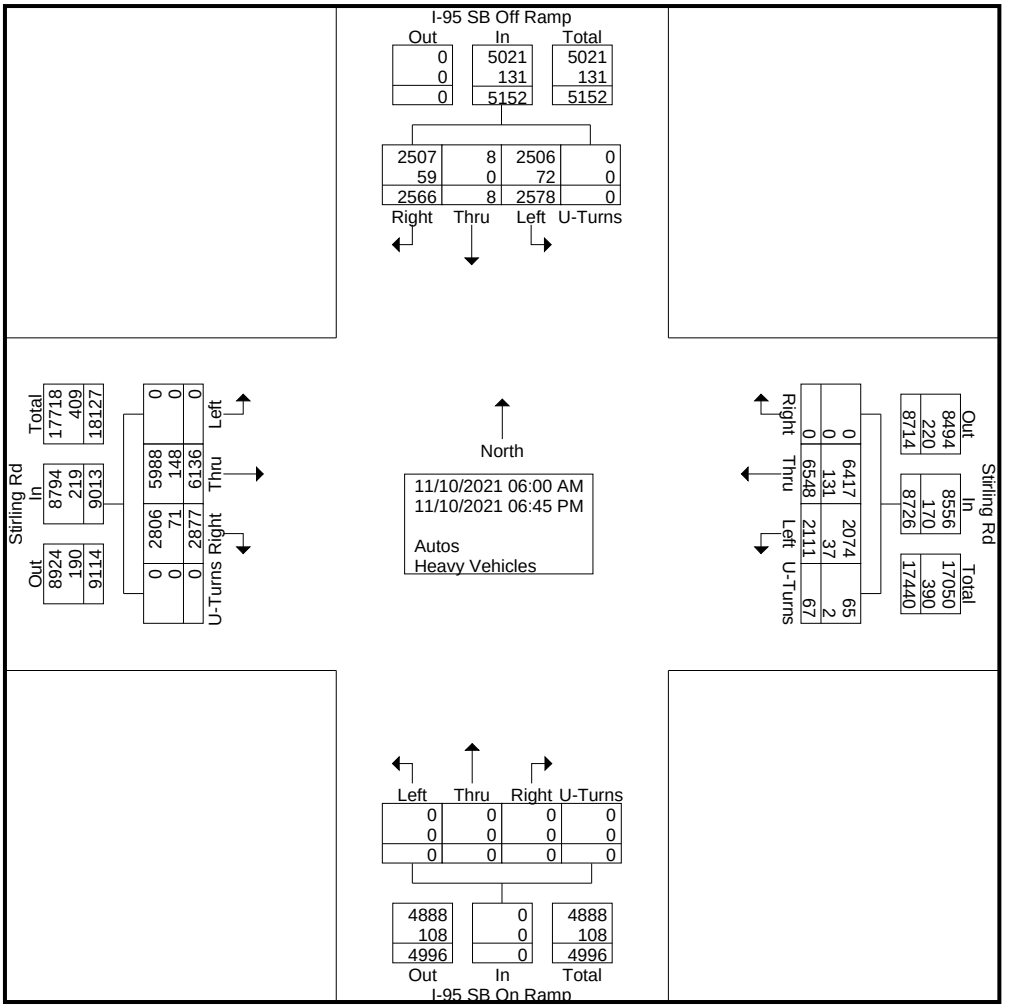
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	84	37	121	2	40	71	0	113	0	0	0	0	0	0	34	0	30	64	298
06:15 AM	0	0	64	46	110	1	46	79	0	126	0	0	0	0	0	0	64	0	44	108	344
06:30 AM	0	0	110	86	196	3	46	105	0	154	0	0	0	0	0	0	80	0	56	136	486
06:45 AM	0	0	158	81	239	4	64	128	0	196	0	0	0	0	0	0	84	0	97	181	616
Total	0	0	416	250	666	10	196	383	0	589	0	0	0	0	0	0	262	0	227	489	1744
07:00 AM	0	0	152	129	281	2	65	169	0	236	0	0	0	0	0	0	100	0	99	199	716
07:15 AM	0	0	246	117	363	1	68	222	0	291	0	0	0	0	0	0	115	0	99	214	868
07:30 AM	0	0	274	120	394	1	67	216	0	284	0	0	0	0	0	0	87	0	93	180	858
07:45 AM	0	0	263	133	396	4	85	241	0	330	0	0	0	0	0	0	125	0	117	242	968
Total	0	0	935	499	1434	8	285	848	0	1141	0	0	0	0	0	0	427	0	408	835	3410
08:00 AM	0	0	301	143	444	2	72	198	0	272	0	0	0	0	0	0	140	0	118	258	974
08:15 AM	0	0	301	155	456	2	78	234	0	314	0	0	0	0	0	0	120	0	137	257	1027
08:30 AM	0	0	225	127	352	6	62	295	0	363	0	0	0	0	0	0	141	1	131	273	988
08:45 AM	0	0	306	141	447	3	59	297	0	359	0	0	0	0	0	0	116	0	147	263	1069
Total	0	0	1133	566	1699	13	271	1024	0	1308	0	0	0	0	0	0	517	1	533	1051	4058
*** BREAK ***																					
04:00 PM	0	0	295	166	461	2	100	366	0	468	0	0	0	0	0	0	127	0	147	274	1203
04:15 PM	0	0	321	147	468	3	148	342	0	493	0	0	0	0	0	0	106	1	122	229	1190
04:30 PM	0	0	259	117	376	5	126	387	0	518	0	0	0	0	0	0	118	0	128	246	1140
04:45 PM	0	0	355	118	473	3	94	353	0	450	0	0	0	0	0	0	106	2	110	218	1141
Total	0	0	1230	548	1778	13	468	1448	0	1929	0	0	0	0	0	0	457	3	507	967	4674
05:00 PM	0	0	379	151	530	6	136	360	0	502	0	0	0	0	0	0	119	1	112	232	1264
05:15 PM	0	0	314	124	438	3	126	436	0	565	0	0	0	0	0	0	97	0	128	225	1228
05:30 PM	0	0	310	118	428	2	125	396	0	523	0	0	0	0	0	0	129	1	139	269	1220
05:45 PM	0	0	341	137	478	2	99	367	0	468	0	0	0	0	0	0	121	1	131	253	1199
Total	0	0	1344	530	1874	13	486	1559	0	2058	0	0	0	0	0	0	466	3	510	979	4911
06:00 PM	0	0	327	156	483	2	115	393	0	510	0	0	0	0	0	0	101	0	107	208	1201
06:15 PM	0	0	284	134	418	3	96	333	0	432	0	0	0	0	0	0	132	0	100	232	1082
06:30 PM	0	0	248	100	348	4	116	317	0	437	0	0	0	0	0	0	124	1	97	222	1007
06:45 PM	0	0	219	94	313	1	78	243	0	322	0	0	0	0	0	0	92	0	77	169	804
Total	0	0	1078	484	1562	10	405	1286	0	1701	0	0	0	0	0	0	449	1	381	831	4094
Grand Total	0	0	6136	2877	9013	67	2111	6548	0	8726	0	0	0	0	0	0	2578	8	2566	5152	22891
Apprch %	0	0	68.1	31.9		0.8	24.2	75	0		0	0	0	0		0	50	0.2	49.8		
Total %	0	0	26.8	12.6	39.4	0.3	9.2	28.6	0	38.1	0	0	0	0	0	0	11.3	0	11.2	22.5	
Autos	0	0	5988	2806	8794	65	2074	6417	0	8556	0	0	0	0	0	0	2506	8	2507	5021	22371
% Autos	0	0	97.6	97.5	97.6	97	98.2	98	0	98.1	0	0	0	0	0	0	97.2	100	97.7	97.5	97.7
Heavy Vehicles	0	0	148	71	219	2	37	131	0	170	0	0	0	0	0	0	72	0	59	131	520
% Heavy Vehicles	0	0	2.4	2.5	2.4	3	1.8	2	0	1.9	0	0	0	0	0	0	2.8	0	2.3	2.5	2.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



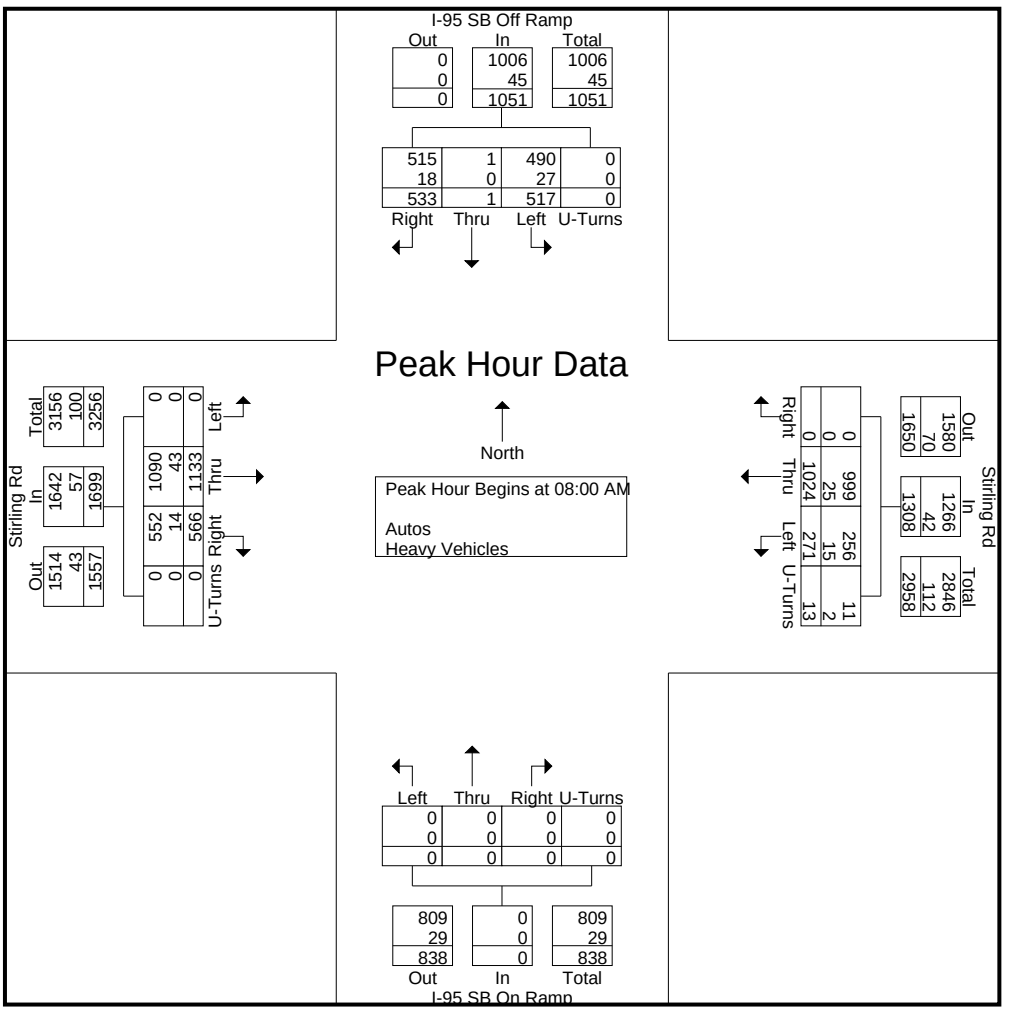
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	301	143	444	2	72	198	0	272	0	0	0	0	0	0	140	0	118	258	974
08:15 AM	0	0	301	**155**	**456**	2	**78**	234	0	314	0	0	0	0	0	0	120	0	137	257	1027
08:30 AM	0	0	225	127	352	**6**	62	295	0	**363**	0	0	0	0	0	0	**141**	**1**	131	**273**	988
08:45 AM	0	0	**306**	141	447	3	59	**297**	0	359	0	0	0	0	0	0	116	0	**147**	263	**1069**
Total Volume	0	0	1133	566	1699	13	271	1024	0	1308	0	0	0	0	0	0	517	1	533	1051	4058
% App. Total	0	0	66.7	33.3		1	20.7	78.3	0		0	0	0	0		0	49.2	0.1	50.7		
PHF	.000	.000	.926	.913	.931	.542	.869	.862	.000	.901	.000	.000	.000	.000	.000	.000	.917	.250	.906	.962	.949
Autos	0	0	1090	552	1642	11	256	999	0	1266	0	0	0	0	0	0	490	1	515	1006	3914
% Autos	0	0	96.2	97.5	96.6	84.6	94.5	97.6	0	96.8	0	0	0	0	0	0	94.8	100	96.6	95.7	96.5
Heavy Vehicles	0	0	43	14	57	2	15	25	0	42	0	0	0	0	0	0	27	0	18	45	144
% Heavy Vehicles	0	0	3.8	2.5	3.4	15.4	5.5	2.4	0	3.2	0	0	0	0	0	0	5.2	0	3.4	4.3	3.5



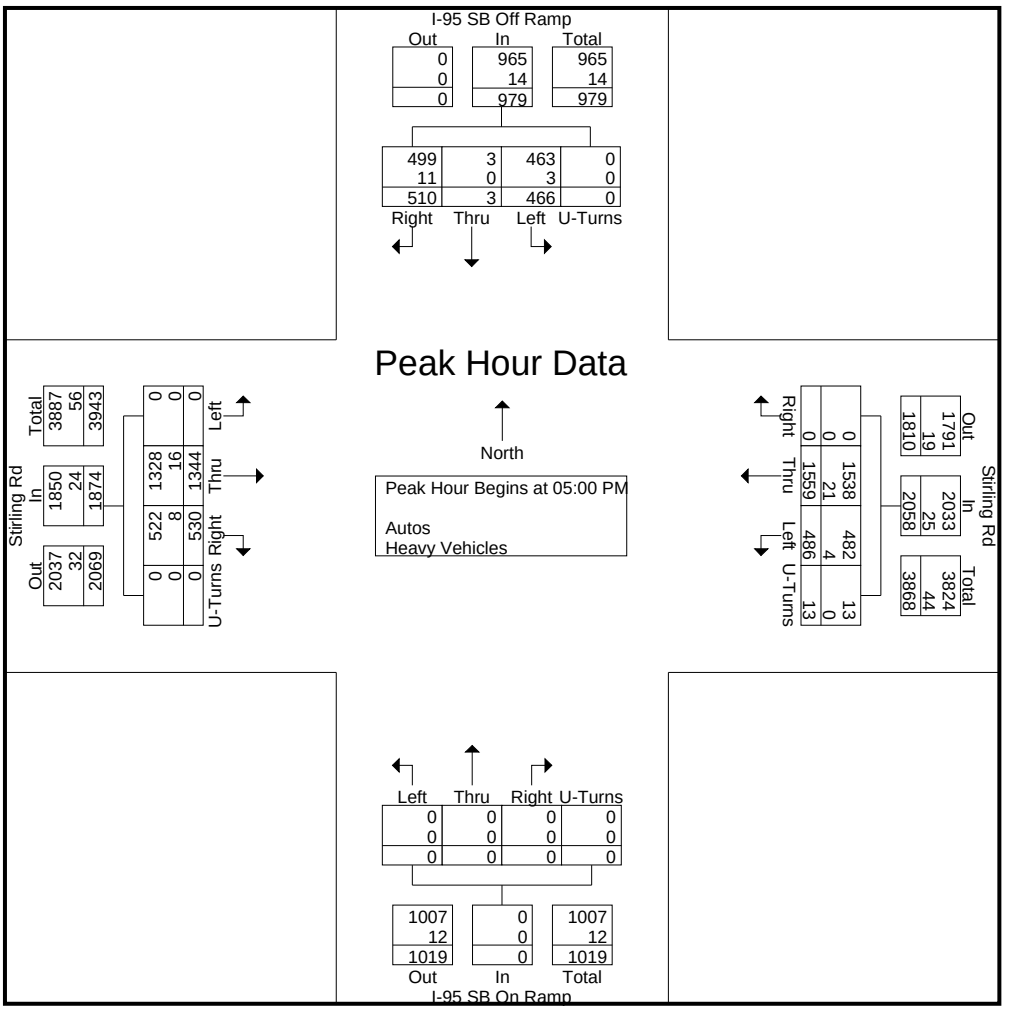
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**379**	**151**	**530**	**6**	**136**	360	0	502	0	0	0	0	0	0	119	**1**	112	232	**1264**
05:15 PM	0	0	314	124	438	3	126	**436**	0	**565**	0	0	0	0	0	0	97	0	128	225	1228
05:30 PM	0	0	310	118	428	2	125	396	0	523	0	0	0	0	0	0	**129**	1	**139**	**269**	1220
05:45 PM	0	0	341	137	478	2	99	367	0	468	0	0	0	0	0	0	121	1	131	253	1199
Total Volume	0	0	1344	530	1874	13	486	1559	0	2058	0	0	0	0	0	0	466	3	510	979	4911
% App. Total	0	0	71.7	28.3		0.6	23.6	75.8	0		0	0	0	0		0	47.6	0.3	52.1		
PHF	.000	.000	.887	.877	.884	.542	.893	.894	.000	.911	.000	.000	.000	.000	.000	.000	.903	.750	.917	.910	.971
Autos	0	0	1328	522	1850	13	482	1538	0	2033	0	0	0	0	0	0	463	3	499	965	4848
% Autos	0	0	98.8	98.5	98.7	100	99.2	98.7	0	98.8	0	0	0	0	0	0	99.4	100	97.8	98.6	98.7
Heavy Vehicles	0	0	16	8	24	0	4	21	0	25	0	0	0	0	0	0	3	0	11	14	63
% Heavy Vehicles	0	0	1.2	1.5	1.3	0	0.8	1.3	0	1.2	0	0	0	0	0	0	0.6	0	2.2	1.4	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	2	5	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	9
06:15 AM	0	0	2	3	5	0	0	6	0	6	0	0	0	0	0	0	3	0	1	4	15
06:30 AM	0	0	10	3	13	0	4	4	0	8	0	0	0	0	0	0	4	0	3	7	28
06:45 AM	0	0	5	4	9	0	1	1	0	2	0	0	0	0	0	0	3	0	4	7	18
Total	0	0	20	12	32	0	6	12	0	18	0	0	0	0	0	0	12	0	8	20	70
07:00 AM	0	0	3	9	12	0	2	12	0	14	0	0	0	0	0	0	3	0	1	4	30
07:15 AM	0	0	7	1	8	0	2	6	0	8	0	0	0	0	0	0	8	0	3	11	27
07:30 AM	0	0	8	1	9	0	2	5	0	7	0	0	0	0	0	0	3	0	1	4	20
07:45 AM	0	0	5	9	14	0	1	8	0	9	0	0	0	0	0	0	5	0	3	8	31
Total	0	0	23	20	43	0	7	31	0	38	0	0	0	0	0	0	19	0	8	27	108
08:00 AM	0	0	10	6	16	0	4	4	0	8	0	0	0	0	0	0	7	0	6	13	37
08:15 AM	0	0	15	5	20	0	5	8	0	13	0	0	0	0	0	0	5	0	1	6	39
08:30 AM	0	0	7	1	8	1	3	9	0	13	0	0	0	0	0	0	8	0	3	11	32
08:45 AM	0	0	11	2	13	1	3	4	0	8	0	0	0	0	0	0	7	0	8	15	36
Total	0	0	43	14	57	2	15	25	0	42	0	0	0	0	0	0	27	0	18	45	144
*** BREAK ***																					
04:00 PM	0	0	11	4	15	0	3	5	0	8	0	0	0	0	0	0	2	0	1	3	26
04:15 PM	0	0	10	5	15	0	0	8	0	8	0	0	0	0	0	0	1	0	3	4	27
04:30 PM	0	0	8	3	11	0	2	9	0	11	0	0	0	0	0	0	1	0	1	2	24
04:45 PM	0	0	5	1	6	0	0	8	0	8	0	0	0	0	0	0	1	0	4	5	19
Total	0	0	34	13	47	0	5	30	0	35	0	0	0	0	0	0	5	0	9	14	96
05:00 PM	0	0	2	2	4	0	2	0	0	2	0	0	0	0	0	0	1	0	3	4	10
05:15 PM	0	0	5	3	8	0	0	9	0	9	0	0	0	0	0	0	1	0	3	4	21
05:30 PM	0	0	4	2	6	0	2	4	0	6	0	0	0	0	0	0	1	0	1	2	14
05:45 PM	0	0	5	1	6	0	0	8	0	8	0	0	0	0	0	0	0	0	4	4	18
Total	0	0	16	8	24	0	4	21	0	25	0	0	0	0	0	0	3	0	11	14	63
06:00 PM	0	0	5	2	7	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	11
06:15 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	4	0	1	5	11
06:30 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	1	0	2	3	6
06:45 PM	0	0	3	2	5	0	0	4	0	4	0	0	0	0	0	0	0	0	2	2	11
Total	0	0	12	4	16	0	0	12	0	12	0	0	0	0	0	0	6	0	5	11	39
Grand Total	0	0	148	71	219	2	37	131	0	170	0	0	0	0	0	0	72	0	59	131	520
Apprch %	0	0	67.6	32.4		1.2	21.8	77.1	0		0	0	0	0		0	55	0	45		
Total %	0	0	28.5	13.7	42.1	0.4	7.1	25.2	0	32.7	0	0	0	0	0	0	13.8	0	11.3	25.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

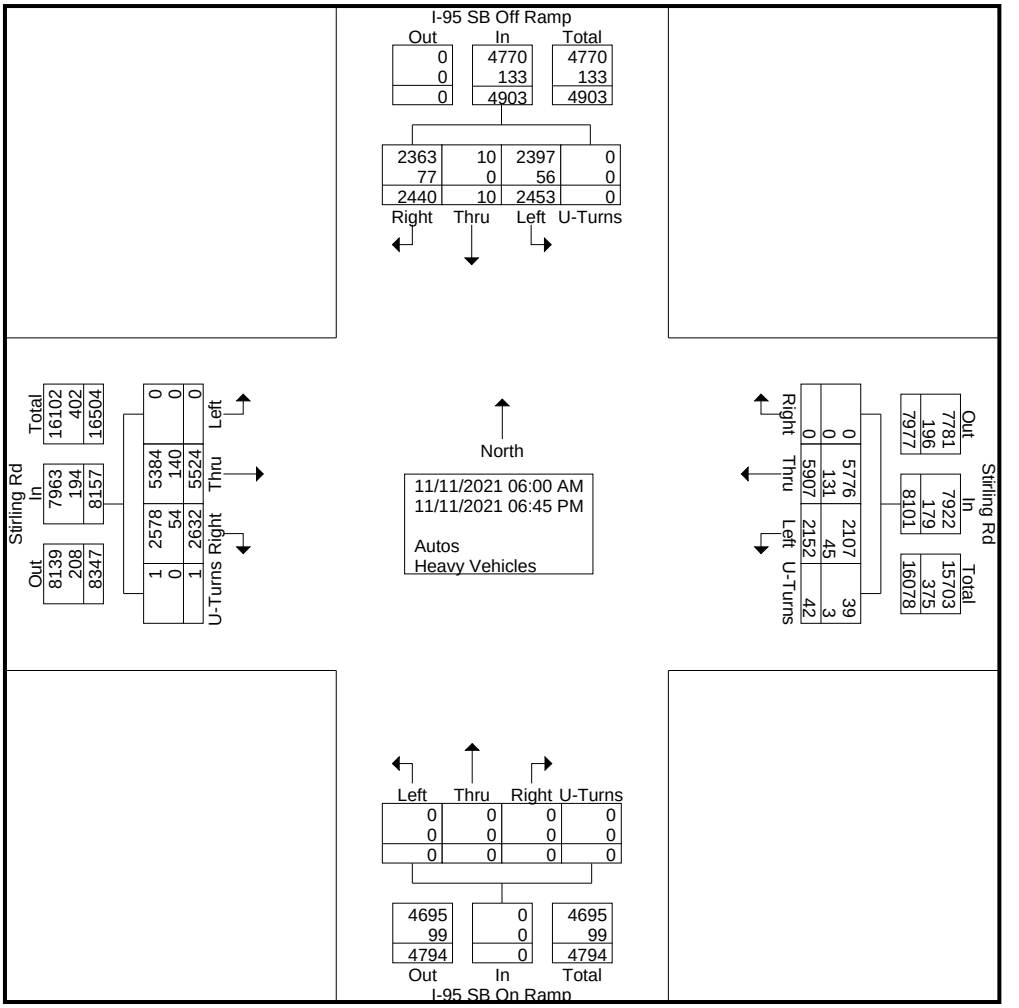
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	66	47	113	0	25	53	0	78	0	0	0	0	0	0	32	0	29	61	252
06:15 AM	1	0	70	40	111	1	34	73	0	108	0	0	0	0	0	0	48	1	34	83	302
06:30 AM	0	0	99	78	177	1	57	96	0	154	0	0	0	0	0	0	63	1	57	121	452
06:45 AM	0	0	124	69	193	0	38	133	0	171	0	0	0	0	0	0	77	0	81	158	522
Total	1	0	359	234	594	2	154	355	0	511	0	0	0	0	0	0	220	2	201	423	1528
07:00 AM	0	0	152	74	226	2	49	121	0	172	0	0	0	0	0	0	84	0	82	166	564
07:15 AM	0	0	157	86	243	0	46	172	0	218	0	0	0	0	0	0	74	0	103	177	638
07:30 AM	0	0	189	103	292	5	57	194	0	256	0	0	0	0	0	0	100	0	93	193	741
07:45 AM	0	0	217	113	330	2	54	205	0	261	0	0	0	0	0	0	115	0	136	251	842
Total	0	0	715	376	1091	9	206	692	0	907	0	0	0	0	0	0	373	0	414	787	2785
08:00 AM	0	0	218	100	318	4	60	203	0	267	0	0	0	0	0	0	88	0	110	198	783
08:15 AM	0	0	235	123	358	5	74	224	0	303	0	0	0	0	0	0	122	0	137	259	920
08:30 AM	0	0	248	134	382	2	72	262	0	336	0	0	0	0	0	0	111	0	142	253	971
08:45 AM	0	0	272	97	369	3	49	211	0	263	0	0	0	0	0	0	100	0	159	259	891
Total	0	0	973	454	1427	14	255	900	0	1169	0	0	0	0	0	0	421	0	548	969	3565
*** BREAK ***																					
04:00 PM	0	0	310	160	470	1	130	327	0	458	0	0	0	0	0	0	114	0	132	246	1174
04:15 PM	0	0	335	144	479	3	133	349	0	485	0	0	0	0	0	0	130	1	114	245	1209
04:30 PM	0	0	300	117	417	1	129	343	0	473	0	0	0	0	0	0	143	0	112	255	1145
04:45 PM	0	0	254	104	358	2	117	305	0	424	0	0	0	0	0	0	144	1	141	286	1068
Total	0	0	1199	525	1724	7	509	1324	0	1840	0	0	0	0	0	0	531	2	499	1032	4596
05:00 PM	0	0	425	160	585	1	147	343	0	491	0	0	0	0	0	0	114	2	107	223	1299
05:15 PM	0	0	336	135	471	3	140	354	0	497	0	0	0	0	0	0	136	0	122	258	1226
05:30 PM	0	0	291	112	403	1	139	362	0	502	0	0	0	0	0	0	119	0	106	225	1130
05:45 PM	0	0	312	130	442	0	136	333	0	469	0	0	0	0	0	0	110	0	91	201	1112
Total	0	0	1364	537	1901	5	562	1392	0	1959	0	0	0	0	0	0	479	2	426	907	4767
06:00 PM	0	0	232	146	378	2	130	347	0	479	0	0	0	0	0	0	118	1	94	213	1070
06:15 PM	0	0	270	122	392	2	131	331	0	464	0	0	0	0	0	0	96	0	83	179	1035
06:30 PM	0	0	221	116	337	0	94	257	0	351	0	0	0	0	0	0	113	3	102	218	906
06:45 PM	0	0	191	122	313	1	111	309	0	421	0	0	0	0	0	0	102	0	73	175	909
Total	0	0	914	506	1420	5	466	1244	0	1715	0	0	0	0	0	0	429	4	352	785	3920
Grand Total	1	0	5524	2632	8157	42	2152	5907	0	8101	0	0	0	0	0	0	2453	10	2440	4903	21161
Apprch %	0	0	67.7	32.3		0.5	26.6	72.9	0		0	0	0	0		0	50	0.2	49.8		
Total %	0	0	26.1	12.4	38.5	0.2	10.2	27.9	0	38.3	0	0	0	0	0	0	11.6	0	11.5	23.2	
Autos	1	0	5384	2578	7963	39	2107	5776	0	7922	0	0	0	0	0	0	2397	10	2363	4770	20655
% Autos	100	0	97.5	97.9	97.6	92.9	97.9	97.8	0	97.8	0	0	0	0	0	0	97.7	100	96.8	97.3	97.6
Heavy Vehicles	0	0	140	54	194	3	45	131	0	179	0	0	0	0	0	0	56	0	77	133	506
% Heavy Vehicles	0	0	2.5	2.1	2.4	7.1	2.1	2.2	0	2.2	0	0	0	0	0	0	2.3	0	3.2	2.7	2.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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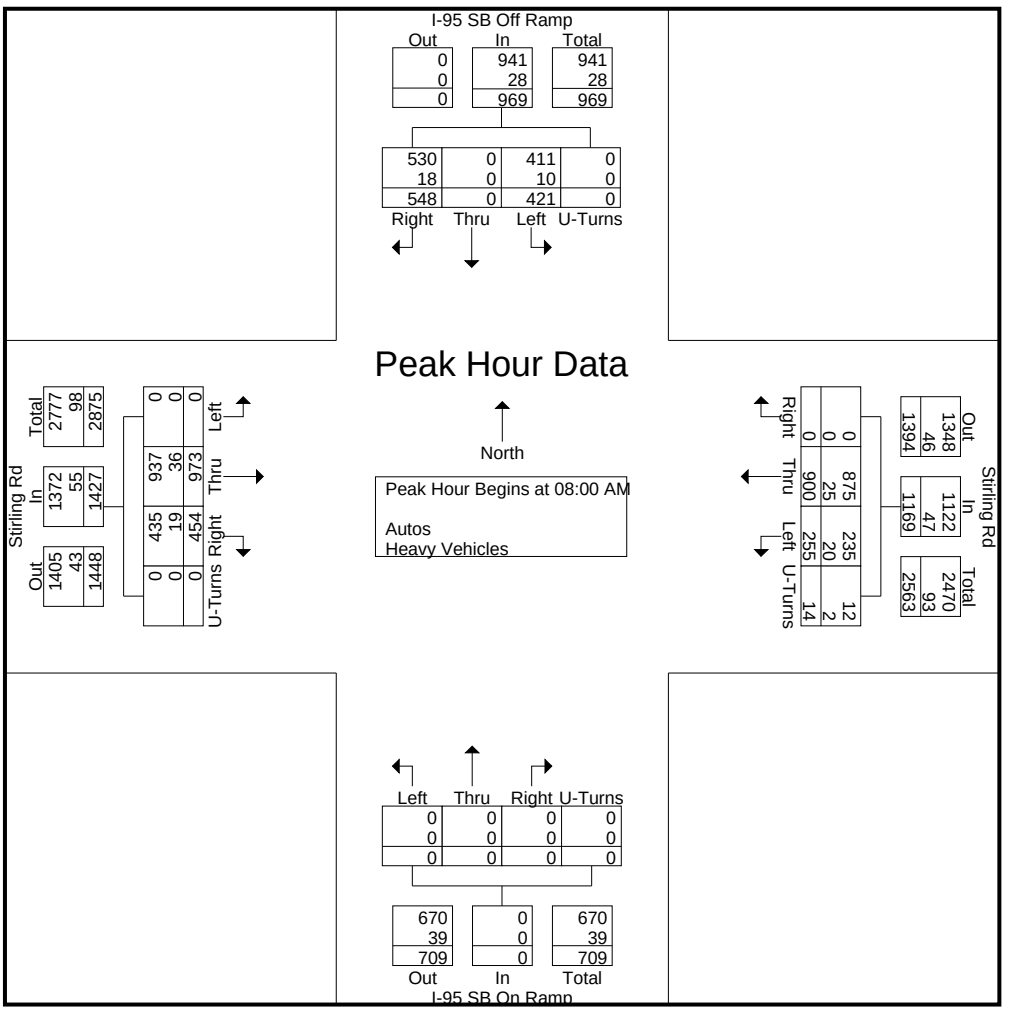
8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	218	100	318	4	60	203	0	267	0	0	0	0	0	0	88	0	110	198	783
08:15 AM	0	0	235	123	358	**5**	**74**	224	0	303	0	0	0	0	0	0	**122**	0	137	**259**	920
08:30 AM	0	0	248	**134**	**382**	2	72	**262**	0	**336**	0	0	0	0	0	0	111	0	142	253	**971**
08:45 AM	0	0	**272**	97	369	3	49	211	0	263	0	0	0	0	0	0	100	0	**159**	259	891
Total Volume	0	0	973	454	1427	14	255	900	0	1169	0	0	0	0	0	0	421	0	548	969	3565
% App. Total	0	0	68.2	31.8		1.2	21.8	77	0		0	0	0	0		0	43.4	0	56.6		
PHF	.000	.000	.894	.847	.934	.700	.861	.859	.000	.870	.000	.000	.000	.000	.000	.000	.863	.000	.862	.935	.918
Autos	0	0	937	435	1372	12	235	875	0	1122	0	0	0	0	0	0	411	0	530	941	3435
% Autos	0	0	96.3	95.8	96.1	85.7	92.2	97.2	0	96.0	0	0	0	0	0	0	97.6	0	96.7	97.1	96.4
Heavy Vehicles	0	0	36	19	55	2	20	25	0	47	0	0	0	0	0	0	10	0	18	28	130
% Heavy Vehicles	0	0	3.7	4.2	3.9	14.3	7.8	2.8	0	4.0	0	0	0	0	0	0	2.4	0	3.3	2.9	3.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
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CLIENT: FDOT D4
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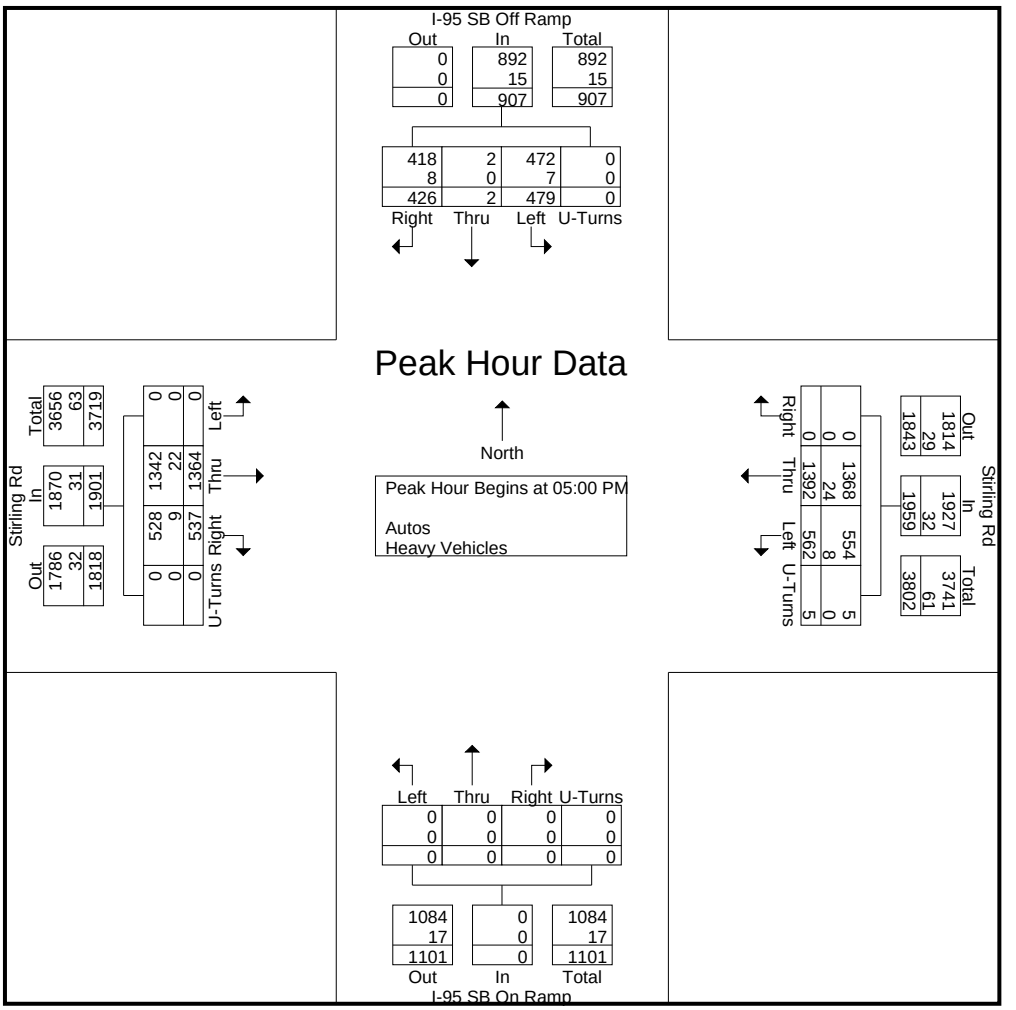
File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**425**	**160**	**585**	1	**147**	343	0	491	0	0	0	0	0	0	114	**2**	107	223	**1299**
05:15 PM	0	0	336	135	471	**3**	140	354	0	497	0	0	0	0	0	0	**136**	0	**122**	**258**	1226
05:30 PM	0	0	291	112	403	1	139	**362**	0	**502**	0	0	0	0	0	0	119	0	106	225	1130
05:45 PM	0	0	312	130	442	0	136	333	0	469	0	0	0	0	0	0	110	0	91	201	1112
Total Volume	0	0	1364	537	1901	5	562	1392	0	1959	0	0	0	0	0	0	479	2	426	907	4767
% App. Total	0	0	71.8	28.2		0.3	28.7	71.1	0		0	0	0	0		0	52.8	0.2	47		
PHF	.000	.000	.802	.839	.812	.417	.956	.961	.000	.976	.000	.000	.000	.000	.000	.000	.881	.250	.873	.879	.917
Autos	0	0	1342	528	1870	5	554	1368	0	1927	0	0	0	0	0	0	472	2	418	892	4689
% Autos	0	0	98.4	98.3	98.4	100	98.6	98.3	0	98.4	0	0	0	0	0	0	98.5	100	98.1	98.3	98.4
Heavy Vehicles	0	0	22	9	31	0	8	24	0	32	0	0	0	0	0	0	7	0	8	15	78
% Heavy Vehicles	0	0	1.6	1.7	1.6	0	1.4	1.7	0	1.6	0	0	0	0	0	0	1.5	0	1.9	1.7	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	4	0	3	7	12
06:15 AM	0	0	5	4	9	0	2	6	0	8	0	0	0	0	0	0	0	0	2	2	19
06:30 AM	0	0	5	3	8	0	2	6	0	8	0	0	0	0	0	0	1	0	3	4	20
06:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	6	9	11
Total	0	0	12	11	23	0	5	12	0	17	0	0	0	0	0	0	8	0	14	22	62
07:00 AM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	5	0	3	8	20
07:15 AM	0	0	9	1	10	0	3	5	0	8	0	0	0	0	0	0	4	0	4	8	26
07:30 AM	0	0	5	4	9	0	0	10	0	10	0	0	0	0	0	0	6	0	3	9	28
07:45 AM	0	0	9	3	12	1	3	7	0	11	0	0	0	0	0	0	4	0	5	9	32
Total	0	0	28	8	36	1	6	29	0	36	0	0	0	0	0	0	19	0	15	34	106
08:00 AM	0	0	8	9	17	1	3	6	0	10	0	0	0	0	0	0	2	0	4	6	33
08:15 AM	0	0	11	4	15	1	7	3	0	11	0	0	0	0	0	0	2	0	5	7	33
08:30 AM	0	0	8	1	9	0	4	9	0	13	0	0	0	0	0	0	2	0	3	5	27
08:45 AM	0	0	9	5	14	0	6	7	0	13	0	0	0	0	0	0	4	0	6	10	37
Total	0	0	36	19	55	2	20	25	0	47	0	0	0	0	0	0	10	0	18	28	130
*** BREAK ***																					
04:00 PM	0	0	9	1	10	0	0	8	0	8	0	0	0	0	0	0	3	0	5	8	26
04:15 PM	0	0	9	0	9	0	1	6	0	7	0	0	0	0	0	0	1	0	3	4	20
04:30 PM	0	0	6	3	9	0	1	4	0	5	0	0	0	0	0	0	3	0	3	6	20
04:45 PM	0	0	8	0	8	0	1	9	0	10	0	0	0	0	0	0	1	0	4	5	23
Total	0	0	32	4	36	0	3	27	0	30	0	0	0	0	0	0	8	0	15	23	89
05:00 PM	0	0	9	5	14	0	1	8	0	9	0	0	0	0	0	0	0	0	2	2	25
05:15 PM	0	0	4	2	6	0	2	6	0	8	0	0	0	0	0	0	3	0	3	6	20
05:30 PM	0	0	5	1	6	0	4	6	0	10	0	0	0	0	0	0	2	0	3	5	21
05:45 PM	0	0	4	1	5	0	1	4	0	5	0	0	0	0	0	0	2	0	0	2	12
Total	0	0	22	9	31	0	8	24	0	32	0	0	0	0	0	0	7	0	8	15	78
06:00 PM	0	0	3	2	5	0	1	1	0	2	0	0	0	0	0	0	1	0	2	3	10
06:15 PM	0	0	1	1	2	0	1	3	0	4	0	0	0	0	0	0	1	0	2	3	9
06:30 PM	0	0	3	0	3	0	1	4	0	5	0	0	0	0	0	0	2	0	3	5	13
06:45 PM	0	0	3	0	3	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	10	3	13	0	3	14	0	17	0	0	0	0	0	0	4	0	7	11	41
Grand Total	0	0	140	54	194	3	45	131	0	179	0	0	0	0	0	0	56	0	77	133	506
Apprch %	0	0	72.2	27.8		1.7	25.1	73.2	0		0	0	0	0		0	42.1	0	57.9		
Total %	0	0	27.7	10.7	38.3	0.6	8.9	25.9	0	35.4	0	0	0	0	0	0	11.1	0	15.2	26.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

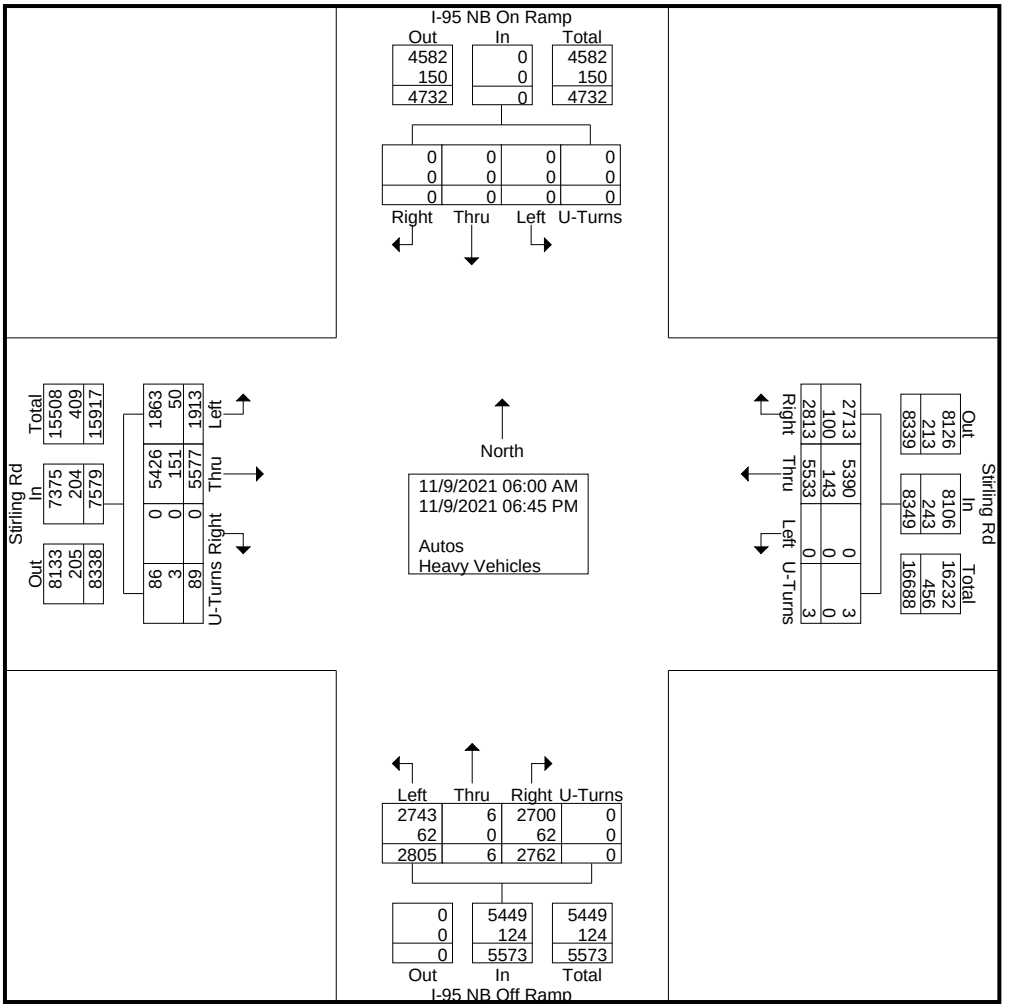
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	26	71	0	98	0	0	86	60	146	0	29	0	64	93	0	0	0	0	0	337
06:15 AM	2	45	81	0	128	0	0	79	53	132	0	41	0	93	134	0	0	0	0	0	394
06:30 AM	2	62	112	0	176	0	0	104	85	189	0	46	0	110	156	0	0	0	0	0	521
06:45 AM	2	69	166	0	237	0	0	113	71	184	0	87	0	122	209	0	0	0	0	0	630
Total	7	202	430	0	639	0	0	382	269	651	0	203	0	389	592	0	0	0	0	0	1882
07:00 AM	1	64	162	0	227	0	0	118	94	212	0	82	0	93	175	0	0	0	0	0	614
07:15 AM	1	91	221	0	313	0	0	182	97	279	0	93	0	115	208	0	0	0	0	0	800
07:30 AM	1	119	206	0	326	0	0	188	132	320	0	96	0	111	207	0	0	0	0	0	853
07:45 AM	0	70	250	0	320	0	0	214	122	336	0	114	0	112	226	0	0	0	0	0	882
Total	3	344	839	0	1186	0	0	702	445	1147	0	385	0	431	816	0	0	0	0	0	3149
08:00 AM	4	95	287	0	386	0	0	181	119	300	0	115	0	103	218	0	0	0	0	0	904
08:15 AM	1	76	293	0	370	0	0	214	119	333	0	116	0	115	231	0	0	0	0	0	934
08:30 AM	1	80	243	0	324	0	0	208	122	330	0	106	0	89	195	0	0	0	0	0	849
08:45 AM	2	82	283	0	367	0	0	214	115	329	0	145	0	127	272	0	0	0	0	0	968
Total	8	333	1106	0	1447	0	0	817	475	1292	0	482	0	434	916	0	0	0	0	0	3655
*** BREAK ***																					
04:00 PM	6	80	265	0	351	0	0	311	131	442	0	121	0	96	217	0	0	0	0	0	1010
04:15 PM	5	90	267	0	362	0	0	284	163	447	0	144	0	118	262	0	0	0	0	0	1071
04:30 PM	3	86	288	0	377	2	0	315	157	474	0	94	0	119	213	0	0	0	0	0	1064
04:45 PM	2	85	279	0	366	0	0	303	153	456	0	157	0	117	274	0	0	0	0	0	1096
Total	16	341	1099	0	1456	2	0	1213	604	1819	0	516	0	450	966	0	0	0	0	0	4241
05:00 PM	5	126	224	0	355	0	0	335	157	492	0	117	0	121	238	0	0	0	0	0	1085
05:15 PM	5	102	309	0	416	1	0	312	141	454	0	157	0	128	285	0	0	0	0	0	1155
05:30 PM	4	80	276	0	360	0	0	331	126	457	0	169	1	147	317	0	0	0	0	0	1134
05:45 PM	8	78	293	0	379	0	0	302	146	448	0	140	0	119	259	0	0	0	0	0	1086
Total	22	386	1102	0	1510	1	0	1280	570	1851	0	583	1	515	1099	0	0	0	0	0	4460
06:00 PM	9	110	245	0	364	0	0	305	136	441	0	152	0	118	270	0	0	0	0	0	1075
06:15 PM	9	78	234	0	321	0	0	285	127	412	0	143	1	121	265	0	0	0	0	0	998
06:30 PM	8	81	291	0	380	0	0	290	84	374	0	155	3	145	303	0	0	0	0	0	1057
06:45 PM	7	38	231	0	276	0	0	259	103	362	0	186	1	159	346	0	0	0	0	0	984
Total	33	307	1001	0	1341	0	0	1139	450	1589	0	636	5	543	1184	0	0	0	0	0	4114
Grand Total	89	1913	5577	0	7579	3	0	5533	2813	8349	0	2805	6	2762	5573	0	0	0	0	0	21501
Apprch %	1.2	25.2	73.6	0		0	0	66.3	33.7		0	50.3	0.1	49.6		0	0	0	0		
Total %	0.4	8.9	25.9	0	35.2	0	0	25.7	13.1	38.8	0	13	0	12.8	25.9	0	0	0	0	0	
Autos	86	1863	5426	0	7375	3	0	5390	2713	8106	0	2743	6	2700	5449	0	0	0	0	0	20930
% Autos	96.6	97.4	97.3	0	97.3	100	0	97.4	96.4	97.1	0	97.8	100	97.8	97.8	0	0	0	0	0	97.3
Heavy Vehicles	3	50	151	0	204	0	0	143	100	243	0	62	0	62	124	0	0	0	0	0	571
% Heavy Vehicles	3.4	2.6	2.7	0	2.7	0	0	2.6	3.6	2.9	0	2.2	0	2.2	2.2	0	0	0	0	0	2.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



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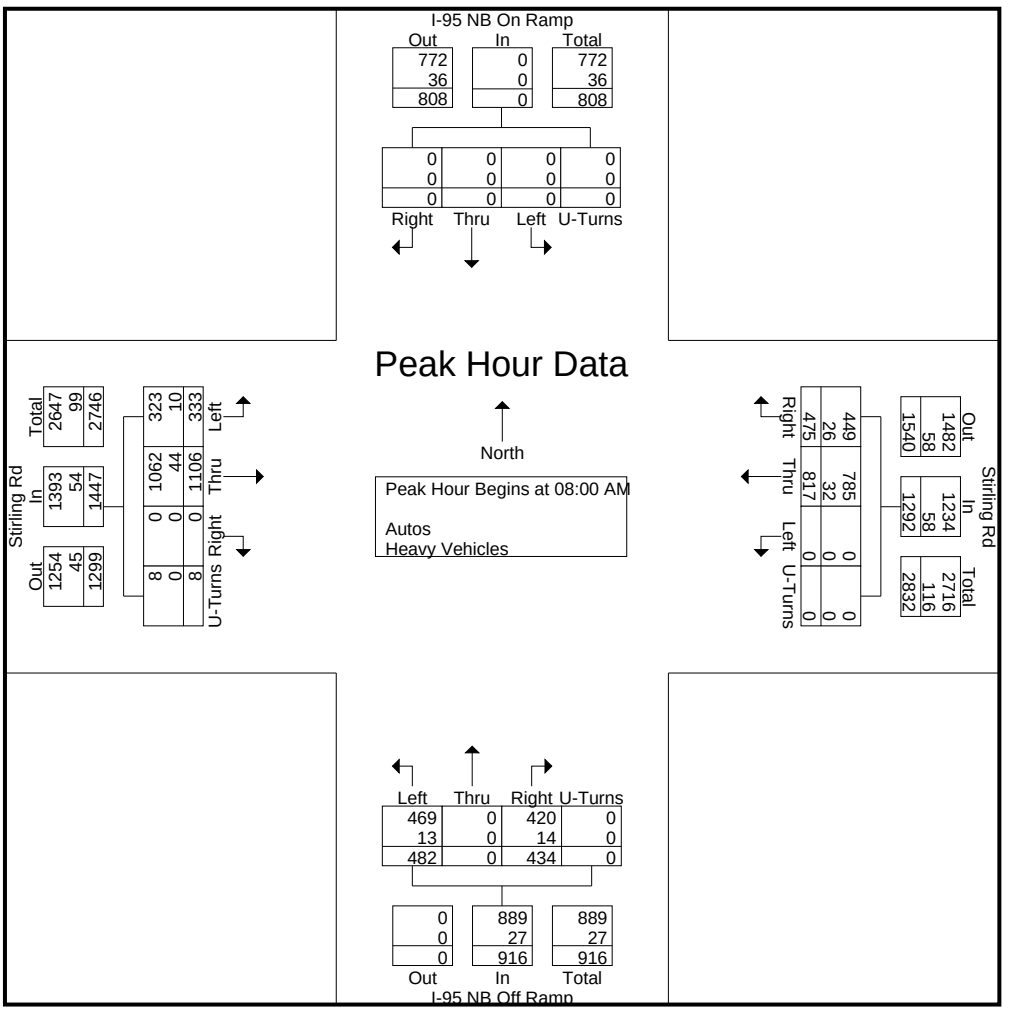
8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**4**	**95**	287	0	**386**	0	0	181	119	300	0	115	0	103	218	0	0	0	0	0	904
08:15 AM	1	76	**293**	0	370	0	0	**214**	119	**333**	0	116	0	115	231	0	0	0	0	0	934
08:30 AM	1	80	243	0	324	0	0	208	**122**	330	0	106	0	89	195	0	0	0	0	0	849
08:45 AM	2	82	283	0	367	0	0	214	115	329	0	**145**	0	**127**	**272**	0	0	0	0	0	**968**
Total Volume	8	333	1106	0	1447	0	0	817	475	1292	0	482	0	434	916	0	0	0	0	0	3655
% App. Total	0.6	23	76.4	0		0	0	63.2	36.8		0	52.6	0	47.4		0	0	0	0		
PHF	.500	.876	.944	.000	.937	.000	.000	.954	.973	.970	.000	.831	.000	.854	.842	.000	.000	.000	.000	.000	.944
Autos	8	323	1062	0	1393	0	0	785	449	1234	0	469	0	420	889	0	0	0	0	0	3516
% Autos	100	97.0	96.0	0	96.3	0	0	96.1	94.5	95.5	0	97.3	0	96.8	97.1	0	0	0	0	0	96.2
Heavy Vehicles	0	10	44	0	54	0	0	32	26	58	0	13	0	14	27	0	0	0	0	0	139
% Heavy Vehicles	0	3.0	4.0	0	3.7	0	0	3.9	5.5	4.5	0	2.7	0	3.2	2.9	0	0	0	0	0	3.8



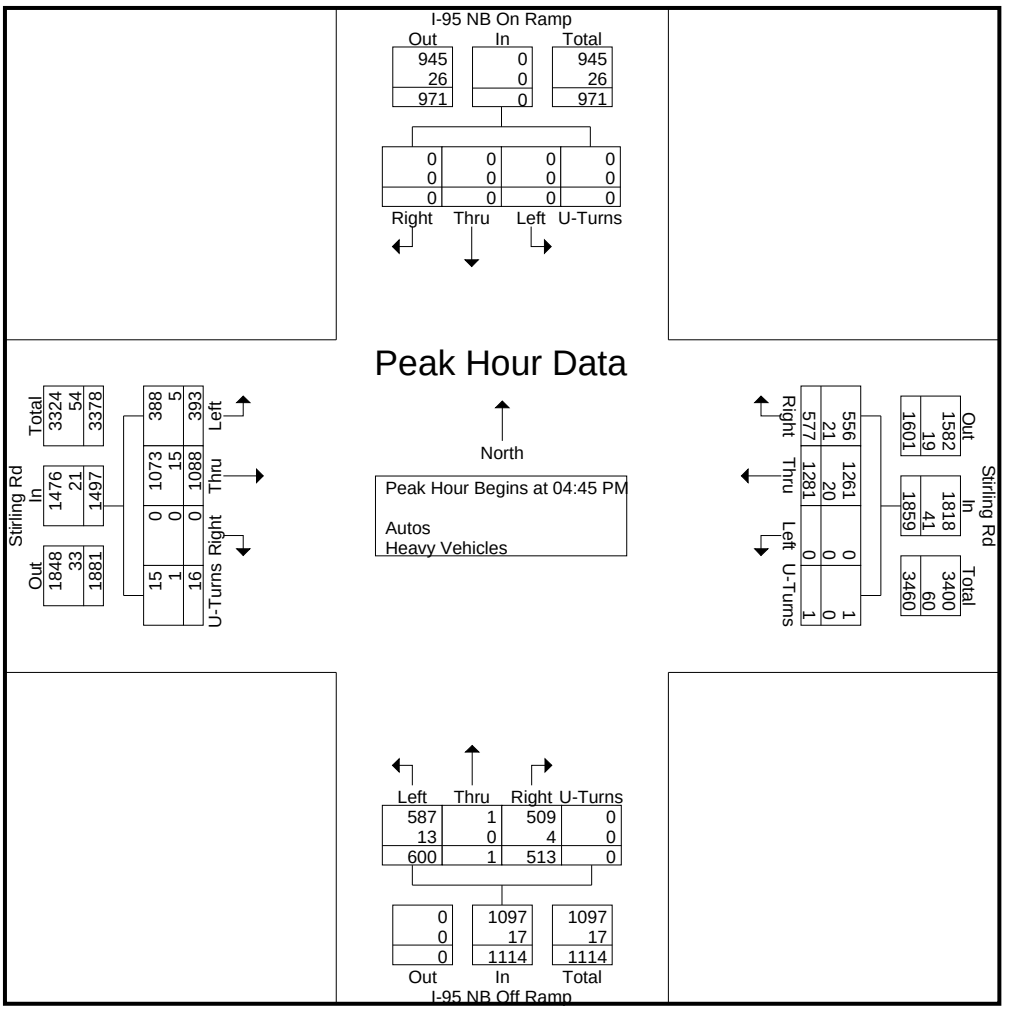
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	85	279	0	366	0	0	303	153	456	0	157	0	117	274	0	0	0	0	0	1096
05:00 PM	**5**	**126**	224	0	355	0	0	**335**	**157**	**492**	0	117	0	121	238	0	0	0	0	0	1085
05:15 PM	5	102	**309**	0	**416**	**1**	0	312	141	454	0	157	0	128	285	0	0	0	0	0	**1155**
05:30 PM	4	80	276	0	360	0	0	331	126	457	0	**169**	**1**	**147**	**317**	0	0	0	0	0	1134
Total Volume	16	393	1088	0	1497	1	0	1281	577	1859	0	600	1	513	1114	0	0	0	0	0	4470
% App. Total	1.1	26.3	72.7	0		0.1	0	68.9	31		0	53.9	0.1	46.1		0	0	0	0		
PHF	.800	.780	.880	.000	.900	.250	.000	.956	.919	.945	.000	.888	.250	.872	.879	.000	.000	.000	.000	.000	.968
Autos	15	388	1073	0	1476	1	0	1261	556	1818	0	587	1	509	1097	0	0	0	0	0	4391
% Autos	93.8	98.7	98.6	0	98.6	100	0	98.4	96.4	97.8	0	97.8	100	99.2	98.5	0	0	0	0	0	98.2
Heavy Vehicles	1	5	15	0	21	0	0	20	21	41	0	13	0	4	17	0	0	0	0	0	79
% Heavy Vehicles	6.3	1.3	1.4	0	1.4	0	0	1.6	3.6	2.2	0	2.2	0	0.8	1.5	0	0	0	0	0	1.8



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	3	1	4	0	1	0	2	3	0	0	0	0	0	10
06:15 AM	0	3	5	0	8	0	0	6	0	6	0	2	0	3	5	0	0	0	0	0	19
06:30 AM	0	1	8	0	9	0	0	3	5	8	0	0	0	2	2	0	0	0	0	0	19
06:45 AM	0	5	7	0	12	0	0	3	6	9	0	3	0	3	6	0	0	0	0	0	27
Total	0	9	23	0	32	0	0	15	12	27	0	6	0	10	16	0	0	0	0	0	75
07:00 AM	0	3	8	0	11	0	0	9	7	16	0	1	0	5	6	0	0	0	0	0	33
07:15 AM	0	4	7	0	11	0	0	4	2	6	0	5	0	4	9	0	0	0	0	0	26
07:30 AM	0	1	9	0	10	0	0	8	4	12	0	3	0	4	7	0	0	0	0	0	29
07:45 AM	0	3	4	0	7	0	0	8	4	12	0	5	0	5	10	0	0	0	0	0	29
Total	0	11	28	0	39	0	0	29	17	46	0	14	0	18	32	0	0	0	0	0	117
08:00 AM	0	2	10	0	12	0	0	4	6	10	0	3	0	4	7	0	0	0	0	0	29
08:15 AM	0	0	12	0	12	0	0	10	9	19	0	4	0	6	10	0	0	0	0	0	41
08:30 AM	0	4	12	0	16	0	0	10	7	17	0	1	0	2	3	0	0	0	0	0	36
08:45 AM	0	4	10	0	14	0	0	8	4	12	0	5	0	2	7	0	0	0	0	0	33
Total	0	10	44	0	54	0	0	32	26	58	0	13	0	14	27	0	0	0	0	0	139
*** BREAK ***																					
04:00 PM	0	4	9	0	13	0	0	12	0	12	0	0	0	4	4	0	0	0	0	0	29
04:15 PM	0	2	8	0	10	0	0	5	5	10	0	3	0	3	6	0	0	0	0	0	26
04:30 PM	0	1	11	0	12	0	0	8	6	14	0	5	0	0	5	0	0	0	0	0	31
04:45 PM	1	1	3	0	5	0	0	8	8	16	0	5	0	1	6	0	0	0	0	0	27
Total	1	8	31	0	40	0	0	33	19	52	0	13	0	8	21	0	0	0	0	0	113
05:00 PM	0	0	3	0	3	0	0	4	5	9	0	4	0	0	4	0	0	0	0	0	16
05:15 PM	0	2	2	0	4	0	0	4	3	7	0	3	0	2	5	0	0	0	0	0	16
05:30 PM	0	2	7	0	9	0	0	4	5	9	0	1	0	1	2	0	0	0	0	0	20
05:45 PM	1	2	0	0	3	0	0	6	6	12	0	2	0	2	4	0	0	0	0	0	19
Total	1	6	12	0	19	0	0	18	19	37	0	10	0	5	15	0	0	0	0	0	71
06:00 PM	1	3	3	0	7	0	0	4	2	6	0	3	0	1	4	0	0	0	0	0	17
06:15 PM	0	1	4	0	5	0	0	4	1	5	0	2	0	3	5	0	0	0	0	0	15
06:30 PM	0	2	4	0	6	0	0	3	2	5	0	0	0	1	1	0	0	0	0	0	12
06:45 PM	0	0	2	0	2	0	0	5	2	7	0	1	0	2	3	0	0	0	0	0	12
Total	1	6	13	0	20	0	0	16	7	23	0	6	0	7	13	0	0	0	0	0	56
Grand Total	3	50	151	0	204	0	0	143	100	243	0	62	0	62	124	0	0	0	0	0	571
Apprch %	1.5	24.5	74	0		0	0	58.8	41.2		0	50	0	50		0	0	0	0		
Total %	0.5	8.8	26.4	0	35.7	0	0	25	17.5	42.6	0	10.9	0	10.9	21.7	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

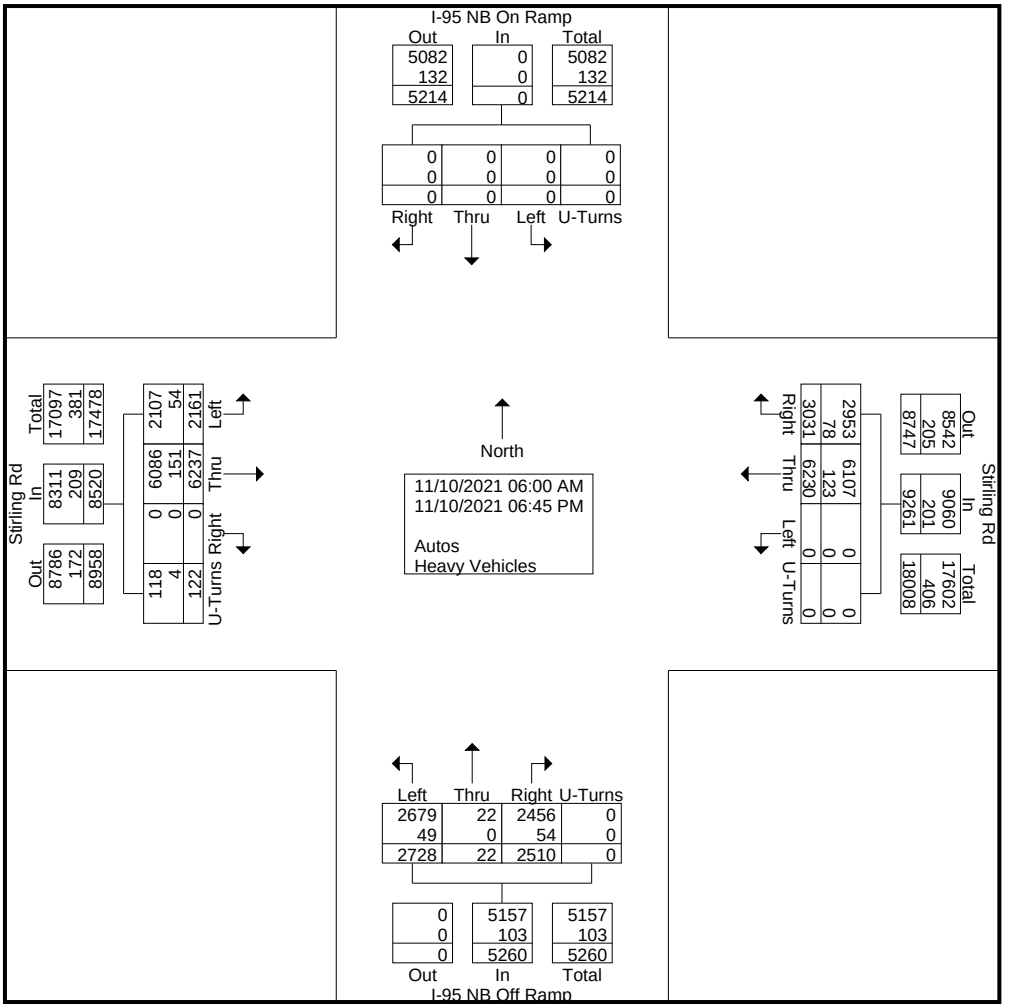
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	40	83	0	125	0	0	81	42	123	0	34	2	49	85	0	0	0	0	0	333
06:15 AM	1	39	78	0	118	0	0	89	57	146	0	37	0	101	138	0	0	0	0	0	402
06:30 AM	0	61	120	0	181	0	0	113	82	195	0	52	0	119	171	0	0	0	0	0	547
06:45 AM	3	69	178	0	250	0	0	128	88	216	0	72	0	114	186	0	0	0	0	0	652
Total	6	209	459	0	674	0	0	411	269	680	0	195	2	383	580	0	0	0	0	0	1934
07:00 AM	3	69	170	0	242	0	0	150	95	245	0	82	0	101	183	0	0	0	0	0	670
07:15 AM	1	100	264	0	365	0	0	190	112	302	0	112	0	128	240	0	0	0	0	0	907
07:30 AM	6	123	216	0	345	0	0	181	152	333	0	99	1	79	179	0	0	0	0	0	857
07:45 AM	4	118	255	0	377	0	0	224	134	358	0	99	0	102	201	0	0	0	0	0	936
Total	14	410	905	0	1329	0	0	745	493	1238	0	392	1	410	803	0	0	0	0	0	3370
08:00 AM	0	97	299	0	396	0	0	203	125	328	0	106	1	91	198	0	0	0	0	0	922
08:15 AM	1	93	338	0	432	0	0	198	131	329	0	108	1	113	222	0	0	0	0	0	983
08:30 AM	2	95	271	0	368	0	0	239	136	375	0	126	0	126	252	0	0	0	0	0	995
08:45 AM	2	98	308	0	408	0	0	226	103	329	0	143	0	109	252	0	0	0	0	0	989
Total	5	383	1216	0	1604	0	0	866	495	1361	0	483	2	439	924	0	0	0	0	0	3889
*** BREAK ***																					
04:00 PM	6	114	298	0	418	0	0	343	163	506	0	145	0	97	242	0	0	0	0	0	1166
04:15 PM	6	111	303	0	420	0	0	381	163	544	0	138	0	129	267	0	0	0	0	0	1231
04:30 PM	6	106	263	0	375	0	0	379	150	529	0	160	2	105	267	0	0	0	0	0	1171
04:45 PM	9	103	310	0	422	0	0	313	141	454	0	162	0	92	254	0	0	0	0	0	1130
Total	27	434	1174	0	1635	0	0	1416	617	2033	0	605	2	423	1030	0	0	0	0	0	4698
05:00 PM	10	167	309	0	486	0	0	377	157	534	0	127	3	110	240	0	0	0	0	0	1260
05:15 PM	9	90	318	0	417	0	0	388	146	534	0	153	2	91	246	0	0	0	0	0	1197
05:30 PM	11	93	350	0	454	0	0	410	121	531	0	132	4	124	260	0	0	0	0	0	1245
05:45 PM	7	83	352	0	442	0	0	334	169	503	0	134	1	117	252	0	0	0	0	0	1197
Total	37	433	1329	0	1799	0	0	1509	593	2102	0	546	10	442	998	0	0	0	0	0	4899
06:00 PM	9	90	302	0	401	0	0	378	165	543	0	158	0	107	265	0	0	0	0	0	1209
06:15 PM	10	77	317	0	404	0	0	338	131	469	0	110	4	112	226	0	0	0	0	0	1099
06:30 PM	4	73	285	0	362	0	0	269	150	419	0	143	0	99	242	0	0	0	0	0	1023
06:45 PM	10	52	250	0	312	0	0	298	118	416	0	96	1	95	192	0	0	0	0	0	920
Total	33	292	1154	0	1479	0	0	1283	564	1847	0	507	5	413	925	0	0	0	0	0	4251
Grand Total	122	2161	6237	0	8520	0	0	6230	3031	9261	0	2728	22	2510	5260	0	0	0	0	0	23041
Apprch %	1.4	25.4	73.2	0		0	0	67.3	32.7		0	51.9	0.4	47.7		0	0	0	0		
Total %	0.5	9.4	27.1	0	37	0	0	27	13.2	40.2	0	11.8	0.1	10.9	22.8	0	0	0	0	0	
Autos	118	2107	6086	0	8311	0	0	6107	2953	9060	0	2679	22	2456	5157	0	0	0	0	0	22528
% Autos	96.7	97.5	97.6	0	97.5	0	0	98	97.4	97.8	0	98.2	100	97.8	98	0	0	0	0	0	97.8
Heavy Vehicles	4	54	151	0	209	0	0	123	78	201	0	49	0	54	103	0	0	0	0	0	513
% Heavy Vehicles	3.3	2.5	2.4	0	2.5	0	0	2	2.6	2.2	0	1.8	0	2.2	2	0	0	0	0	0	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



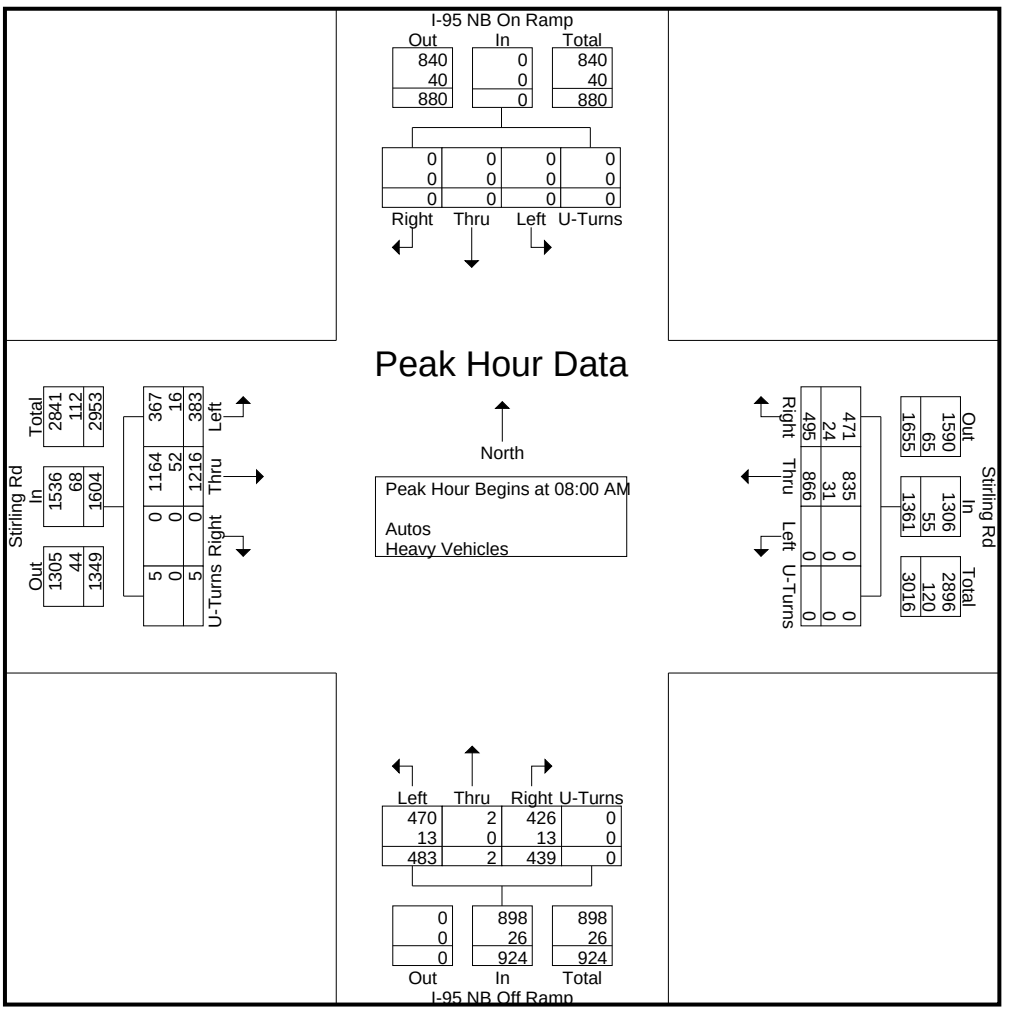
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	97	299	0	396	0	0	203	125	328	0	106	**1**	91	198	0	0	0	0	0	922
08:15 AM	1	93	**338**	0	**432**	0	0	198	131	329	0	108	1	113	222	0	0	0	0	0	983
08:30 AM	**2**	95	271	0	368	0	0	**239**	**136**	**375**	0	126	0	**126**	**252**	0	0	0	0	0	**995**
08:45 AM	2	**98**	308	0	408	0	0	226	103	329	0	**143**	0	109	252	0	0	0	0	0	989
Total Volume	5	383	1216	0	1604	0	0	866	495	1361	0	483	2	439	924	0	0	0	0	0	3889
% App. Total	0.3	23.9	75.8	0		0	0	63.6	36.4		0	52.3	0.2	47.5		0	0	0	0		
PHF	.625	.977	.899	.000	.928	.000	.000	.906	.910	.907	.000	.844	.500	.871	.917	.000	.000	.000	.000	.000	.977
Autos	5	367	1164	0	1536	0	0	835	471	1306	0	470	2	426	898	0	0	0	0	0	3740
% Autos	100	95.8	95.7	0	95.8	0	0	96.4	95.2	96.0	0	97.3	100	97.0	97.2	0	0	0	0	0	96.2
Heavy Vehicles	0	16	52	0	68	0	0	31	24	55	0	13	0	13	26	0	0	0	0	0	149
% Heavy Vehicles	0	4.2	4.3	0	4.2	0	0	3.6	4.8	4.0	0	2.7	0	3.0	2.8	0	0	0	0	0	3.8



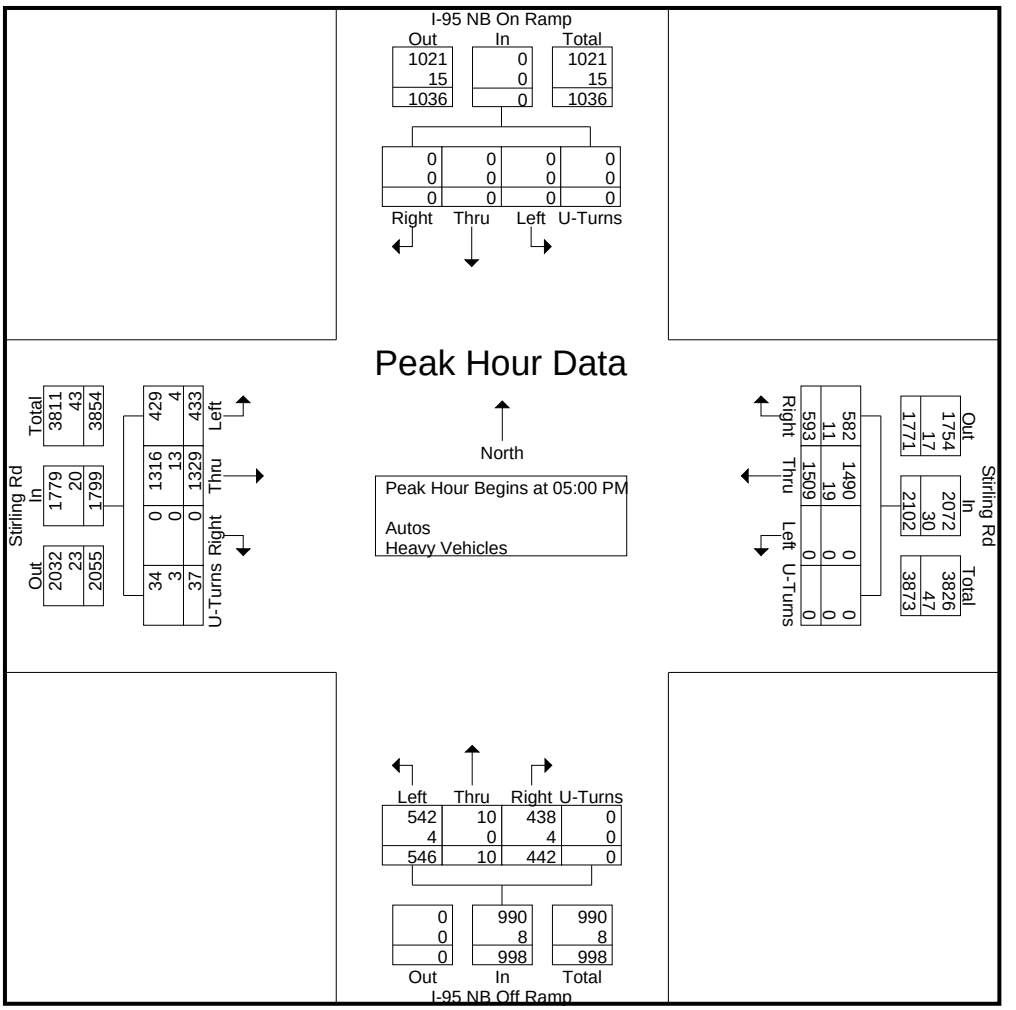
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	10	**167**	309	0	**486**	0	0	377	157	**534**	0	127	3	110	240	0	0	0	0	0	**1260**
05:15 PM	9	90	318	0	417	0	0	388	146	534	0	**153**	2	91	246	0	0	0	0	0	1197
05:30 PM	**11**	93	350	0	454	0	0	**410**	121	531	0	132	**4**	**124**	**260**	0	0	0	0	0	1245
05:45 PM	7	83	**352**	0	442	0	0	334	**169**	503	0	134	1	117	252	0	0	0	0	0	1197
Total Volume	37	433	1329	0	1799	0	0	1509	593	2102	0	546	10	442	998	0	0	0	0	0	4899
% App. Total	2.1	24.1	73.9	0		0	0	71.8	28.2		0	54.7	1	44.3		0	0	0	0		
PHF	.841	.648	.944	.000	.925	.000	.000	.920	.877	.984	.000	.892	.625	.891	.960	.000	.000	.000	.000	.000	.972
Autos	34	429	1316	0	1779	0	0	1490	582	2072	0	542	10	438	990	0	0	0	0	0	4841
% Autos	91.9	99.1	99.0	0	98.9	0	0	98.7	98.1	98.6	0	99.3	100	99.1	99.2	0	0	0	0	0	98.8
Heavy Vehicles	3	4	13	0	20	0	0	19	11	30	0	4	0	4	8	0	0	0	0	0	58
% Heavy Vehicles	8.1	0.9	1.0	0	1.1	0	0	1.3	1.9	1.4	0	0.7	0	0.9	0.8	0	0	0	0	0	1.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	5	0	6	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	8
06:15 AM	0	1	3	0	4	0	0	4	3	7	0	2	0	3	5	0	0	0	0	0	16
06:30 AM	0	7	6	0	13	0	0	6	0	6	0	0	0	7	7	0	0	0	0	0	26
06:45 AM	0	2	6	0	8	0	0	2	2	4	0	1	0	1	2	0	0	0	0	0	14
Total	0	11	20	0	31	0	0	13	5	18	0	4	0	11	15	0	0	0	0	0	64
07:00 AM	0	1	5	0	6	0	0	9	4	13	0	4	0	5	9	0	0	0	0	0	28
07:15 AM	0	1	13	0	14	0	0	3	1	4	0	5	0	3	8	0	0	0	0	0	26
07:30 AM	0	3	7	0	10	0	0	5	7	12	0	2	0	1	3	0	0	0	0	0	25
07:45 AM	0	3	6	0	9	0	0	9	7	16	0	0	0	5	5	0	0	0	0	0	30
Total	0	8	31	0	39	0	0	26	19	45	0	11	0	14	25	0	0	0	0	0	109
08:00 AM	0	4	12	0	16	0	0	4	8	12	0	5	0	4	9	0	0	0	0	0	37
08:15 AM	0	3	17	0	20	0	0	10	7	17	0	4	0	4	8	0	0	0	0	0	45
08:30 AM	0	5	10	0	15	0	0	10	6	16	0	3	0	2	5	0	0	0	0	0	36
08:45 AM	0	4	13	0	17	0	0	7	3	10	0	1	0	3	4	0	0	0	0	0	31
Total	0	16	52	0	68	0	0	31	24	55	0	13	0	13	26	0	0	0	0	0	149
*** BREAK ***																					
04:00 PM	0	5	5	0	10	0	0	7	2	9	0	2	0	1	3	0	0	0	0	0	22
04:15 PM	0	5	7	0	12	0	0	5	6	11	0	5	0	2	7	0	0	0	0	0	30
04:30 PM	0	2	6	0	8	0	0	9	6	15	0	2	0	2	4	0	0	0	0	0	27
04:45 PM	1	0	3	0	4	0	0	4	0	4	0	3	0	2	5	0	0	0	0	0	13
Total	1	12	21	0	34	0	0	25	14	39	0	12	0	7	19	0	0	0	0	0	92
05:00 PM	0	1	2	0	3	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	1	1	5	0	7	0	0	6	3	9	0	1	0	1	2	0	0	0	0	0	18
05:30 PM	0	2	4	0	6	0	0	5	1	6	0	0	0	1	1	0	0	0	0	0	13
05:45 PM	2	0	2	0	4	0	0	4	3	7	0	3	0	2	5	0	0	0	0	0	16
Total	3	4	13	0	20	0	0	19	11	30	0	4	0	4	8	0	0	0	0	0	58
06:00 PM	0	1	4	0	5	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	8
06:15 PM	0	1	5	0	6	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	13
06:30 PM	0	1	2	0	3	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	9
06:45 PM	0	0	3	0	3	0	0	3	1	4	0	2	0	2	4	0	0	0	0	0	11
Total	0	3	14	0	17	0	0	9	5	14	0	5	0	5	10	0	0	0	0	0	41
Grand Total	4	54	151	0	209	0	0	123	78	201	0	49	0	54	103	0	0	0	0	0	513
Apprch %	1.9	25.8	72.2	0		0	0	61.2	38.8		0	47.6	0	52.4		0	0	0	0		
Total %	0.8	10.5	29.4	0	40.7	0	0	24	15.2	39.2	0	9.6	0	10.5	20.1	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

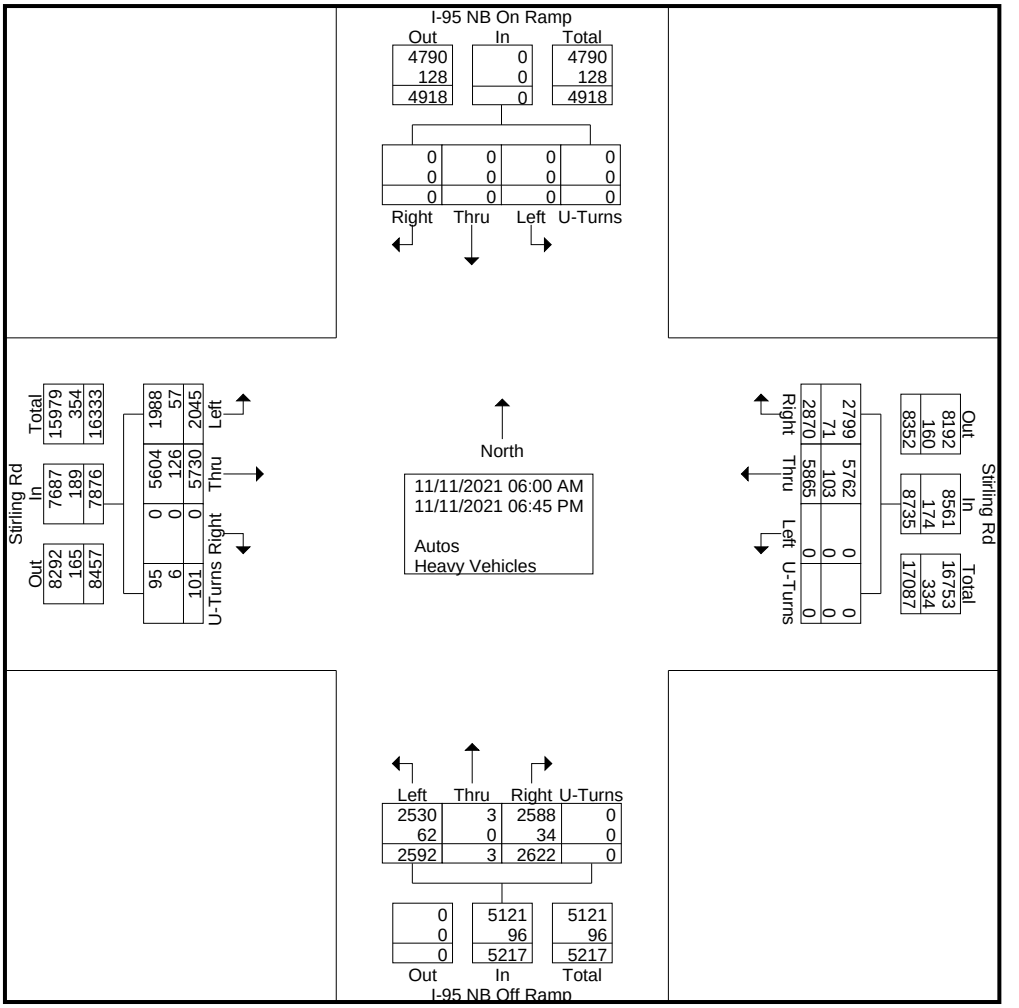
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	25	48	0	74	0	0	60	36	96	0	22	1	57	80	0	0	0	0	0	250
06:15 AM	0	43	85	0	128	0	0	73	51	124	0	53	0	78	131	0	0	0	0	0	383
06:30 AM	2	43	116	0	161	0	0	108	68	176	0	43	0	86	129	0	0	0	0	0	466
06:45 AM	1	61	140	0	202	0	0	101	79	180	0	85	0	81	166	0	0	0	0	0	548
Total	4	172	389	0	565	0	0	342	234	576	0	203	1	302	506	0	0	0	0	0	1647
07:00 AM	2	64	148	0	214	0	0	106	64	170	0	69	0	87	156	0	0	0	0	0	540
07:15 AM	0	78	152	0	230	0	0	116	87	203	0	108	0	89	197	0	0	0	0	0	630
07:30 AM	3	84	193	0	280	0	0	170	113	283	0	99	0	123	222	0	0	0	0	0	785
07:45 AM	6	86	237	0	329	0	0	180	104	284	0	107	0	86	193	0	0	0	0	0	806
Total	11	312	730	0	1053	0	0	572	368	940	0	383	0	385	768	0	0	0	0	0	2761
08:00 AM	5	90	218	0	313	0	0	139	111	250	0	110	0	96	206	0	0	0	0	0	769
08:15 AM	3	79	280	0	362	0	0	223	103	326	0	106	0	99	205	0	0	0	0	0	893
08:30 AM	2	104	249	0	355	0	0	230	113	343	0	94	0	111	205	0	0	0	0	0	903
08:45 AM	2	111	270	0	383	0	0	194	124	318	0	114	0	105	219	0	0	0	0	0	920
Total	12	384	1017	0	1413	0	0	786	451	1237	0	424	0	411	835	0	0	0	0	0	3485
*** BREAK ***																					
04:00 PM	7	112	305	0	424	0	0	320	168	488	0	149	0	121	270	0	0	0	0	0	1182
04:15 PM	5	134	311	0	450	0	0	356	169	525	0	150	0	141	291	0	0	0	0	0	1266
04:30 PM	5	109	305	0	419	0	0	378	177	555	0	135	1	129	265	0	0	0	0	0	1239
04:45 PM	5	88	318	0	411	0	0	298	164	462	0	134	0	98	232	0	0	0	0	0	1105
Total	22	443	1239	0	1704	0	0	1352	678	2030	0	568	1	489	1058	0	0	0	0	0	4792
05:00 PM	10	175	378	0	563	0	0	483	196	679	0	159	0	159	318	0	0	0	0	0	1560
05:15 PM	6	125	304	0	435	0	0	324	139	463	0	107	0	121	228	0	0	0	0	0	1126
05:30 PM	8	106	307	0	421	0	0	390	143	533	0	117	1	106	224	0	0	0	0	0	1178
05:45 PM	11	74	313	0	398	0	0	340	142	482	0	147	0	119	266	0	0	0	0	0	1146
Total	35	480	1302	0	1817	0	0	1537	620	2157	0	530	1	505	1036	0	0	0	0	0	5010
06:00 PM	6	83	269	0	358	0	0	355	155	510	0	135	0	153	288	0	0	0	0	0	1156
06:15 PM	5	85	265	0	355	0	0	342	135	477	0	106	0	131	237	0	0	0	0	0	1069
06:30 PM	5	45	260	0	310	0	0	334	102	436	0	122	0	106	228	0	0	0	0	0	974
06:45 PM	1	41	259	0	301	0	0	245	127	372	0	121	0	140	261	0	0	0	0	0	934
Total	17	254	1053	0	1324	0	0	1276	519	1795	0	484	0	530	1014	0	0	0	0	0	4133
Grand Total	101	2045	5730	0	7876	0	0	5865	2870	8735	0	2592	3	2622	5217	0	0	0	0	0	21828
Apprch %	1.3	26	72.8	0		0	0	67.1	32.9		0	49.7	0.1	50.3		0	0	0	0		
Total %	0.5	9.4	26.3	0	36.1	0	0	26.9	13.1	40	0	11.9	0	12	23.9	0	0	0	0	0	
Autos	95	1988	5604	0	7687	0	0	5762	2799	8561	0	2530	3	2588	5121	0	0	0	0	0	21369
% Autos	94.1	97.2	97.8	0	97.6	0	0	98.2	97.5	98	0	97.6	100	98.7	98.2	0	0	0	0	0	97.9
Heavy Vehicles	6	57	126	0	189	0	0	103	71	174	0	62	0	34	96	0	0	0	0	0	459
% Heavy Vehicles	5.9	2.8	2.2	0	2.4	0	0	1.8	2.5	2	0	2.4	0	1.3	1.8	0	0	0	0	0	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



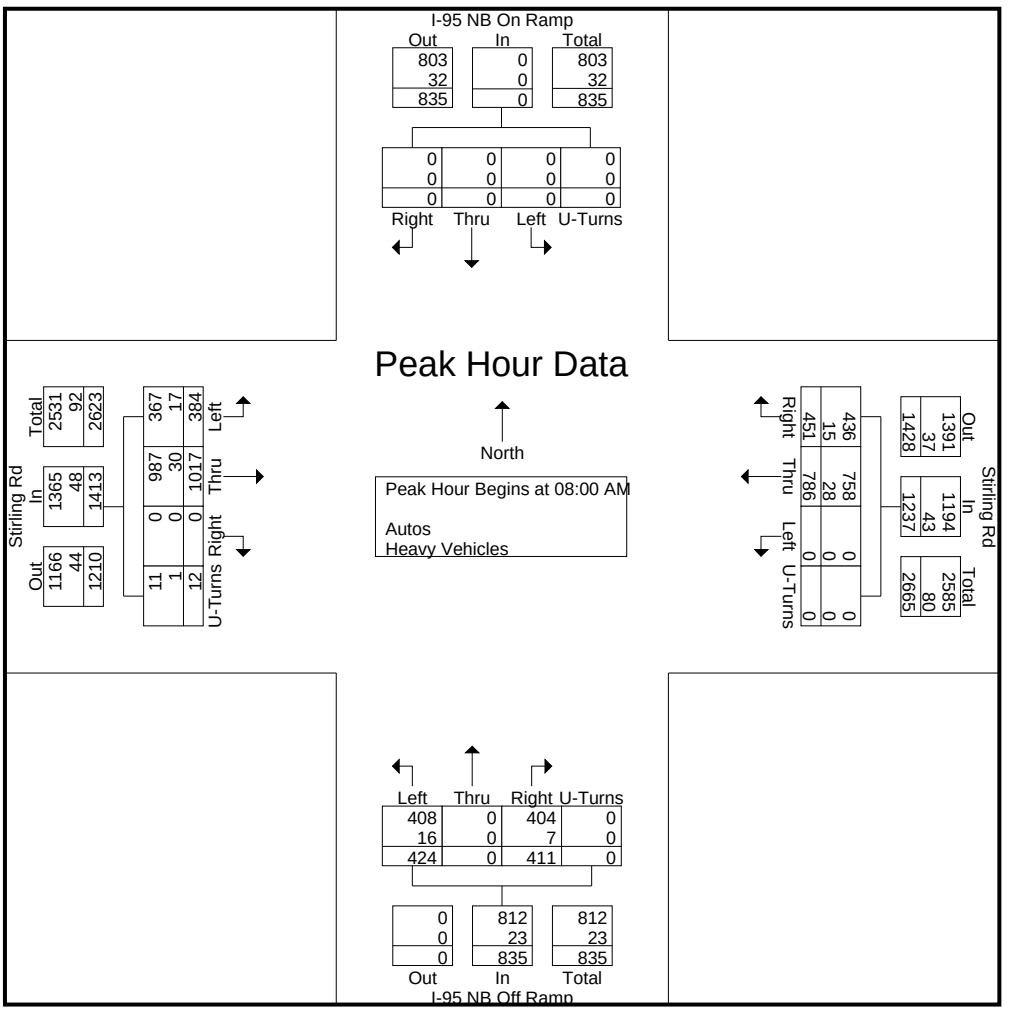
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**5**	90	218	0	313	0	0	139	111	250	0	110	0	96	206	0	0	0	0	0	769
08:15 AM	3	79	**280**	0	362	0	0	223	103	326	0	106	0	99	205	0	0	0	0	0	893
08:30 AM	2	104	249	0	355	0	0	**230**	113	**343**	0	94	0	**111**	205	0	0	0	0	0	903
08:45 AM	2	**111**	270	0	**383**	0	0	194	**124**	318	0	**114**	0	105	**219**	0	0	0	0	0	**920**
Total Volume	12	384	1017	0	1413	0	0	786	451	1237	0	424	0	411	835	0	0	0	0	0	3485
% App. Total	0.8	27.2	72	0		0	0	63.5	36.5		0	50.8	0	49.2		0	0	0	0		
PHF	.600	.865	.908	.000	.922	.000	.000	.854	.909	.902	.000	.930	.000	.926	.953	.000	.000	.000	.000	.000	.947
Autos	11	367	987	0	1365	0	0	758	436	1194	0	408	0	404	812	0	0	0	0	0	3371
% Autos	91.7	95.6	97.1	0	96.6	0	0	96.4	96.7	96.5	0	96.2	0	98.3	97.2	0	0	0	0	0	96.7
Heavy Vehicles	1	17	30	0	48	0	0	28	15	43	0	16	0	7	23	0	0	0	0	0	114
% Heavy Vehicles	8.3	4.4	2.9	0	3.4	0	0	3.6	3.3	3.5	0	3.8	0	1.7	2.8	0	0	0	0	0	3.3



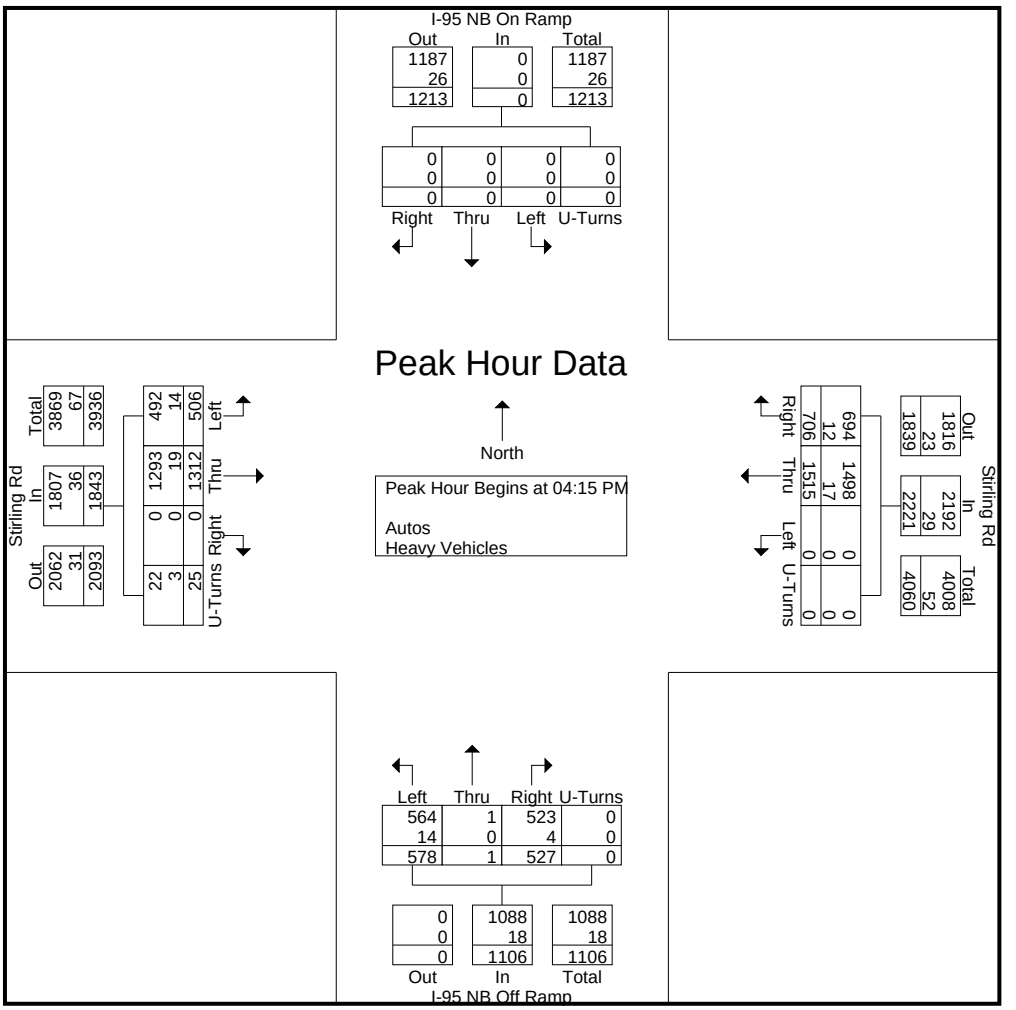
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	5	134	311	0	450	0	0	356	169	525	0	150	0	141	291	0	0	0	0	0	1266
04:30 PM	5	109	305	0	419	0	0	378	177	555	0	135	**1**	129	265	0	0	0	0	0	1239
04:45 PM	5	88	318	0	411	0	0	298	164	462	0	134	0	98	232	0	0	0	0	0	1105
05:00 PM	**10**	**175**	**378**	0	**563**	0	0	**483**	**196**	**679**	0	**159**	0	**159**	**318**	0	0	0	0	0	**1560**
Total Volume	25	506	1312	0	1843	0	0	1515	706	2221	0	578	1	527	1106	0	0	0	0	0	5170
% App. Total	1.4	27.5	71.2	0		0	0	68.2	31.8		0	52.3	0.1	47.6		0	0	0	0		
PHF	.625	.723	.868	.000	.818	.000	.000	.784	.901	.818	.000	.909	.250	.829	.869	.000	.000	.000	.000	.000	.829
Autos	22	492	1293	0	1807	0	0	1498	694	2192	0	564	1	523	1088	0	0	0	0	0	5087
% Autos	88.0	97.2	98.6	0	98.0	0	0	98.9	98.3	98.7	0	97.6	100	99.2	98.4	0	0	0	0	0	98.4
Heavy Vehicles	3	14	19	0	36	0	0	17	12	29	0	14	0	4	18	0	0	0	0	0	83
% Heavy Vehicles	12.0	2.8	1.4	0	2.0	0	0	1.1	1.7	1.3	0	2.4	0	0.8	1.6	0	0	0	0	0	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	2	3	0	5	0	0	4	1	5	0	3	0	2	5	0	0	0	0	0	15
06:30 AM	0	2	4	0	6	0	0	6	6	12	0	3	0	2	5	0	0	0	0	0	23
06:45 AM	0	2	3	0	5	0	0	1	3	4	0	0	0	2	2	0	0	0	0	0	11
Total	0	6	14	0	20	0	0	11	11	22	0	6	0	6	12	0	0	0	0	0	54
07:00 AM	0	2	7	0	9	0	0	3	3	6	0	5	0	4	9	0	0	0	0	0	24
07:15 AM	0	3	11	0	14	0	0	3	5	8	0	4	0	1	5	0	0	0	0	0	27
07:30 AM	0	3	8	0	11	0	0	5	6	11	0	3	0	7	10	0	0	0	0	0	32
07:45 AM	1	4	6	0	11	0	0	9	4	13	0	4	0	0	4	0	0	0	0	0	28
Total	1	12	32	0	45	0	0	20	18	38	0	16	0	12	28	0	0	0	0	0	111
08:00 AM	0	4	6	0	10	0	0	4	4	8	0	4	0	1	5	0	0	0	0	0	23
08:15 AM	0	4	9	0	13	0	0	8	5	13	0	2	0	1	3	0	0	0	0	0	29
08:30 AM	0	5	5	0	10	0	0	7	5	12	0	5	0	3	8	0	0	0	0	0	30
08:45 AM	1	4	10	0	15	0	0	9	1	10	0	5	0	2	7	0	0	0	0	0	32
Total	1	17	30	0	48	0	0	28	15	43	0	16	0	7	23	0	0	0	0	0	114
*** BREAK ***																					
04:00 PM	0	3	8	0	11	0	0	5	2	7	0	1	0	2	3	0	0	0	0	0	21
04:15 PM	1	2	6	0	9	0	0	4	2	6	0	2	0	2	4	0	0	0	0	0	19
04:30 PM	0	3	4	0	7	0	0	4	6	10	0	3	0	1	4	0	0	0	0	0	21
04:45 PM	2	5	4	0	11	0	0	4	3	7	0	4	0	0	4	0	0	0	0	0	22
Total	3	13	22	0	38	0	0	17	13	30	0	10	0	5	15	0	0	0	0	0	83
05:00 PM	0	4	5	0	9	0	0	5	1	6	0	5	0	1	6	0	0	0	0	0	21
05:15 PM	0	1	5	0	6	0	0	5	1	6	0	2	0	0	2	0	0	0	0	0	14
05:30 PM	1	3	3	0	7	0	0	4	4	8	0	3	0	0	3	0	0	0	0	0	18
05:45 PM	0	0	5	0	5	0	0	5	1	6	0	1	0	0	1	0	0	0	0	0	12
Total	1	8	18	0	27	0	0	19	7	26	0	11	0	1	12	0	0	0	0	0	65
06:00 PM	0	1	2	0	3	0	0	1	3	4	0	1	0	2	3	0	0	0	0	0	10
06:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	3	0	3	0	0	3	2	5	0	1	0	0	1	0	0	0	0	0	9
06:45 PM	0	0	3	0	3	0	0	4	2	6	0	1	0	1	2	0	0	0	0	0	11
Total	0	1	10	0	11	0	0	8	7	15	0	3	0	3	6	0	0	0	0	0	32
Grand Total	6	57	126	0	189	0	0	103	71	174	0	62	0	34	96	0	0	0	0	0	459
Apprch %	3.2	30.2	66.7	0		0	0	59.2	40.8		0	64.6	0	35.4		0	0	0	0		
Total %	1.3	12.4	27.5	0	41.2	0	0	22.4	15.5	37.9	0	13.5	0	7.4	20.9	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

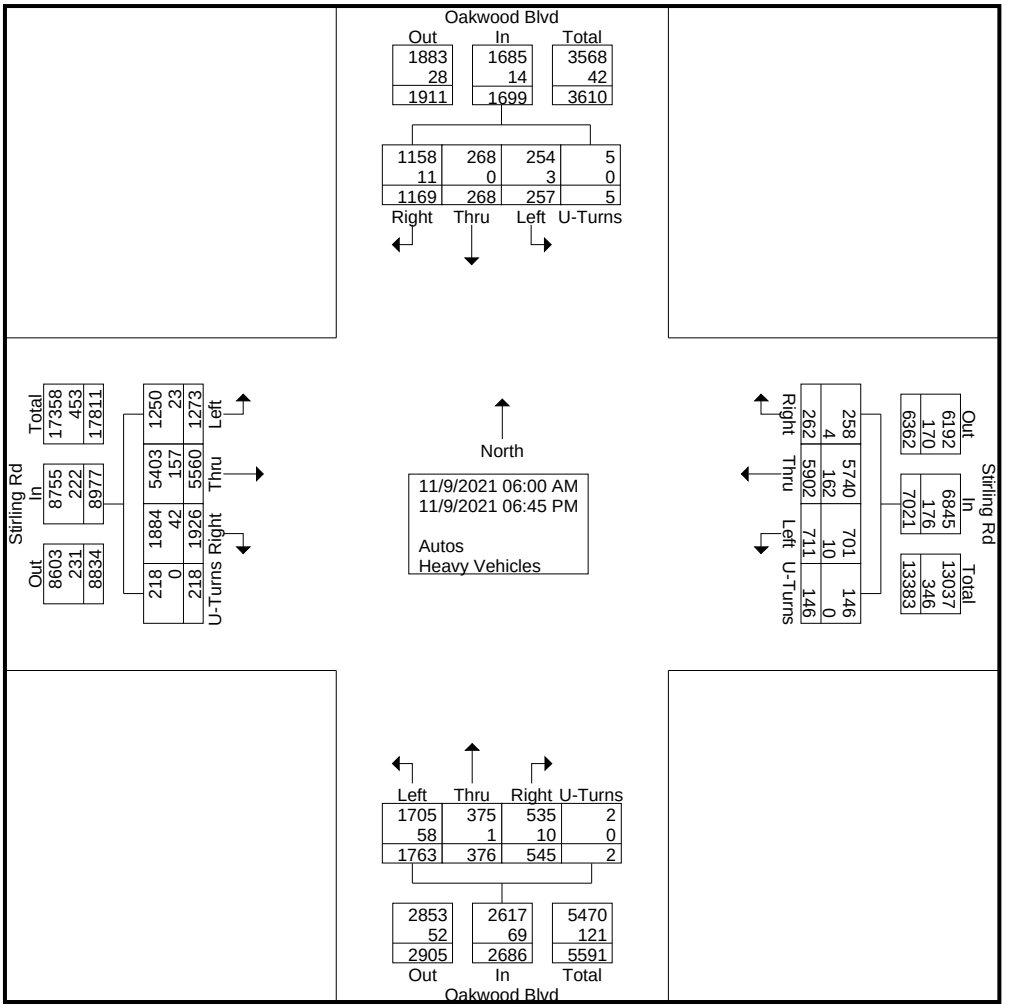
	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	5	11	86	18	120	4	7	103	2	116	1	12	0	5	18	0	2	3	20	25	279
06:15 AM	8	23	129	21	181	0	8	114	4	126	0	20	2	5	27	0	7	4	35	46	380
06:30 AM	3	32	166	27	228	6	13	141	3	163	0	21	0	4	25	0	6	4	16	26	442
06:45 AM	3	44	202	38	287	4	9	162	6	181	0	24	1	12	37	0	7	5	18	30	535
Total	19	110	583	104	816	14	37	520	15	586	1	77	3	26	107	0	22	16	89	127	1636
07:00 AM	4	29	205	31	269	4	8	196	8	216	0	25	5	8	38	0	6	2	26	34	557
07:15 AM	6	38	238	58	340	4	8	193	8	213	0	27	6	9	42	0	6	2	27	35	630
07:30 AM	13	28	224	64	329	4	26	260	12	302	0	43	7	12	62	0	11	5	35	51	744
07:45 AM	13	27	279	77	396	4	26	272	8	310	0	41	5	20	66	1	8	7	25	41	813
Total	36	122	946	230	1334	16	68	921	36	1041	0	136	23	49	208	1	31	16	113	161	2744
08:00 AM	3	34	289	87	413	2	23	227	5	257	0	34	4	19	57	0	2	6	29	37	764
08:15 AM	10	29	268	86	393	6	21	251	8	286	0	52	2	18	72	0	7	5	24	36	787
08:30 AM	8	23	261	106	398	4	29	269	10	312	0	60	8	13	81	0	7	3	28	38	829
08:45 AM	13	37	251	112	413	5	44	245	6	300	0	72	11	26	109	0	9	4	32	45	867
Total	34	123	1069	391	1617	17	117	992	29	1155	0	218	25	76	319	0	25	18	113	156	3247
*** BREAK ***																					
04:00 PM	12	68	208	101	389	7	58	310	12	387	0	108	19	42	169	0	10	19	76	105	1050
04:15 PM	11	68	249	114	442	8	28	301	14	351	1	96	30	27	154	0	13	26	61	100	1047
04:30 PM	8	72	243	117	440	10	51	342	16	419	0	102	26	35	163	0	15	19	73	107	1129
04:45 PM	7	91	224	94	416	5	45	307	12	369	0	151	27	29	207	1	23	20	82	126	1118
Total	38	299	924	426	1687	30	182	1260	54	1526	1	457	102	133	693	1	61	84	292	438	4344
05:00 PM	9	73	263	97	442	10	32	351	18	411	0	103	23	40	166	1	16	21	83	121	1140
05:15 PM	7	76	274	122	479	11	50	324	6	391	0	125	31	37	193	1	12	22	70	105	1168
05:30 PM	12	61	243	92	408	10	46	328	13	397	0	116	34	25	175	0	14	17	64	95	1075
05:45 PM	13	99	277	110	499	6	37	280	21	344	0	117	19	36	172	1	15	16	75	107	1122
Total	41	309	1057	421	1828	37	165	1283	58	1543	0	461	107	138	706	3	57	76	292	428	4505
06:00 PM	9	68	233	96	406	4	31	262	19	316	0	115	26	24	165	0	11	18	76	105	992
06:15 PM	11	76	227	92	406	6	38	224	11	279	0	118	32	38	188	0	21	22	74	117	990
06:30 PM	12	86	296	86	480	16	44	267	13	340	0	78	21	25	124	0	17	7	63	87	1031
06:45 PM	18	80	225	80	403	6	29	173	27	235	0	103	37	36	176	0	12	11	57	80	894
Total	50	310	981	354	1695	32	142	926	70	1170	0	414	116	123	653	0	61	58	270	389	3907
Grand Total	218	1273	5560	1926	8977	146	711	5902	262	7021	2	1763	376	545	2686	5	257	268	1169	1699	20383
Apprch %	2.4	14.2	61.9	21.5		2.1	10.1	84.1	3.7		0.1	65.6	14	20.3		0.3	15.1	15.8	68.8		
Total %	1.1	6.2	27.3	9.4	44	0.7	3.5	29	1.3	34.4	0	8.6	1.8	2.7	13.2	0	1.3	1.3	5.7	8.3	
Autos	218	1250	5403	1884	8755	146	701	5740	258	6845	2	1705	375	535	2617	5	254	268	1158	1685	19902
% Autos	100	98.2	97.2	97.8	97.5	100	98.6	97.3	98.5	97.5	100	96.7	99.7	98.2	97.4	100	98.8	100	99.1	99.2	97.6
Heavy Vehicles	0	23	157	42	222	0	10	162	4	176	0	58	1	10	69	0	3	0	11	14	481
% Heavy Vehicles	0	1.8	2.8	2.2	2.5	0	1.4	2.7	1.5	2.5	0	3.3	0.3	1.8	2.6	0	1.2	0	0.9	0.8	2.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



CTS Engineering, Inc.

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Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
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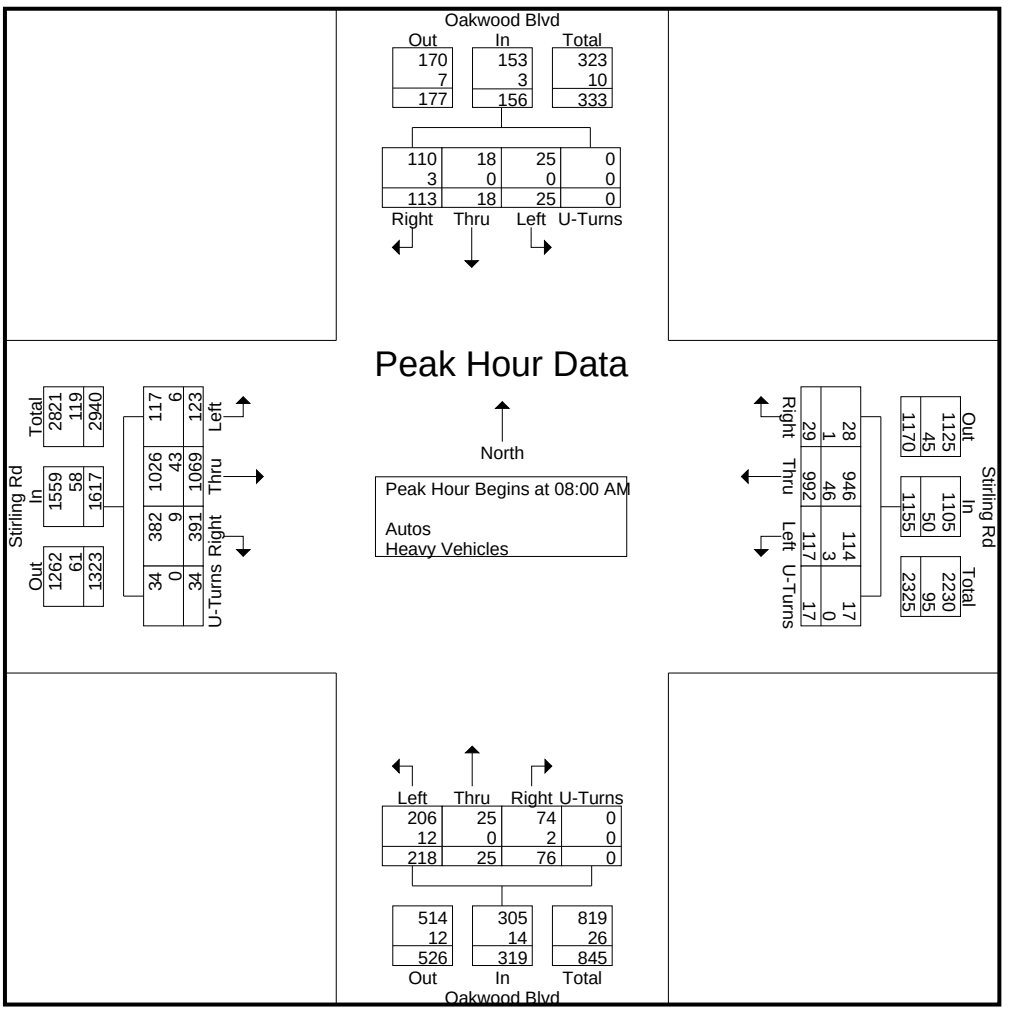
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	34	**289**	87	**413**	2	23	227	5	257	0	34	4	19	57	0	2	**6**	29	37	764
08:15 AM	10	29	268	86	393	**6**	21	251	8	286	0	52	2	18	72	0	7	5	24	36	787
08:30 AM	8	23	261	106	398	4	29	**269**	**10**	**312**	0	60	8	13	81	0	7	3	28	38	829
08:45 AM	**13**	**37**	251	**112**	413	5	**44**	245	6	300	0	**72**	**11**	**26**	**109**	0	**9**	4	**32**	**45**	**867**
Total Volume	34	123	1069	391	1617	17	117	992	29	1155	0	218	25	76	319	0	25	18	113	156	3247
% App. Total	2.1	7.6	66.1	24.2		1.5	10.1	85.9	2.5		0	68.3	7.8	23.8		0	16	11.5	72.4		
PHF	.654	.831	.925	.873	.979	.708	.665	.922	.725	.925	.000	.757	.568	.731	.732	.000	.694	.750	.883	.867	.936
Autos	34	117	1026	382	1559	17	114	946	28	1105	0	206	25	74	305	0	25	18	110	153	3122
% Autos	100	95.1	96.0	97.7	96.4	100	97.4	95.4	96.6	95.7	0	94.5	100	97.4	95.6	0	100	100	97.3	98.1	96.2
Heavy Vehicles	0	6	43	9	58	0	3	46	1	50	0	12	0	2	14	0	0	0	3	3	125
% Heavy Vehicles	0	4.9	4.0	2.3	3.6	0	2.6	4.6	3.4	4.3	0	5.5	0	2.6	4.4	0	0	0	2.7	1.9	3.8



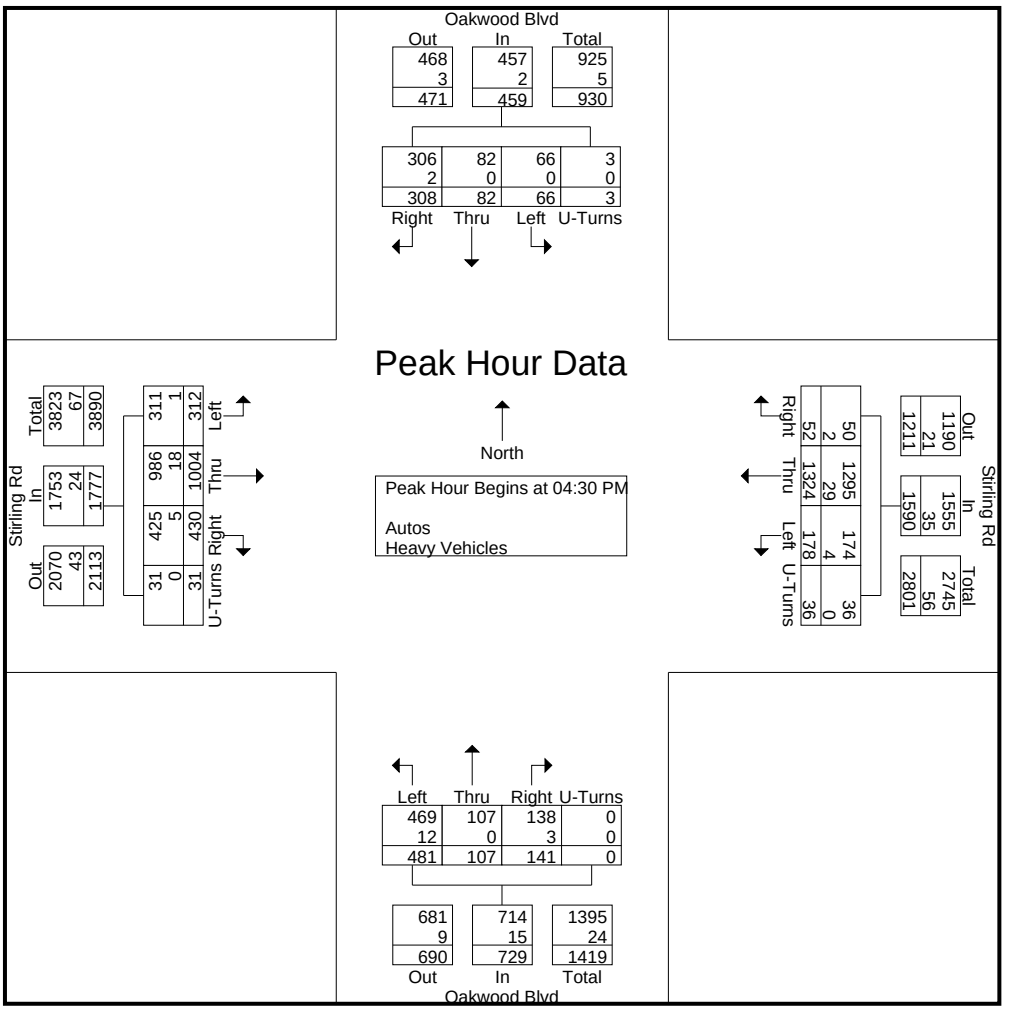
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	8	72	243	117	440	10	**51**	342	16	**419**	0	102	26	35	163	0	15	19	73	107	1129
04:45 PM	7	**91**	224	94	416	5	45	307	12	369	0	**151**	27	29	**207**	**1**	**23**	20	82	**126**	1118
05:00 PM	**9**	73	263	97	442	10	32	**351**	**18**	411	0	103	23	**40**	166	1	16	21	**83**	121	1140
05:15 PM	7	76	**274**	**122**	**479**	**11**	50	324	6	391	0	125	**31**	37	193	1	12	**22**	70	105	**1168**
Total Volume	31	312	1004	430	1777	36	178	1324	52	1590	0	481	107	141	729	3	66	82	308	459	4555
% App. Total	1.7	17.6	56.5	24.2		2.3	11.2	83.3	3.3		0	66	14.7	19.3		0.7	14.4	17.9	67.1		
PHF	.861	.857	.916	.881	.927	.818	.873	.943	.722	.949	.000	.796	.863	.881	.880	.750	.717	.932	.928	.911	.975
Autos	31	311	986	425	1753	36	174	1295	50	1555	0	469	107	138	714	3	66	82	306	457	4479
% Autos	100	99.7	98.2	98.8	98.6	100	97.8	97.8	96.2	97.8	0	97.5	100	97.9	97.9	100	100	100	99.4	99.6	98.3
Heavy Vehicles	0	1	18	5	24	0	4	29	2	35	0	12	0	3	15	0	0	0	2	2	76
% Heavy Vehicles	0	0.3	1.8	1.2	1.4	0	2.2	2.2	3.8	2.2	0	2.5	0	2.1	2.1	0	0	0	0.6	0.4	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	2	4	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	8
06:15 AM	0	0	4	2	6	0	0	9	0	9	0	1	0	0	1	0	0	0	0	0	16
06:30 AM	0	0	9	4	13	0	0	7	0	7	0	4	0	0	4	0	0	0	0	0	24
06:45 AM	0	2	7	2	11	0	0	12	0	12	0	3	0	0	3	0	0	0	1	1	27
Total	0	2	22	10	34	0	0	31	0	31	0	8	0	0	8	0	1	0	1	2	75
07:00 AM	0	1	9	3	13	0	0	3	0	3	0	4	1	0	5	0	1	0	1	2	23
07:15 AM	0	3	7	2	12	0	0	3	0	3	0	1	0	0	1	0	1	0	1	2	18
07:30 AM	0	2	8	2	12	0	2	6	1	9	0	5	0	2	7	0	0	0	0	0	28
07:45 AM	0	1	5	4	10	0	1	6	0	7	0	2	0	1	3	0	0	0	0	0	20
Total	0	7	29	11	47	0	3	18	1	22	0	12	1	3	16	0	2	0	2	4	89
08:00 AM	0	0	11	3	14	0	1	7	1	9	0	1	0	0	1	0	0	0	0	0	24
08:15 AM	0	2	14	2	18	0	1	13	0	14	0	5	0	1	6	0	0	0	1	1	39
08:30 AM	0	1	12	1	14	0	1	16	0	17	0	3	0	1	4	0	0	0	1	1	36
08:45 AM	0	3	6	3	12	0	0	10	0	10	0	3	0	0	3	0	0	0	1	1	26
Total	0	6	43	9	58	0	3	46	1	50	0	12	0	2	14	0	0	0	3	3	125
*** BREAK ***																					
04:00 PM	0	3	12	2	17	0	0	7	0	7	0	1	0	1	2	0	0	0	2	2	28
04:15 PM	0	2	10	0	12	0	0	5	0	5	0	3	0	0	3	0	0	0	0	0	20
04:30 PM	0	1	9	1	11	0	2	9	0	11	0	3	0	1	4	0	0	0	1	1	27
04:45 PM	0	0	0	2	2	0	2	11	0	13	0	3	0	0	3	0	0	0	0	0	18
Total	0	6	31	5	42	0	4	32	0	36	0	10	0	2	12	0	0	0	3	3	93
05:00 PM	0	0	6	1	7	0	0	6	1	7	0	4	0	0	4	0	0	0	0	0	18
05:15 PM	0	0	3	1	4	0	0	3	1	4	0	2	0	2	4	0	0	0	1	1	13
05:30 PM	0	1	5	2	8	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	15
05:45 PM	0	0	2	0	2	0	0	7	0	7	0	2	0	0	2	0	0	0	1	1	12
Total	0	1	16	4	21	0	0	22	2	24	0	9	0	2	11	0	0	0	2	2	58
06:00 PM	0	0	3	1	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	10
06:15 PM	0	0	5	1	6	0	0	3	0	3	0	3	0	1	4	0	0	0	0	0	13
06:30 PM	0	0	4	1	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
06:45 PM	0	1	4	0	5	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	11
Total	0	1	16	3	20	0	0	13	0	13	0	7	0	1	8	0	0	0	0	0	41
Grand Total	0	23	157	42	222	0	10	162	4	176	0	58	1	10	69	0	3	0	11	14	481
Apprch %	0	10.4	70.7	18.9		0	5.7	92	2.3		0	84.1	1.4	14.5		0	21.4	0	78.6		
Total %	0	4.8	32.6	8.7	46.2	0	2.1	33.7	0.8	36.6	0	12.1	0.2	2.1	14.3	0	0.6	0	2.3	2.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

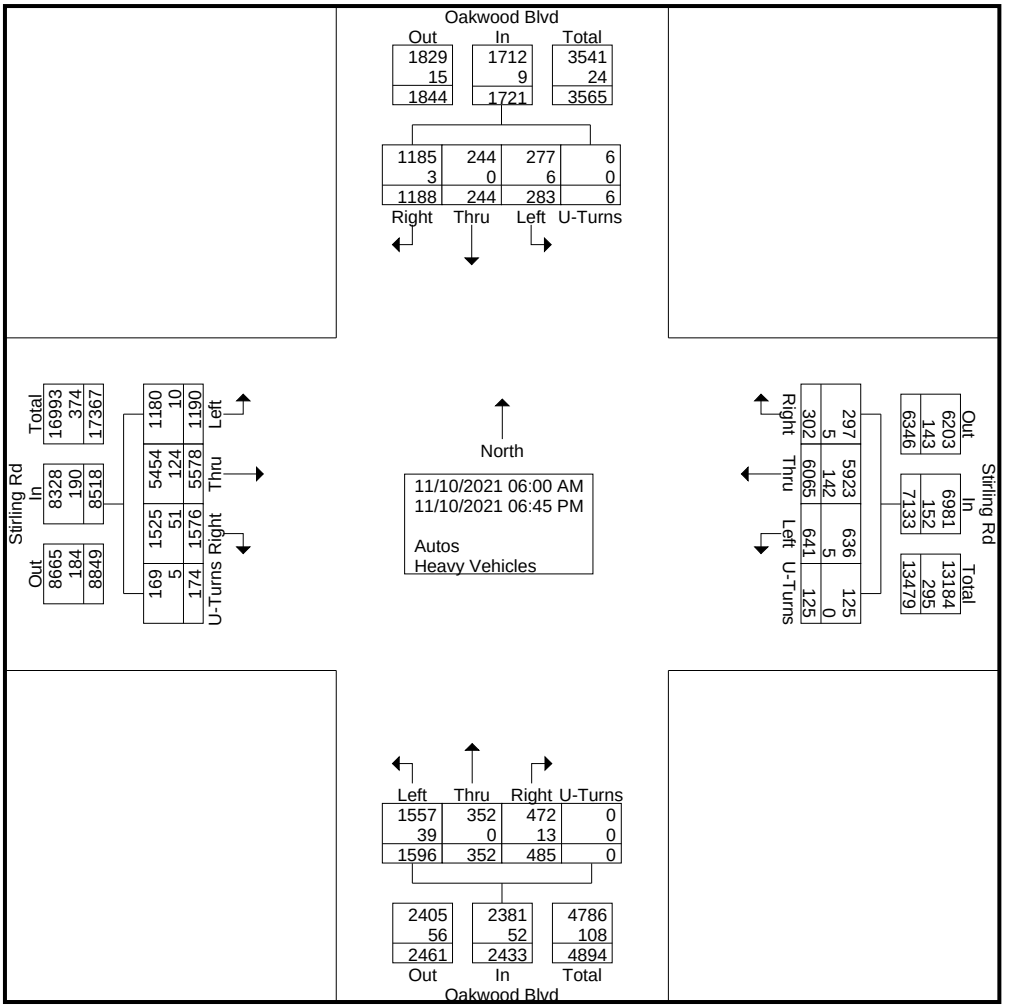
	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	7	12	95	16	130	2	3	102	1	108	0	7	2	3	12	0	1	3	16	20	270
06:15 AM	4	19	139	22	184	0	5	99	1	105	0	13	2	3	18	0	3	1	15	19	326
06:30 AM	3	24	180	33	240	3	4	153	1	161	0	16	0	6	22	0	1	4	16	21	444
06:45 AM	4	35	195	57	291	1	3	171	4	179	0	32	3	9	44	0	4	6	25	35	549
Total	18	90	609	128	845	6	15	525	7	553	0	68	7	21	96	0	9	14	72	95	1589
07:00 AM	3	17	209	52	281	4	10	173	6	193	0	28	4	15	47	0	3	2	22	27	548
07:15 AM	8	36	272	58	374	7	11	229	6	253	0	34	4	10	48	0	5	1	24	30	705
07:30 AM	12	33	209	53	307	3	11	251	7	272	0	45	8	8	61	0	6	4	32	42	682
07:45 AM	5	20	262	69	356	5	19	280	7	311	0	42	6	9	57	0	8	2	26	36	760
Total	28	106	952	232	1318	19	51	933	26	1029	0	149	22	42	213	0	22	9	104	135	2695
08:00 AM	14	39	254	69	376	6	22	247	6	281	0	43	6	14	63	0	9	4	23	36	756
08:15 AM	9	27	298	81	415	3	20	228	12	263	0	51	2	15	68	0	15	2	27	44	790
08:30 AM	10	33	243	107	393	6	31	287	9	333	0	47	4	22	73	0	8	2	33	43	842
08:45 AM	13	35	258	83	389	10	34	224	9	277	0	77	9	18	104	1	11	11	26	49	819
Total	46	134	1053	340	1573	25	107	986	36	1154	0	218	21	69	308	1	43	19	109	172	3207
*** BREAK ***																					
04:00 PM	10	57	240	77	384	11	47	348	18	424	0	115	28	26	169	1	16	16	81	114	1091
04:15 PM	5	65	232	95	397	6	35	293	18	352	0	125	18	26	169	0	13	22	79	114	1032
04:30 PM	10	49	253	70	382	8	52	342	17	419	0	74	19	24	117	0	17	14	62	93	1011
04:45 PM	5	72	224	73	374	6	45	238	20	309	0	111	22	41	174	1	19	15	67	102	959
Total	30	243	949	315	1537	31	179	1221	73	1504	0	425	87	117	629	2	65	67	289	423	4093
05:00 PM	9	56	270	73	408	2	42	375	24	443	0	108	24	26	158	1	22	29	79	131	1140
05:15 PM	5	65	269	69	408	7	45	332	13	397	0	88	33	21	142	0	17	10	69	96	1043
05:30 PM	7	74	301	68	450	9	36	349	18	412	0	86	21	34	141	0	10	19	77	106	1109
05:45 PM	4	77	272	76	429	6	35	304	26	371	0	100	30	35	165	0	18	14	77	109	1074
Total	25	272	1112	286	1695	24	158	1360	81	1623	0	382	108	116	606	1	67	72	302	442	4366
06:00 PM	10	83	241	79	413	2	37	301	24	364	0	97	23	23	143	0	21	20	71	112	1032
06:15 PM	8	70	262	69	409	6	29	287	17	339	0	81	25	38	144	1	19	20	68	108	1000
06:30 PM	2	93	228	65	388	6	30	248	22	306	0	99	34	27	160	1	22	10	99	132	986
06:45 PM	7	99	172	62	340	6	35	204	16	261	0	77	25	32	134	0	15	13	74	102	837
Total	27	345	903	275	1550	20	131	1040	79	1270	0	354	107	120	581	2	77	63	312	454	3855
Grand Total	174	1190	5578	1576	8518	125	641	6065	302	7133	0	1596	352	485	2433	6	283	244	1188	1721	19805
Apprch %	2	14	65.5	18.5		1.8	9	85	4.2		0	65.6	14.5	19.9		0.3	16.4	14.2	69		
Total %	0.9	6	28.2	8	43	0.6	3.2	30.6	1.5	36	0	8.1	1.8	2.4	12.3	0	1.4	1.2	6	8.7	
Autos	169	1180	5454	1525	8328	125	636	5923	297	6981	0	1557	352	472	2381	6	277	244	1185	1712	19402
% Autos	97.1	99.2	97.8	96.8	97.8	100	99.2	97.7	98.3	97.9	0	97.6	100	97.3	97.9	100	97.9	100	99.7	99.5	98
Heavy Vehicles	5	10	124	51	190	0	5	142	5	152	0	39	0	13	52	0	6	0	3	9	403
% Heavy Vehicles	2.9	0.8	2.2	3.2	2.2	0	0.8	2.3	1.7	2.1	0	2.4	0	2.7	2.1	0	2.1	0	0.3	0.5	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



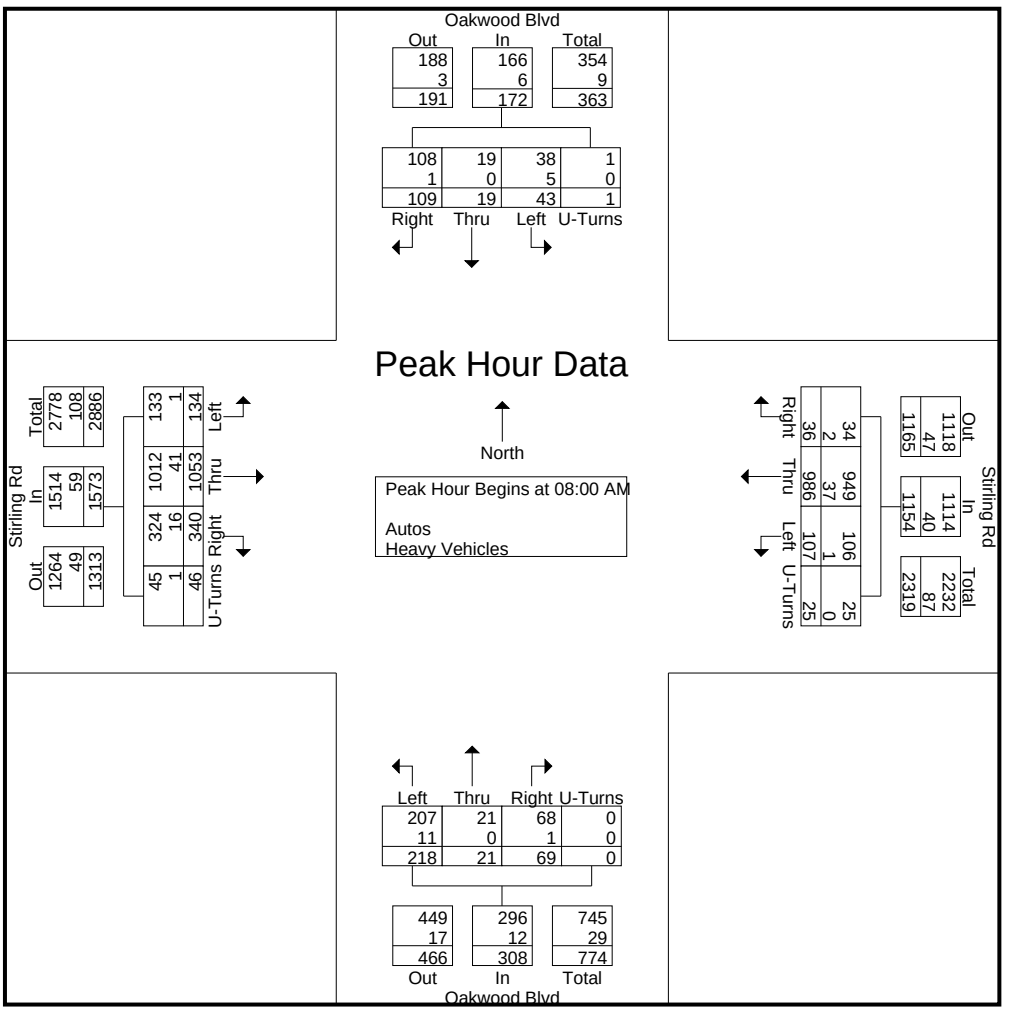
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**14**	**39**	254	69	376	6	22	247	6	281	0	43	6	14	63	0	9	4	23	36	756
08:15 AM	9	27	**298**	81	**415**	3	20	228	**12**	263	0	51	2	15	68	0	**15**	2	27	44	790
08:30 AM	10	33	243	**107**	393	6	31	**287**	9	**333**	0	47	4	**22**	73	0	8	2	**33**	43	**842**
08:45 AM	13	35	258	83	389	**10**	**34**	224	9	277	0	**77**	**9**	18	**104**	**1**	11	**11**	26	**49**	819
Total Volume	46	134	1053	340	1573	25	107	986	36	1154	0	218	21	69	308	1	43	19	109	172	3207
% App. Total	2.9	8.5	66.9	21.6		2.2	9.3	85.4	3.1		0	70.8	6.8	22.4		0.6	25	11	63.4		
PHF	.821	.859	.883	.794	.948	.625	.787	.859	.750	.866	.000	.708	.583	.784	.740	.250	.717	.432	.826	.878	.952
Autos	45	133	1012	324	1514	25	106	949	34	1114	0	207	21	68	296	1	38	19	108	166	3090
% Autos	97.8	99.3	96.1	95.3	96.2	100	99.1	96.2	94.4	96.5	0	95.0	100	98.6	96.1	100	88.4	100	99.1	96.5	96.4
Heavy Vehicles	1	1	41	16	59	0	1	37	2	40	0	11	0	1	12	0	5	0	1	6	117
% Heavy Vehicles	2.2	0.7	3.9	4.7	3.8	0	0.9	3.8	5.6	3.5	0	5.0	0	1.4	3.9	0	11.6	0	0.9	3.5	3.6



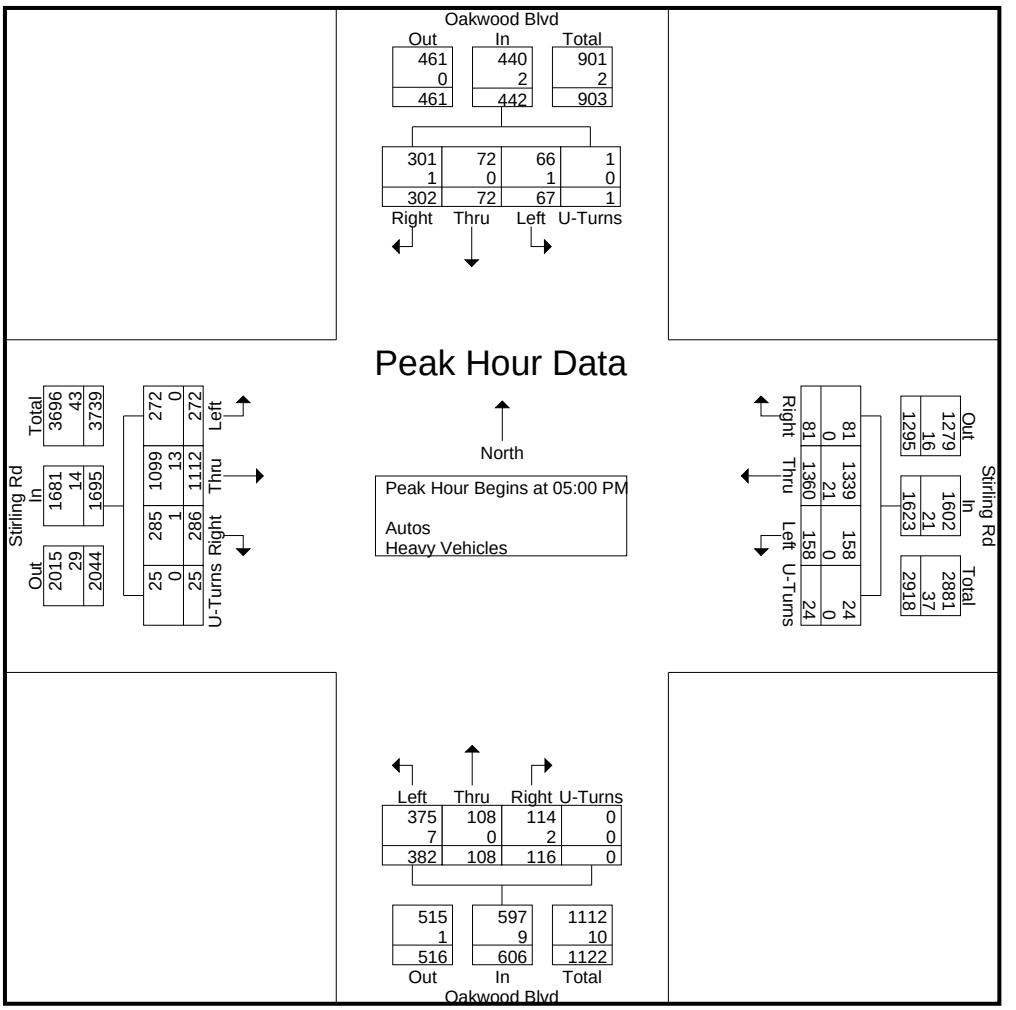
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**9**	56	270	73	408	2	42	**375**	24	**443**	0	**108**	24	26	158	**1**	**22**	**29**	**79**	**131**	**1140**
05:15 PM	5	65	269	69	408	7	**45**	332	13	397	0	88	**33**	21	142	0	17	10	69	96	1043
05:30 PM	7	74	**301**	68	**450**	**9**	36	349	18	412	0	86	21	34	141	0	10	19	77	106	1109
05:45 PM	4	**77**	272	**76**	429	6	35	304	**26**	371	0	100	30	**35**	**165**	0	18	14	77	109	1074
Total Volume	25	272	1112	286	1695	24	158	1360	81	1623	0	382	108	116	606	1	67	72	302	442	4366
% App. Total	1.5	16	65.6	16.9		1.5	9.7	83.8	5		0	63	17.8	19.1		0.2	15.2	16.3	68.3		
PHF	.694	.883	.924	.941	.942	.667	.878	.907	.779	.916	.000	.884	.818	.829	.918	.250	.761	.621	.956	.844	.957
Autos	25	272	1099	285	1681	24	158	1339	81	1602	0	375	108	114	597	1	66	72	301	440	4320
% Autos	100	100	98.8	99.7	99.2	100	100	98.5	100	98.7	0	98.2	100	98.3	98.5	100	98.5	100	99.7	99.5	98.9
Heavy Vehicles	0	0	13	1	14	0	0	21	0	21	0	7	0	2	9	0	1	0	1	2	46
% Heavy Vehicles	0	0	1.2	0.3	0.8	0	0	1.5	0	1.3	0	1.8	0	1.7	1.5	0	1.5	0	0.3	0.5	1.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	3	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	0	4	1	5	0	0	7	0	7	0	1	0	0	1	0	0	0	0	0	13
06:30 AM	0	0	9	5	14	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	18
06:45 AM	0	0	3	3	6	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	11
Total	0	1	19	9	29	0	0	13	0	13	0	5	0	0	5	0	0	0	0	0	47
07:00 AM	0	0	5	5	10	0	0	9	0	9	0	4	0	0	4	0	0	0	0	0	23
07:15 AM	0	1	7	6	14	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	18
07:30 AM	3	2	2	2	9	0	0	8	0	8	0	2	0	1	3	0	0	0	0	0	20
07:45 AM	0	3	5	5	13	0	0	14	1	15	0	1	0	1	2	0	0	0	0	0	30
Total	3	6	19	18	46	0	0	34	1	35	0	7	0	3	10	0	0	0	0	0	91
08:00 AM	0	1	9	5	15	0	1	7	0	8	0	4	0	0	4	0	1	0	1	2	29
08:15 AM	1	0	16	2	19	0	0	10	0	10	0	5	0	0	5	0	3	0	0	3	37
08:30 AM	0	0	7	4	11	0	0	14	2	16	0	1	0	1	2	0	0	0	0	0	29
08:45 AM	0	0	9	5	14	0	0	6	0	6	0	1	0	0	1	0	1	0	0	1	22
Total	1	1	41	16	59	0	1	37	2	40	0	11	0	1	12	0	5	0	1	6	117
*** BREAK ***																					
04:00 PM	0	0	6	1	7	0	1	8	0	9	0	1	0	2	3	0	0	0	0	0	19
04:15 PM	0	1	5	2	8	0	1	8	1	10	0	0	0	0	0	0	0	0	1	1	19
04:30 PM	0	1	6	1	8	0	2	10	0	12	0	4	0	1	5	0	0	0	0	0	25
04:45 PM	1	0	2	1	4	0	0	3	1	4	0	0	0	2	2	0	0	0	0	0	10
Total	1	2	19	5	27	0	4	29	2	35	0	5	0	5	10	0	0	0	1	1	73
05:00 PM	0	0	2	1	3	0	0	5	0	5	0	4	0	0	4	0	0	0	0	0	12
05:15 PM	0	0	6	0	6	0	0	4	0	4	0	3	0	0	3	0	0	0	1	1	14
05:30 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	2	2	0	0	0	0	0	10
05:45 PM	0	0	3	0	3	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	10
Total	0	0	13	1	14	0	0	21	0	21	0	7	0	2	9	0	1	0	1	2	46
06:00 PM	0	0	2	0	2	0	0	1	0	1	0	1	0	1	2	0	0	0	0	0	5
06:15 PM	0	0	1	2	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	0	4	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	7
06:45 PM	0	0	6	0	6	0	0	2	0	2	0	1	0	1	2	0	0	0	0	0	10
Total	0	0	13	2	15	0	0	8	0	8	0	4	0	2	6	0	0	0	0	0	29
Grand Total	5	10	124	51	190	0	5	142	5	152	0	39	0	13	52	0	6	0	3	9	403
Apprch %	2.6	5.3	65.3	26.8		0	3.3	93.4	3.3		0	75	0	25		0	66.7	0	33.3		
Total %	1.2	2.5	30.8	12.7	47.1	0	1.2	35.2	1.2	37.7	0	9.7	0	3.2	12.9	0	1.5	0	0.7	2.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09C- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

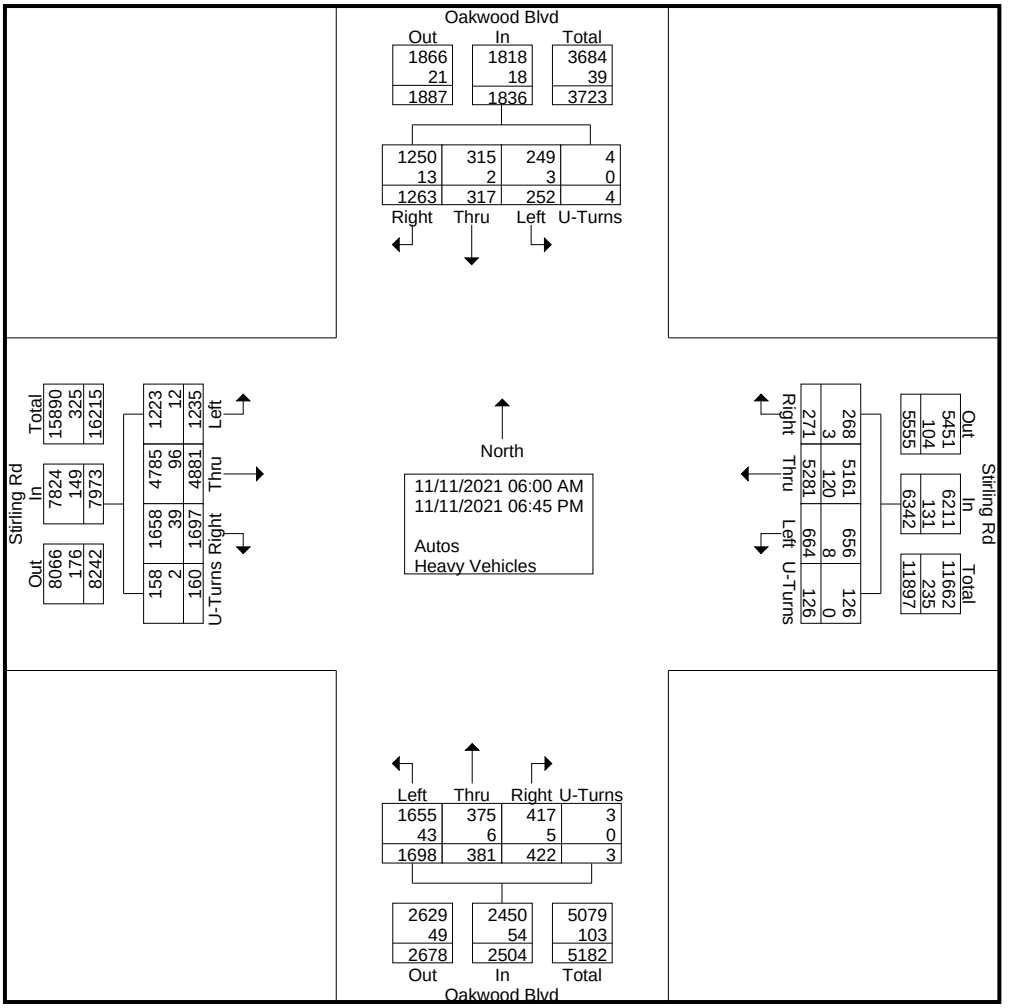
	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	16	79	15	112	5	5	83	0	93	0	5	2	2	9	0	4	0	5	9	223
06:15 AM	2	26	101	15	144	3	6	82	3	94	0	19	1	2	22	0	5	2	16	23	283
06:30 AM	4	31	148	39	222	4	2	162	5	173	0	18	5	5	28	1	3	4	17	25	448
06:45 AM	5	24	123	38	190	4	5	97	8	114	0	21	0	3	24	0	2	1	13	16	344
Total	13	97	451	107	668	16	18	424	16	474	0	63	8	12	83	1	14	7	51	73	1298
07:00 AM	1	23	155	49	228	0	4	113	5	122	0	31	4	7	42	0	6	2	17	25	417
07:15 AM	6	18	163	50	237	5	22	161	6	194	0	28	4	11	43	0	7	3	12	22	496
07:30 AM	8	33	217	49	307	5	20	188	7	220	0	38	3	6	47	0	3	7	25	35	609
07:45 AM	4	32	220	55	311	5	18	216	6	245	0	44	3	14	61	0	6	15	21	42	659
Total	19	106	755	203	1083	15	64	678	24	781	0	141	14	38	193	0	22	27	75	124	2181
08:00 AM	8	27	201	76	312	7	27	191	6	231	0	38	3	9	50	1	1	9	19	30	623
08:15 AM	10	21	253	75	359	4	30	207	9	250	0	59	1	22	82	1	3	6	25	35	726
08:30 AM	13	21	228	83	345	2	22	241	5	270	0	54	7	15	76	0	6	5	35	46	737
08:45 AM	8	31	221	82	342	4	33	200	8	245	0	74	7	14	95	0	6	10	18	34	716
Total	39	100	903	316	1358	17	112	839	28	996	0	225	18	60	303	2	16	30	97	145	2802
*** BREAK ***																					
04:00 PM	9	80	231	102	422	8	45	310	23	386	0	119	27	18	164	1	9	24	95	129	1101
04:15 PM	11	61	234	104	410	8	32	242	14	296	0	120	37	30	187	0	22	24	83	129	1022
04:30 PM	3	85	248	88	424	7	27	359	17	410	0	115	29	26	170	0	11	19	73	103	1107
04:45 PM	10	82	210	84	386	3	38	272	19	332	3	124	30	20	177	0	11	20	92	123	1018
Total	33	308	923	378	1642	26	142	1183	73	1424	3	478	123	94	698	1	53	87	343	484	4248
05:00 PM	3	76	306	94	479	7	37	373	9	426	0	97	30	30	157	0	22	28	88	138	1200
05:15 PM	7	82	237	118	444	6	44	320	19	389	0	107	27	32	166	0	28	23	87	138	1137
05:30 PM	7	70	217	70	364	9	38	266	15	328	0	102	29	26	157	0	20	20	77	117	966
05:45 PM	4	85	247	95	431	5	46	298	21	370	0	94	28	34	156	0	18	18	86	122	1079
Total	21	313	1007	377	1718	27	165	1257	64	1513	0	400	114	122	636	0	88	89	338	515	4382
06:00 PM	8	99	203	90	400	6	53	241	13	313	0	99	27	30	156	0	14	23	97	134	1003
06:15 PM	8	64	227	68	367	4	33	252	18	307	0	99	21	26	146	0	16	19	75	110	930
06:30 PM	10	73	210	79	372	8	44	227	17	296	0	84	27	25	136	0	15	16	90	121	925
06:45 PM	9	75	202	79	365	7	33	180	18	238	0	109	29	15	153	0	14	19	97	130	886
Total	35	311	842	316	1504	25	163	900	66	1154	0	391	104	96	591	0	59	77	359	495	3744
Grand Total	160	1235	4881	1697	7973	126	664	5281	271	6342	3	1698	381	422	2504	4	252	317	1263	1836	18655
Apprch %	2	15.5	61.2	21.3		2	10.5	83.3	4.3		0.1	67.8	15.2	16.9		0.2	13.7	17.3	68.8		
Total %	0.9	6.6	26.2	9.1	42.7	0.7	3.6	28.3	1.5	34	0	9.1	2	2.3	13.4	0	1.4	1.7	6.8	9.8	
Autos	158	1223	4785	1658	7824	126	656	5161	268	6211	3	1655	375	417	2450	4	249	315	1250	1818	18303
% Autos	98.8	99	98	97.7	98.1	100	98.8	97.7	98.9	97.9	100	97.5	98.4	98.8	97.8	100	98.8	99.4	99	99	98.1
Heavy Vehicles	2	12	96	39	149	0	8	120	3	131	0	43	6	5	54	0	3	2	13	18	352
% Heavy Vehicles	1.2	1	2	2.3	1.9	0	1.2	2.3	1.1	2.1	0	2.5	1.6	1.2	2.2	0	1.2	0.6	1	1	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09C- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



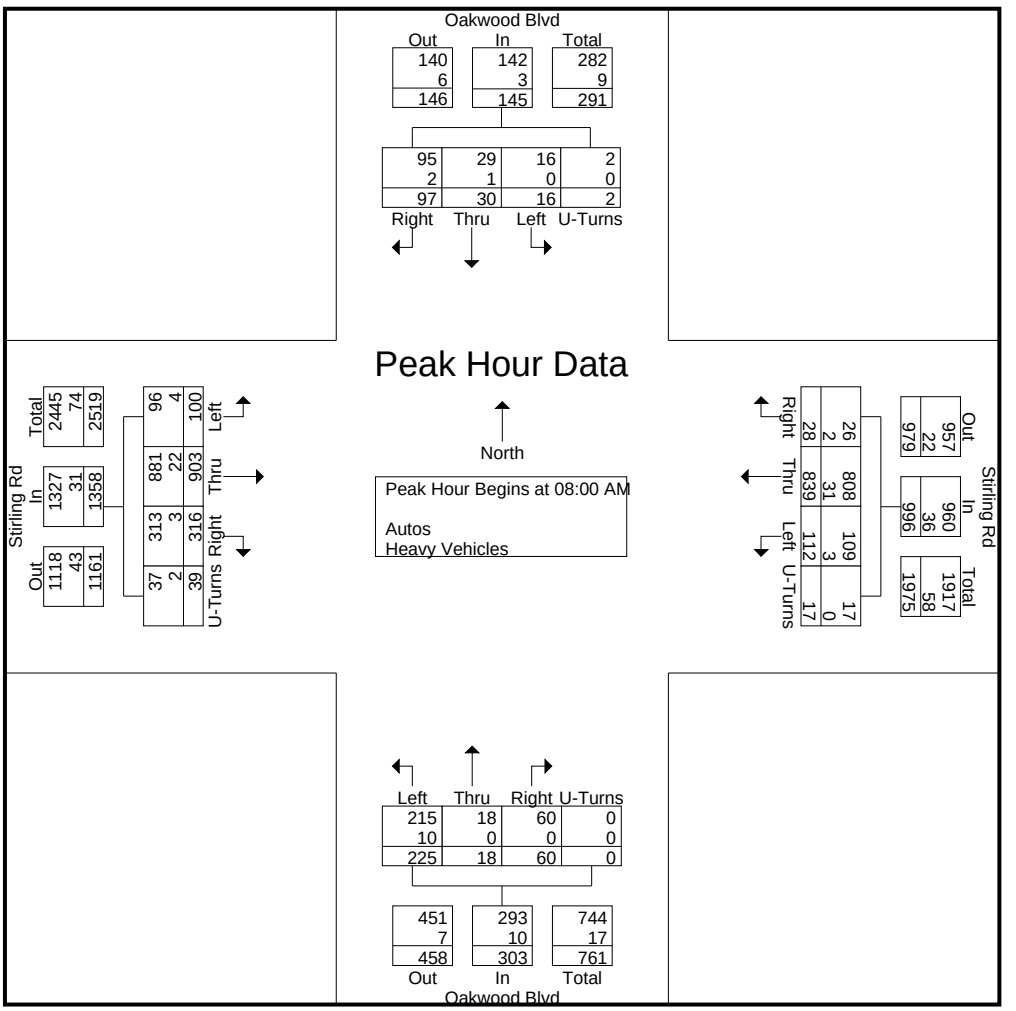
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09C- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	27	201	76	312	**7**	27	191	6	231	0	38	3	9	50	**1**	1	9	19	30	623
08:15 AM	10	21	**253**	75	**359**	4	30	207	**9**	250	0	59	1	**22**	82	1	3	6	25	35	726
08:30 AM	**13**	21	228	**83**	345	2	22	**241**	5	**270**	0	54	**7**	15	76	0	**6**	5	**35**	**46**	**737**
08:45 AM	8	**31**	221	82	342	4	**33**	200	8	245	0	**74**	7	14	**95**	0	6	**10**	18	34	716
Total Volume	39	100	903	316	1358	17	112	839	28	996	0	225	18	60	303	2	16	30	97	145	2802
% App. Total	2.9	7.4	66.5	23.3		1.7	11.2	84.2	2.8		0	74.3	5.9	19.8		1.4	11	20.7	66.9		
PHF	.750	.806	.892	.952	.946	.607	.848	.870	.778	.922	.000	.760	.643	.682	.797	.500	.667	.750	.693	.788	.950
Autos	37	96	881	313	1327	17	109	808	26	960	0	215	18	60	293	2	16	29	95	142	2722
% Autos	94.9	96.0	97.6	99.1	97.7	100	97.3	96.3	92.9	96.4	0	95.6	100	100	96.7	100	100	96.7	97.9	97.9	97.1
Heavy Vehicles	2	4	22	3	31	0	3	31	2	36	0	10	0	0	10	0	0	1	2	3	80
% Heavy Vehicles	5.1	4.0	2.4	0.9	2.3	0	2.7	3.7	7.1	3.6	0	4.4	0	0	3.3	0	0	3.3	2.1	2.1	2.9



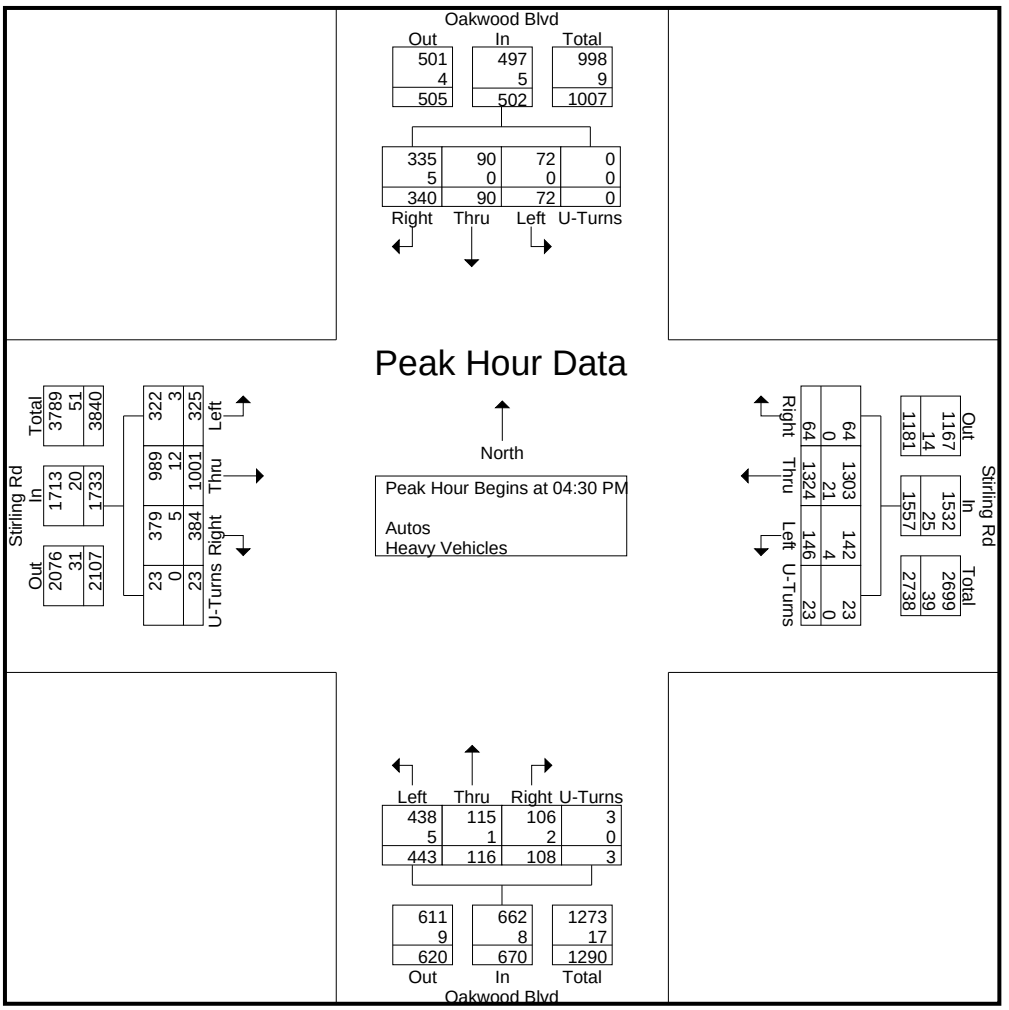
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09C- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	**85**	248	88	424	**7**	27	359	17	410	0	115	29	26	170	0	11	19	73	103	1107
04:45 PM	**10**	82	210	84	386	3	38	272	**19**	332	**3**	**124**	**30**	20	**177**	0	11	20	**92**	123	1018
05:00 PM	3	76	**306**	94	**479**	7	37	**373**	9	**426**	0	97	30	30	157	0	22	**28**	88	**138**	**1200**
05:15 PM	7	82	237	**118**	444	6	**44**	320	19	389	0	107	27	**32**	166	0	**28**	23	87	138	1137
Total Volume	23	325	1001	384	1733	23	146	1324	64	1557	3	443	116	108	670	0	72	90	340	502	4462
% App. Total	1.3	18.8	57.8	22.2		1.5	9.4	85	4.1		0.4	66.1	17.3	16.1		0	14.3	17.9	67.7		
PHF	.575	.956	.818	.814	.904	.821	.830	.887	.842	.914	.250	.893	.967	.844	.946	.000	.643	.804	.924	.909	.930
Autos	23	322	989	379	1713	23	142	1303	64	1532	3	438	115	106	662	0	72	90	335	497	4404
% Autos	100	99.1	98.8	98.7	98.8	100	97.3	98.4	100	98.4	100	98.9	99.1	98.1	98.8	0	100	100	98.5	99.0	98.7
Heavy Vehicles	0	3	12	5	20	0	4	21	0	25	0	5	1	2	8	0	0	0	5	5	58
% Heavy Vehicles	0	0.9	1.2	1.3	1.2	0	2.7	1.6	0	1.6	0	1.1	0.9	1.9	1.2	0	0	0	1.5	1.0	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09C- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	1	4	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	7
06:15 AM	0	0	4	0	4	0	0	2	0	2	0	3	0	0	3	0	1	0	0	1	10
06:30 AM	0	1	1	3	5	0	0	7	0	7	0	2	1	0	3	0	0	1	1	2	17
06:45 AM	0	0	2	2	4	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	8
Total	0	1	10	6	17	0	0	12	0	12	0	7	3	0	10	0	1	1	1	3	42
07:00 AM	0	0	7	6	13	0	0	4	0	4	0	1	0	1	2	0	0	0	0	0	19
07:15 AM	0	0	7	3	10	0	0	8	0	8	0	0	0	1	1	0	0	0	0	0	19
07:30 AM	0	0	8	5	13	0	0	8	0	8	0	1	1	0	2	0	0	0	0	0	23
07:45 AM	0	1	5	1	7	0	0	10	0	10	0	1	0	1	2	0	1	0	0	1	20
Total	0	1	27	15	43	0	0	30	0	30	0	3	1	3	7	0	1	0	0	1	81
08:00 AM	0	2	3	1	6	0	1	7	0	8	0	3	0	0	3	0	0	0	0	0	17
08:15 AM	1	0	6	0	7	0	2	7	0	9	0	6	0	0	6	0	0	0	0	0	22
08:30 AM	1	1	6	0	8	0	0	9	1	10	0	0	0	0	0	0	0	0	2	2	20
08:45 AM	0	1	7	2	10	0	0	8	1	9	0	1	0	0	1	0	0	1	0	1	21
Total	2	4	22	3	31	0	3	31	2	36	0	10	0	0	10	0	0	1	2	3	80
*** BREAK ***																					
04:00 PM	0	0	7	5	12	0	0	4	0	4	0	1	0	0	1	0	0	0	2	2	19
04:15 PM	0	1	3	2	6	0	0	3	0	3	0	2	0	0	2	0	0	0	1	1	12
04:30 PM	0	2	4	0	6	0	2	6	0	8	0	2	0	0	2	0	0	0	1	1	17
04:45 PM	0	1	3	1	5	0	0	5	0	5	0	3	0	0	3	0	0	0	1	1	14
Total	0	4	17	8	29	0	2	18	0	20	0	8	0	0	8	0	0	0	5	5	62
05:00 PM	0	0	3	1	4	0	1	6	0	7	0	0	0	0	0	0	0	0	1	1	12
05:15 PM	0	0	2	3	5	0	1	4	0	5	0	0	1	2	3	0	0	0	2	2	15
05:30 PM	0	1	2	0	3	0	0	4	1	5	0	4	0	0	4	0	1	0	0	1	13
05:45 PM	0	0	2	2	4	0	1	5	0	6	0	0	0	0	0	0	0	0	0	0	10
Total	0	1	9	6	16	0	3	19	1	23	0	4	1	2	7	0	1	0	3	4	50
06:00 PM	0	0	5	0	5	0	0	3	0	3	0	1	1	0	2	0	0	0	0	0	10
06:15 PM	0	1	0	0	1	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	7
06:30 PM	0	0	2	1	3	0	0	2	0	2	0	5	0	0	5	0	0	0	2	2	12
06:45 PM	0	0	4	0	4	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	8
Total	0	1	11	1	13	0	0	10	0	10	0	11	1	0	12	0	0	0	2	2	37
Grand Total	2	12	96	39	149	0	8	120	3	131	0	43	6	5	54	0	3	2	13	18	352
Apprch %	1.3	8.1	64.4	26.2		0	6.1	91.6	2.3		0	79.6	11.1	9.3		0	16.7	11.1	72.2		
Total %	0.6	3.4	27.3	11.1	42.3	0	2.3	34.1	0.9	37.2	0	12.2	1.7	1.4	15.3	0	0.9	0.6	3.7	5.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

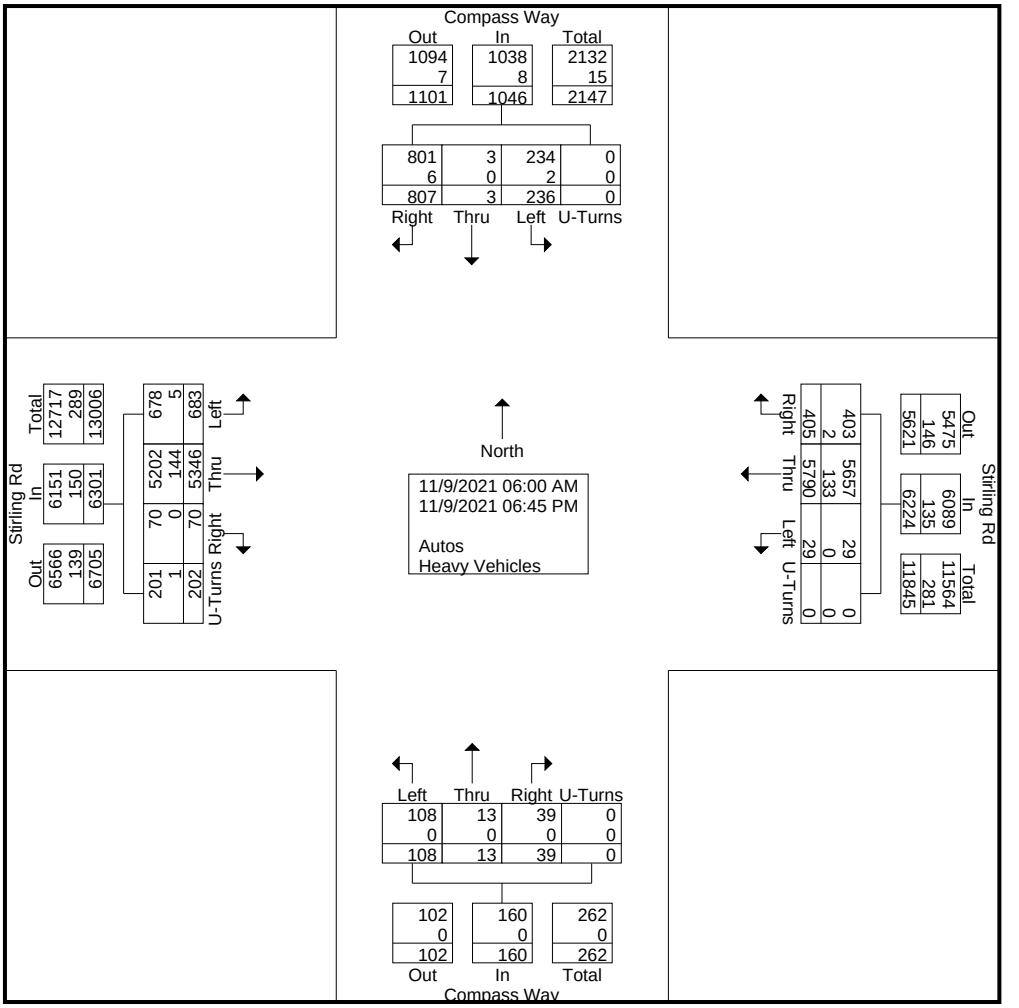
	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	6	85	0	91	0	0	95	2	97	0	3	0	1	4	0	2	0	12	14	206
06:15 AM	4	17	109	0	130	0	1	93	5	99	0	1	0	1	2	0	1	0	8	9	240
06:30 AM	0	15	148	4	167	0	0	125	1	126	0	12	1	0	13	0	0	0	12	12	318
06:45 AM	3	30	183	0	216	0	1	147	7	155	0	6	0	2	8	0	1	3	16	20	399
Total	7	68	525	4	604	0	2	460	15	477	0	22	1	4	27	0	4	3	48	55	1163
07:00 AM	4	20	188	0	212	0	1	178	10	189	0	3	0	0	3	0	0	0	23	23	427
07:15 AM	3	22	220	4	249	0	1	174	11	186	0	4	2	1	7	0	1	0	16	17	459
07:30 AM	12	21	197	1	231	0	0	268	8	276	0	4	0	1	5	0	4	0	23	27	539
07:45 AM	4	27	276	2	309	0	0	280	13	293	0	1	1	1	3	0	4	0	25	29	634
Total	23	90	881	7	1001	0	2	900	42	944	0	12	3	3	18	0	9	0	87	96	2059
08:00 AM	2	39	238	2	281	0	0	215	11	226	0	5	0	0	5	0	2	0	29	31	543
08:15 AM	7	40	256	2	305	0	0	243	14	257	0	2	1	1	4	0	3	0	36	39	605
08:30 AM	10	25	234	1	270	0	3	266	26	295	0	5	1	0	6	0	8	0	32	40	611
08:45 AM	7	39	242	3	291	0	0	254	18	272	0	7	0	1	8	0	2	0	28	30	601
Total	26	143	970	8	1147	0	3	978	69	1050	0	19	2	2	23	0	15	0	125	140	2360
*** BREAK ***																					
04:00 PM	19	29	214	5	267	0	1	273	18	292	0	10	1	3	14	0	21	0	46	67	640
04:15 PM	7	34	260	4	305	0	0	328	33	361	0	7	1	2	10	0	9	0	39	48	724
04:30 PM	11	33	252	1	297	0	4	349	17	370	0	4	0	3	7	0	16	0	49	65	739
04:45 PM	11	37	219	2	269	0	2	267	22	291	0	3	0	0	3	0	11	0	41	52	615
Total	48	133	945	12	1138	0	7	1217	90	1314	0	24	2	8	34	0	57	0	175	232	2718
05:00 PM	9	26	263	5	303	0	0	363	30	393	0	1	1	1	3	0	16	0	49	65	764
05:15 PM	14	34	313	10	371	0	2	326	31	359	0	9	0	2	11	0	19	0	49	68	809
05:30 PM	11	31	275	5	322	0	0	367	21	388	0	1	0	4	5	0	14	0	44	58	773
05:45 PM	13	33	233	2	281	0	2	257	27	286	0	4	0	4	8	0	22	0	37	59	634
Total	47	124	1084	22	1277	0	4	1313	109	1426	0	15	1	11	27	0	71	0	179	250	2980
06:00 PM	15	27	221	6	269	0	4	278	20	302	0	3	0	2	5	0	25	0	41	66	642
06:15 PM	12	42	219	3	276	0	3	219	20	242	0	3	2	4	9	0	22	0	51	73	600
06:30 PM	10	33	270	3	316	0	2	230	20	252	0	5	2	4	11	0	11	0	42	53	632
06:45 PM	14	23	231	5	273	0	2	195	20	217	0	5	0	1	6	0	22	0	59	81	577
Total	51	125	941	17	1134	0	11	922	80	1013	0	16	4	11	31	0	80	0	193	273	2451
Grand Total	202	683	5346	70	6301	0	29	5790	405	6224	0	108	13	39	160	0	236	3	807	1046	13731
Apprch %	3.2	10.8	84.8	1.1		0	0.5	93	6.5		0	67.5	8.1	24.4		0	22.6	0.3	77.2		
Total %	1.5	5	38.9	0.5	45.9	0	0.2	42.2	2.9	45.3	0	0.8	0.1	0.3	1.2	0	1.7	0	5.9	7.6	
Autos	201	678	5202	70	6151	0	29	5657	403	6089	0	108	13	39	160	0	234	3	801	1038	13438
% Autos	99.5	99.3	97.3	100	97.6	0	100	97.7	99.5	97.8	0	100	100	100	100	0	99.2	100	99.3	99.2	97.9
Heavy Vehicles	1	5	144	0	150	0	0	133	2	135	0	0	0	0	0	0	2	0	6	8	293
% Heavy Vehicles	0.5	0.7	2.7	0	2.4	0	0	2.3	0.5	2.2	0	0	0	0	0	0	0.8	0	0.7	0.8	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



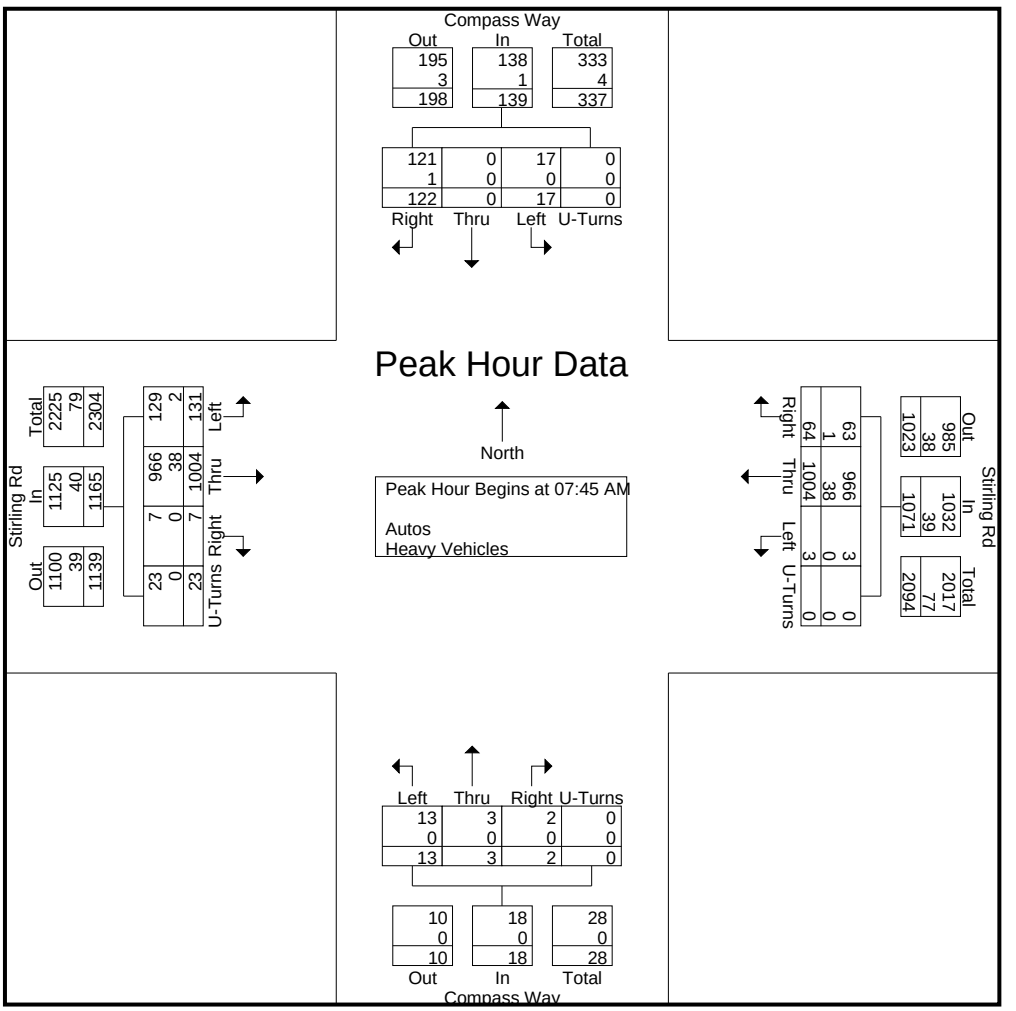
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	27	**276**	**2**	**309**	0	0	**280**	13	293	0	1	**1**	**1**	3	0	4	0	25	29	**634**
08:00 AM	2	39	238	2	281	0	0	215	11	226	0	**5**	0	0	5	0	2	0	29	31	543
08:15 AM	7	**40**	256	2	305	0	0	243	14	257	0	2	1	1	4	0	3	0	**36**	39	605
08:30 AM	**10**	25	234	1	270	0	**3**	266	**26**	**295**	0	5	1	0	**6**	0	**8**	0	32	**40**	611
Total Volume	23	131	1004	7	1165	0	3	1004	64	1071	0	13	3	2	18	0	17	0	122	139	2393
% App. Total	2	11.2	86.2	0.6		0	0.3	93.7	6		0	72.2	16.7	11.1		0	12.2	0	87.8		
PHF	.575	.819	.909	.875	.943	.000	.250	.896	.615	.908	.000	.650	.750	.500	.750	.000	.531	.000	.847	.869	.944
Autos	23	129	966	7	1125	0	3	966	63	1032	0	13	3	2	18	0	17	0	121	138	2313
% Autos	100	98.5	96.2	100	96.6	0	100	96.2	98.4	96.4	0	100	100	100	100	0	100	0	99.2	99.3	96.7
Heavy Vehicles	0	2	38	0	40	0	0	38	1	39	0	0	0	0	0	0	0	0	1	1	80
% Heavy Vehicles	0	1.5	3.8	0	3.4	0	0	3.8	1.6	3.6	0	0	0	0	0	0	0	0	0.8	0.7	3.3



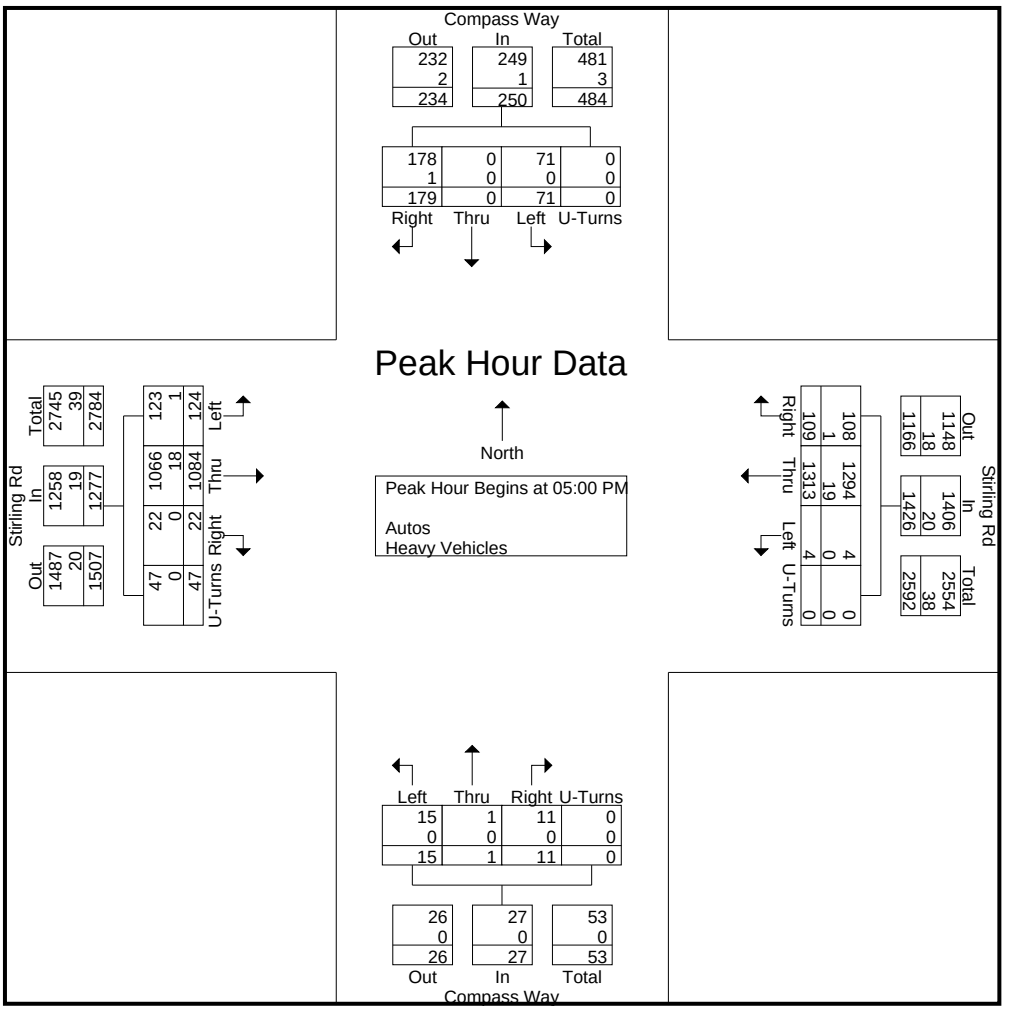
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	26	263	5	303	0	0	363	30	**393**	0	1	**1**	1	3	0	16	0	**49**	65	764
05:15 PM	**14**	**34**	**313**	**10**	**371**	0	**2**	326	**31**	359	0	**9**	0	2	**11**	0	19	0	49	**68**	**809**
05:30 PM	11	31	275	5	322	0	0	**367**	21	388	0	1	0	**4**	5	0	14	0	44	58	773
05:45 PM	13	33	233	2	281	0	2	257	27	286	0	4	0	4	8	0	**22**	0	37	59	634
Total Volume	47	124	1084	22	1277	0	4	1313	109	1426	0	15	1	11	27	0	71	0	179	250	2980
% App. Total	3.7	9.7	84.9	1.7		0	0.3	92.1	7.6		0	55.6	3.7	40.7		0	28.4	0	71.6		
PHF	.839	.912	.866	.550	.861	.000	.500	.894	.879	.907	.000	.417	.250	.688	.614	.000	.807	.000	.913	.919	.921
Autos	47	123	1066	22	1258	0	4	1294	108	1406	0	15	1	11	27	0	71	0	178	249	2940
% Autos	100	99.2	98.3	100	98.5	0	100	98.6	99.1	98.6	0	100	100	100	100	0	100	0	99.4	99.6	98.7
Heavy Vehicles	0	1	18	0	19	0	0	19	1	20	0	0	0	0	0	0	0	0	1	1	40
% Heavy Vehicles	0	0.8	1.7	0	1.5	0	0	1.4	0.9	1.4	0	0	0	0	0	0	0	0	0.6	0.4	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	4
06:15 AM	1	1	6	0	8	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	12
06:30 AM	0	0	8	0	8	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10
06:45 AM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
Total	1	1	23	0	25	0	0	12	0	12	0	0	0	0	0	0	0	0	2	2	39
07:00 AM	0	1	8	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	1	1	17
07:15 AM	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	9
07:30 AM	0	0	5	0	5	0	0	10	0	10	0	0	0	0	0	0	1	0	0	1	16
07:45 AM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
Total	0	1	28	0	29	0	0	24	0	24	0	0	0	0	0	0	1	0	1	2	55
08:00 AM	0	1	7	0	8	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	15
08:15 AM	0	0	14	0	14	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	28
08:30 AM	0	1	10	0	11	0	0	11	1	12	0	0	0	0	0	0	0	0	1	1	24
08:45 AM	0	0	4	0	4	0	0	8	0	8	0	0	0	0	0	0	0	0	1	1	13
Total	0	2	35	0	37	0	0	40	1	41	0	0	0	0	0	0	0	0	2	2	80
*** BREAK ***																					
04:00 PM	0	0	9	0	9	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	15
04:15 PM	0	0	8	0	8	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	13
04:30 PM	0	0	9	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	16
04:45 PM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	26	0	26	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	52
05:00 PM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	1	1	14
05:15 PM	0	1	3	0	4	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	1	18	0	19	0	0	19	1	20	0	0	0	0	0	0	0	0	1	1	40
06:00 PM	0	0	3	0	3	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	9
06:15 PM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	9
06:30 PM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	14	0	14	0	0	12	0	12	0	0	0	0	0	0	1	0	0	1	27
Grand Total	1	5	144	0	150	0	0	133	2	135	0	0	0	0	0	0	2	0	6	8	293
Apprch %	0.7	3.3	96	0		0	0	98.5	1.5		0	0	0	0		0	25	0	75		
Total %	0.3	1.7	49.1	0	51.2	0	0	45.4	0.7	46.1	0	0	0	0	0	0	0.7	0	2	2.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	13	81	0	95	1	0	91	9	101	0	5	0	1	6	0	2	0	11	13	215
06:15 AM	3	17	118	0	138	0	0	109	5	114	0	3	0	1	4	0	1	0	10	11	267
06:30 AM	4	17	163	2	186	0	0	118	8	126	0	4	1	1	6	0	4	0	19	23	341
06:45 AM	8	21	165	0	194	0	0	155	10	165	0	6	0	3	9	0	1	0	18	19	387
Total	16	68	527	2	613	1	0	473	32	506	0	18	1	6	25	0	8	0	58	66	1210
07:00 AM	7	26	201	1	235	0	1	160	10	171	0	2	0	1	3	0	2	0	17	19	428
07:15 AM	6	24	247	1	278	1	1	225	11	238	0	7	0	2	9	0	2	0	29	31	556
07:30 AM	7	30	215	4	256	1	1	256	15	273	0	5	1	5	11	0	2	0	29	31	571
07:45 AM	1	33	219	2	255	0	2	230	11	243	0	5	0	2	7	0	5	0	21	26	531
Total	21	113	882	8	1024	2	5	871	47	925	0	19	1	10	30	0	11	0	96	107	2086
08:00 AM	9	27	234	5	275	1	1	240	19	261	0	7	1	1	9	1	6	0	28	35	580
08:15 AM	11	36	276	3	326	1	1	216	15	233	0	6	0	1	7	0	5	0	38	43	609
08:30 AM	9	20	228	1	258	1	0	274	17	292	0	8	1	0	9	0	1	0	25	26	585
08:45 AM	10	44	214	5	273	0	2	239	22	263	0	8	1	0	9	0	4	0	29	33	578
Total	39	127	952	14	1132	3	4	969	73	1049	0	29	3	2	34	1	16	0	120	137	2352
*** BREAK ***																					
04:00 PM	19	33	232	2	286	0	0	312	25	337	0	7	0	0	7	0	22	1	62	85	715
04:15 PM	19	23	247	4	293	1	1	286	35	323	0	12	0	0	12	0	13	0	39	52	680
04:30 PM	14	32	253	8	307	0	2	345	20	367	0	1	0	2	3	0	18	0	55	73	750
04:45 PM	5	22	246	4	277	0	3	244	26	273	0	6	1	2	9	0	14	1	45	60	619
Total	57	110	978	18	1163	1	6	1187	106	1300	0	26	1	4	31	0	67	2	201	270	2764
05:00 PM	15	27	266	3	311	0	3	362	34	399	0	4	0	3	7	0	12	0	44	56	773
05:15 PM	7	36	255	4	302	0	3	338	42	383	0	3	0	4	7	0	9	0	37	46	738
05:30 PM	14	35	255	2	306	2	4	322	23	351	0	9	0	1	10	0	16	2	36	54	721
05:45 PM	17	27	285	2	331	2	1	304	38	345	0	4	0	3	7	0	18	0	28	46	729
Total	53	125	1061	11	1250	4	11	1326	137	1478	0	20	0	11	31	0	55	2	145	202	2961
06:00 PM	6	36	234	4	280	0	1	297	25	323	0	5	0	3	8	0	13	0	43	56	667
06:15 PM	10	31	253	2	296	0	3	253	32	288	0	4	0	4	8	0	17	0	43	60	652
06:30 PM	10	32	220	4	266	0	3	239	26	268	0	6	0	2	8	0	12	0	38	50	592
06:45 PM	20	32	164	0	216	0	4	192	15	211	0	3	1	1	5	0	14	1	54	69	501
Total	46	131	871	10	1058	0	11	981	98	1090	0	18	1	10	29	0	56	1	178	235	2412
Grand Total	232	674	5271	63	6240	11	37	5807	493	6348	0	130	7	43	180	1	213	5	798	1017	13785
Apprch %	3.7	10.8	84.5	1		0.2	0.6	91.5	7.8		0	72.2	3.9	23.9		0.1	20.9	0.5	78.5		
Total %	1.7	4.9	38.2	0.5	45.3	0.1	0.3	42.1	3.6	46.1	0	0.9	0.1	0.3	1.3	0	1.5	0	5.8	7.4	
Autos	229	671	5186	63	6149	11	37	5688	489	6225	0	130	7	43	180	0	212	5	794	1011	13565
% Autos	98.7	99.6	98.4	100	98.5	100	100	98	99.2	98.1	0	100	100	100	100	0	99.5	100	99.5	99.4	98.4
Heavy Vehicles	3	3	85	0	91	0	0	119	4	123	0	0	0	0	0	1	1	0	4	6	220
% Heavy Vehicles	1.3	0.4	1.6	0	1.5	0	0	2	0.8	1.9	0	0	0	0	0	100	0.5	0	0.5	0.6	1.6

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
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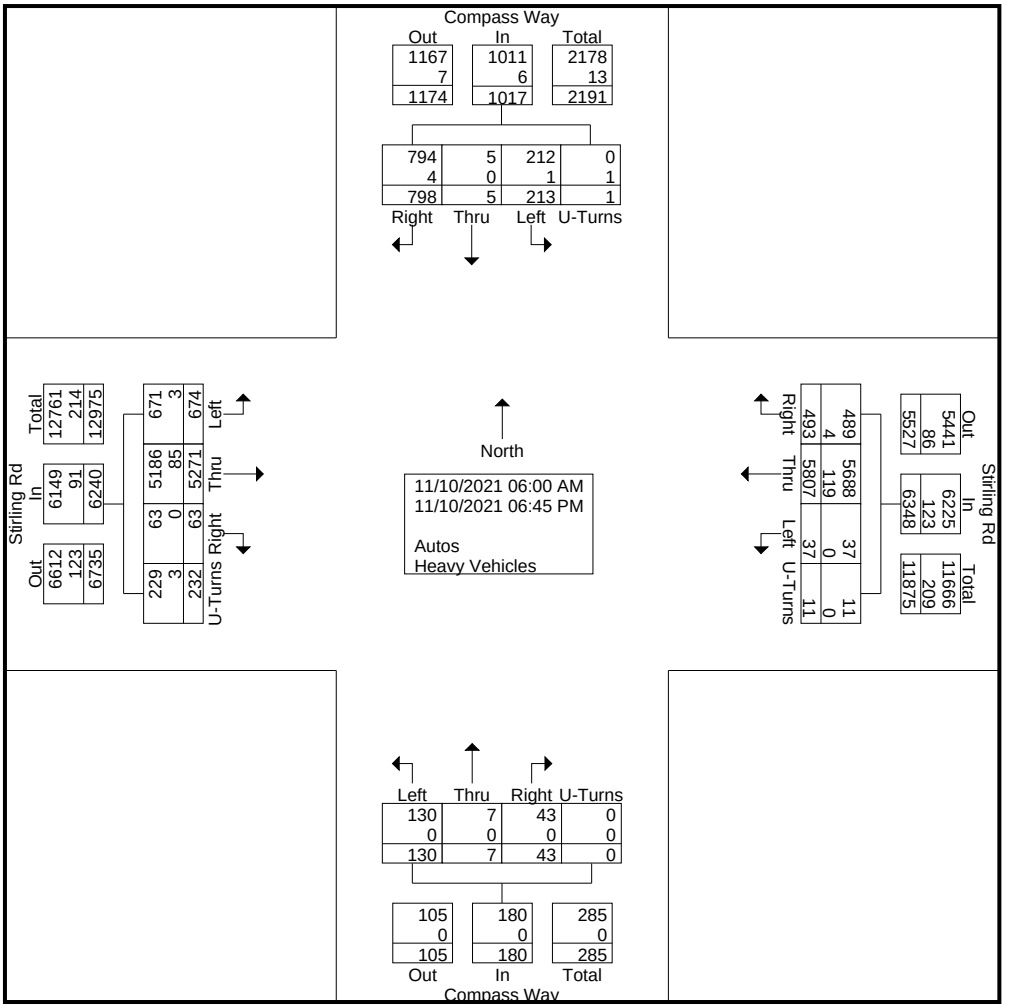
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



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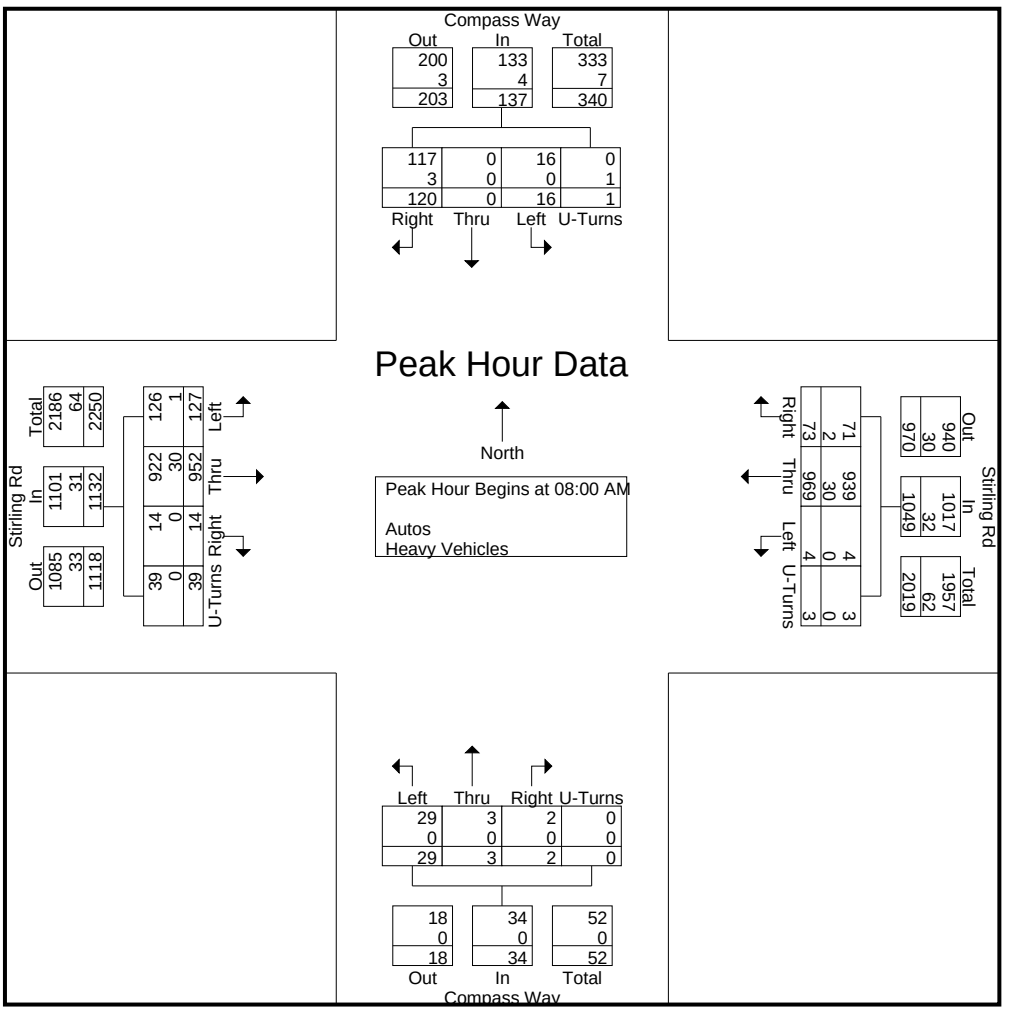
CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	9	27	234	**5**	275	**1**	1	240	19	261	0	7	**1**	**1**	**9**	**1**	**6**	0	28	35	580
08:15 AM	**11**	36	**276**	3	**326**	1	1	216	15	233	0	6	0	1	7	0	5	0	**38**	**43**	**609**
08:30 AM	9	20	228	1	258	1	0	**274**	17	**292**	0	**8**	1	0	9	0	1	0	25	26	585
08:45 AM	10	**44**	214	5	273	0	**2**	239	**22**	263	0	8	1	0	9	0	4	0	29	33	578
Total Volume	39	127	952	14	1132	3	4	969	73	1049	0	29	3	2	34	1	16	0	120	137	2352
% App. Total	3.4	11.2	84.1	1.2		0.3	0.4	92.4	7		0	85.3	8.8	5.9		0.7	11.7	0	87.6		
PHF	.886	.722	.862	.700	.868	.750	.500	.884	.830	.898	.000	.906	.750	.500	.944	.250	.667	.000	.789	.797	.966
Autos	39	126	922	14	1101	3	4	939	71	1017	0	29	3	2	34	0	16	0	117	133	2285
% Autos	100	99.2	96.8	100	97.3	100	100	96.9	97.3	96.9	0	100	100	100	100	0	100	0	97.5	97.1	97.2
Heavy Vehicles	0	1	30	0	31	0	0	30	2	32	0	0	0	0	0	1	0	0	3	4	67
% Heavy Vehicles	0	0.8	3.2	0	2.7	0	0	3.1	2.7	3.1	0	0	0	0	0	100	0	0	2.5	2.9	2.8



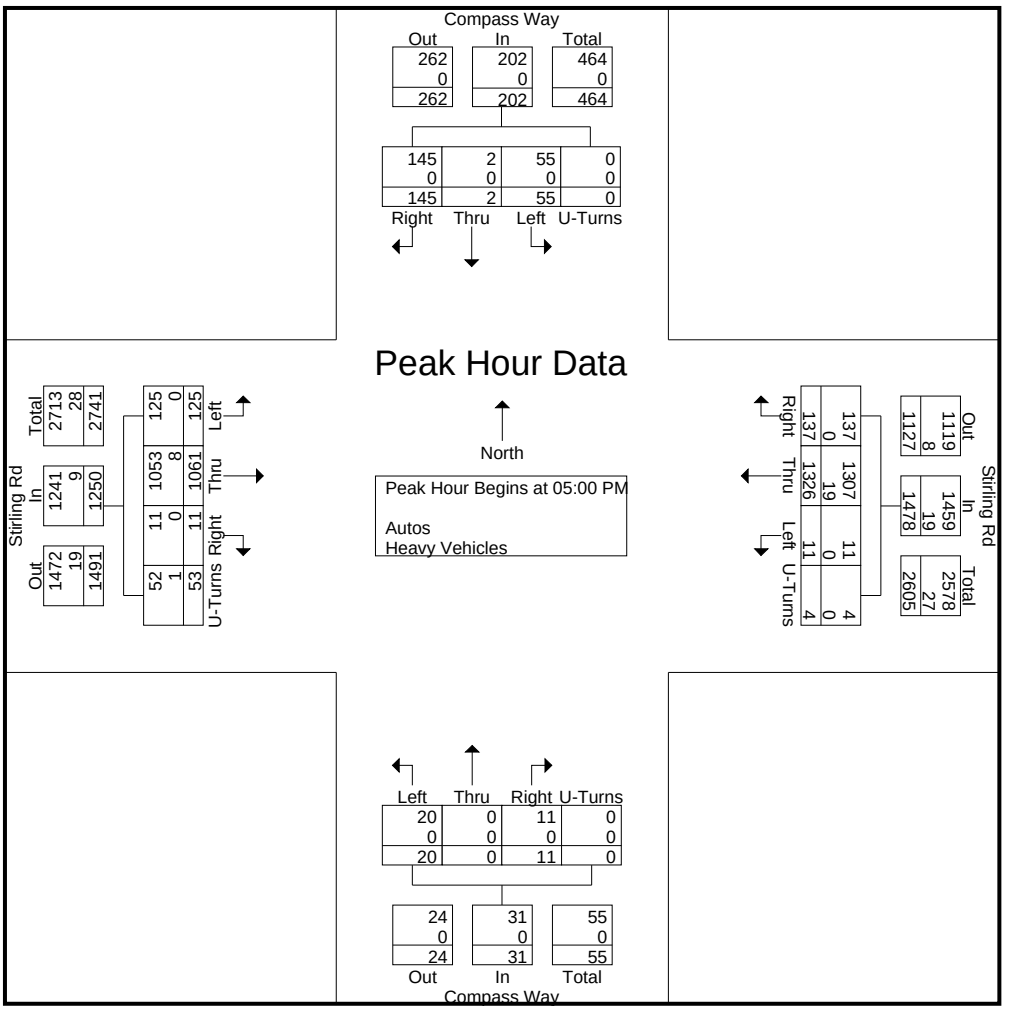
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	27	266	3	311	0	3	**362**	34	**399**	0	4	0	3	7	0	12	0	**44**	**56**	**773**
05:15 PM	7	**36**	255	**4**	302	0	3	338	**42**	383	0	3	0	**4**	7	0	9	0	37	46	738
05:30 PM	14	35	255	2	306	**2**	**4**	322	23	351	0	**9**	0	1	**10**	0	16	**2**	36	54	721
05:45 PM	**17**	27	**285**	2	**331**	2	1	304	38	345	0	4	0	3	7	0	**18**	0	28	46	729
Total Volume	53	125	1061	11	1250	4	11	1326	137	1478	0	20	0	11	31	0	55	2	145	202	2961
% App. Total	4.2	10	84.9	0.9		0.3	0.7	89.7	9.3		0	64.5	0	35.5		0	27.2	1	71.8		
PHF	.779	.868	.931	.688	.944	.500	.688	.916	.815	.926	.000	.556	.000	.688	.775	.000	.764	.250	.824	.902	.958
Autos	52	125	1053	11	1241	4	11	1307	137	1459	0	20	0	11	31	0	55	2	145	202	2933
% Autos	98.1	100	99.2	100	99.3	100	100	98.6	100	98.7	0	100	0	100	100	0	100	100	100	100	99.1
Heavy Vehicles	1	0	8	0	9	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	28
% Heavy Vehicles	1.9	0	0.8	0	0.7	0	0	1.4	0	1.3	0	0	0	0	0	0	0	0	0	0	0.9



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	9
06:30 AM	0	1	7	0	8	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10
06:45 AM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	15	0	16	0	0	11	1	12	0	0	0	0	0	0	0	0	0	0	28
07:00 AM	0	0	6	0	6	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	12
07:15 AM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	8
07:30 AM	0	0	4	0	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	10
07:45 AM	0	0	2	0	2	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	16	0	16	0	0	25	0	25	0	0	0	0	0	0	1	0	0	1	42
08:00 AM	0	0	8	0	8	0	0	5	1	6	0	0	0	0	0	1	0	0	1	2	16
08:15 AM	0	0	15	0	15	0	0	9	1	10	0	0	0	0	0	0	0	0	1	1	26
08:30 AM	0	0	1	0	1	0	0	10	0	10	0	0	0	0	0	0	0	0	1	1	12
08:45 AM	0	1	6	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
Total	0	1	30	0	31	0	0	30	2	32	0	0	0	0	0	1	0	0	3	4	67
*** BREAK ***																					
04:00 PM	0	0	6	0	6	0	0	7	0	7	0	0	0	0	0	0	0	0	1	1	14
04:15 PM	0	0	2	0	2	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	3	0	3	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	10
04:45 PM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	12	0	12	0	0	24	1	25	0	0	0	0	0	0	0	0	1	1	38
05:00 PM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	1	0	2	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	1	0	8	0	9	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	28
06:00 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	1	0	0	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	1	0	2	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	2	1	4	0	7	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	17
Grand Total	3	3	85	0	91	0	0	119	4	123	0	0	0	0	0	1	1	0	4	6	220
Apprch %	3.3	3.3	93.4	0		0	0	96.7	3.3		0	0	0	0		16.7	16.7	0	66.7		
Total %	1.4	1.4	38.6	0	41.4	0	0	54.1	1.8	55.9	0	0	0	0	0	0.5	0.5	0	1.8	2.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10C-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

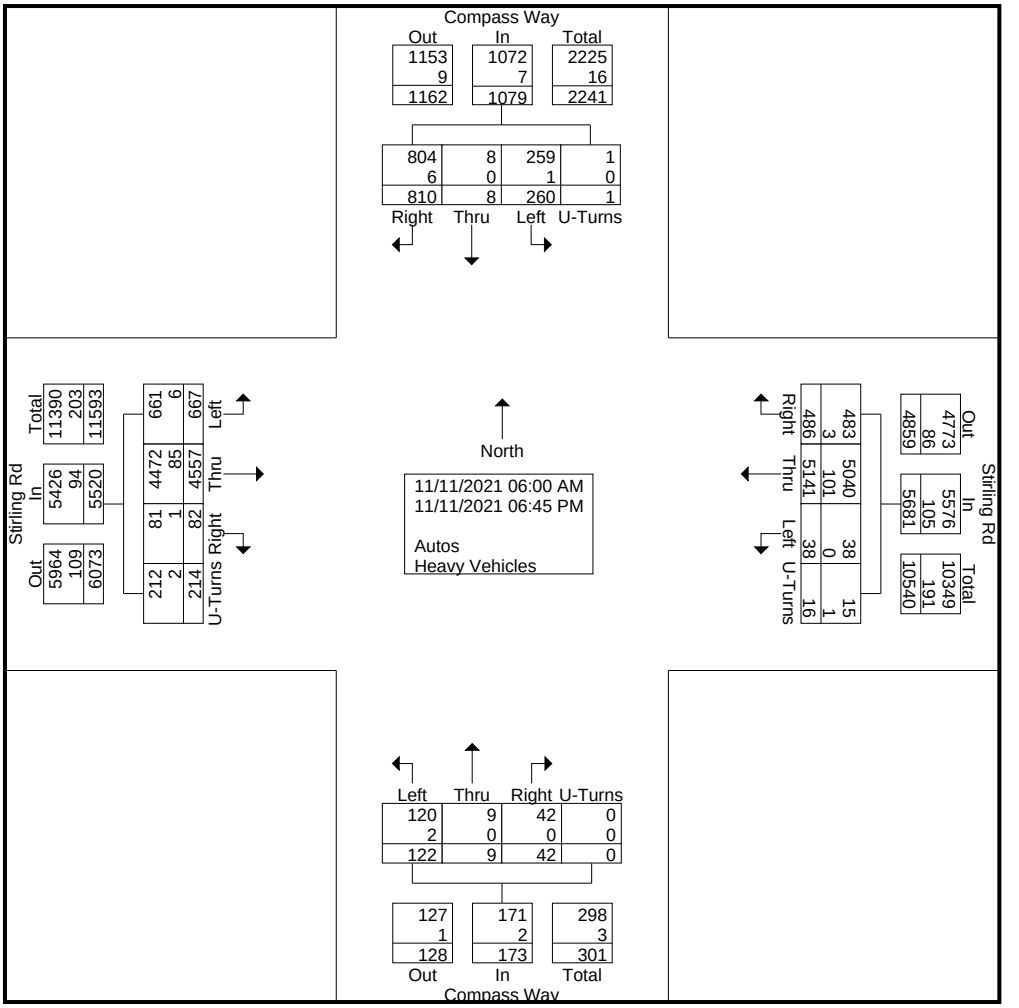
	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	14	81	0	95	0	1	75	1	77	0	6	0	0	6	0	4	0	10	14	192
06:15 AM	3	19	86	0	108	2	1	84	6	93	0	1	0	0	1	0	1	0	13	14	216
06:30 AM	3	18	134	1	156	0	2	120	4	126	0	6	0	2	8	0	1	0	14	15	305
06:45 AM	3	21	107	0	131	0	0	116	9	125	0	3	1	1	5	0	3	1	15	19	280
Total	9	72	408	1	490	2	4	395	20	421	0	16	1	3	20	0	9	1	52	62	993
07:00 AM	3	22	145	2	172	0	0	109	10	119	0	2	1	1	4	0	0	0	14	14	309
07:15 AM	6	16	169	1	192	0	1	186	17	204	0	7	0	0	7	0	0	0	19	19	422
07:30 AM	7	35	163	7	212	0	0	173	8	181	0	9	2	1	12	0	5	0	21	26	431
07:45 AM	6	27	207	3	243	1	1	195	23	220	0	3	1	0	4	0	1	0	22	23	490
Total	22	100	684	13	819	1	2	663	58	724	0	21	4	2	27	0	6	0	76	82	1652
08:00 AM	8	28	171	2	209	3	0	193	17	213	0	4	0	3	7	0	4	0	24	28	457
08:15 AM	6	43	231	1	281	1	1	230	20	252	0	10	0	2	12	0	7	0	36	43	588
08:30 AM	10	31	185	3	229	0	1	190	17	208	0	3	0	3	6	0	5	0	28	33	476
08:45 AM	8	32	200	2	242	1	4	219	20	244	0	2	0	0	2	0	7	0	31	38	526
Total	32	134	787	8	961	5	6	832	74	917	0	19	0	8	27	0	23	0	119	142	2047
*** BREAK ***																					
04:00 PM	19	29	222	3	273	1	1	292	32	326	0	7	0	3	10	1	18	1	61	81	690
04:15 PM	11	25	222	3	261	3	3	235	17	258	0	4	0	2	6	0	23	1	50	74	599
04:30 PM	12	38	259	2	311	0	2	341	37	380	0	4	0	0	4	0	8	0	37	45	740
04:45 PM	12	28	193	8	241	1	4	272	25	302	0	4	0	3	7	0	13	0	42	55	605
Total	54	120	896	16	1086	5	10	1140	111	1266	0	19	0	8	27	1	62	2	190	255	2634
05:00 PM	8	24	243	5	280	1	2	331	38	372	0	6	0	2	8	0	19	0	54	73	733
05:15 PM	14	36	282	7	339	0	1	306	32	339	0	6	0	2	8	0	25	0	49	74	760
05:30 PM	14	37	220	3	274	1	2	279	24	306	0	10	1	4	15	0	22	1	62	85	680
05:45 PM	7	21	253	4	285	0	2	286	25	313	0	2	1	1	4	0	21	1	59	81	683
Total	43	118	998	19	1178	2	7	1202	119	1330	0	24	2	9	35	0	87	2	224	313	2856
06:00 PM	13	29	204	5	251	0	2	271	25	298	0	8	0	2	10	0	18	1	35	54	613
06:15 PM	9	32	217	7	265	0	3	242	28	273	0	4	2	1	7	0	17	0	40	57	602
06:30 PM	23	31	192	9	255	0	2	204	25	231	0	7	0	3	10	0	16	0	42	58	554
06:45 PM	9	31	171	4	215	1	2	192	26	221	0	4	0	6	10	0	22	2	32	56	502
Total	54	123	784	25	986	1	9	909	104	1023	0	23	2	12	37	0	73	3	149	225	2271
Grand Total	214	667	4557	82	5520	16	38	5141	486	5681	0	122	9	42	173	1	260	8	810	1079	12453
Apprch %	3.9	12.1	82.6	1.5		0.3	0.7	90.5	8.6		0	70.5	5.2	24.3		0.1	24.1	0.7	75.1		
Total %	1.7	5.4	36.6	0.7	44.3	0.1	0.3	41.3	3.9	45.6	0	1	0.1	0.3	1.4	0	2.1	0.1	6.5	8.7	
Autos	212	661	4472	81	5426	15	38	5040	483	5576	0	120	9	42	171	1	259	8	804	1072	12245
% Autos	99.1	99.1	98.1	98.8	98.3	93.8	100	98	99.4	98.2	0	98.4	100	100	98.8	100	99.6	100	99.3	99.4	98.3
Heavy Vehicles	2	6	85	1	94	1	0	101	3	105	0	2	0	0	2	0	1	0	6	7	208
% Heavy Vehicles	0.9	0.9	1.9	1.2	1.7	6.2	0	2	0.6	1.8	0	1.6	0	0	1.2	0	0.4	0	0.7	0.6	1.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10C-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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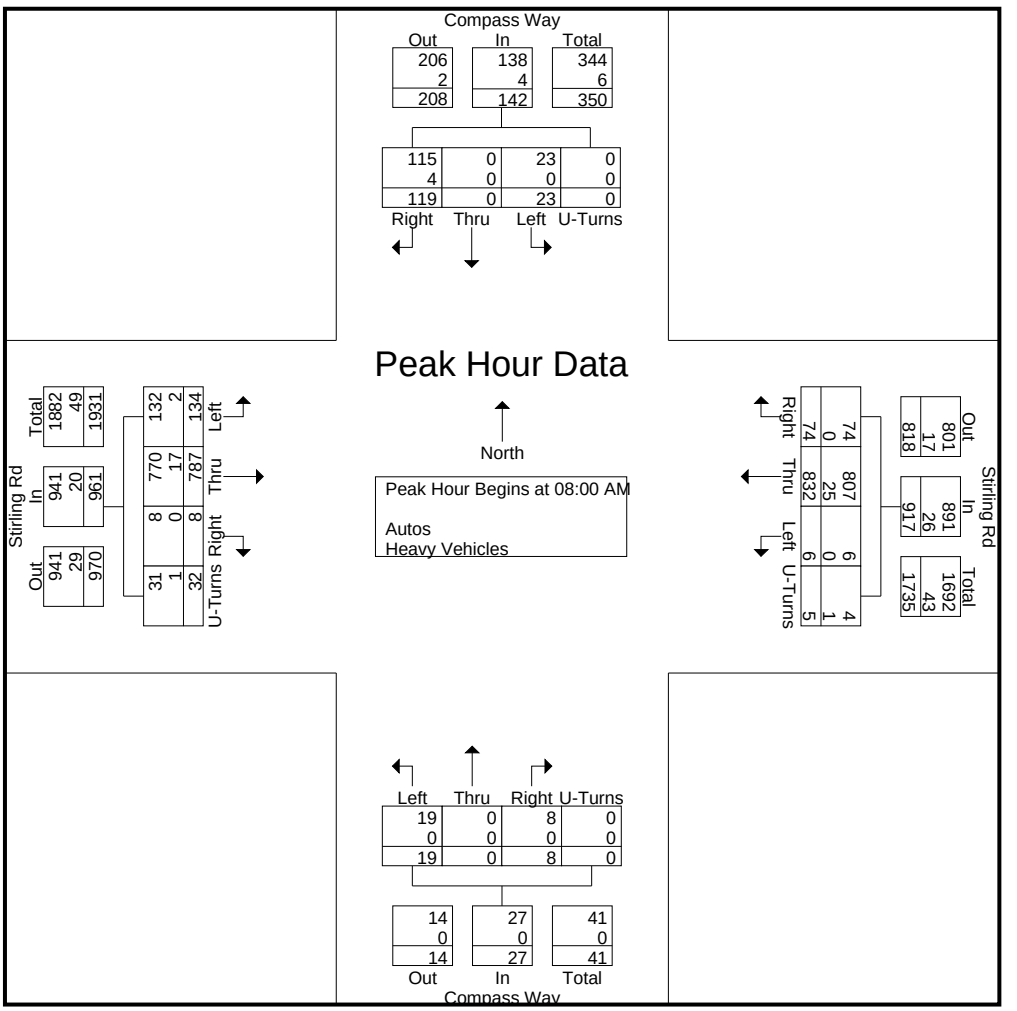
COUNTY: BROWARD

File Name : 10C-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	28	171	2	209	**3**	0	193	17	213	0	4	0	**3**	7	0	4	0	24	28	457
08:15 AM	6	**43**	**231**	1	**281**	1	1	**230**	**20**	**252**	0	**10**	0	2	**12**	0	**7**	0	**36**	**43**	**588**
08:30 AM	**10**	31	185	**3**	229	0	1	190	17	208	0	3	0	3	6	0	5	0	28	33	476
08:45 AM	8	32	200	2	242	1	**4**	219	20	244	0	2	0	0	2	0	7	0	31	38	526
Total Volume	32	134	787	8	961	5	6	832	74	917	0	19	0	8	27	0	23	0	119	142	2047
% App. Total	3.3	13.9	81.9	0.8		0.5	0.7	90.7	8.1		0	70.4	0	29.6		0	16.2	0	83.8		
PHF	.800	.779	.852	.667	.855	.417	.375	.904	.925	.910	.000	.475	.000	.667	.563	.000	.821	.000	.826	.826	.870
Autos	31	132	770	8	941	4	6	807	74	891	0	19	0	8	27	0	23	0	115	138	1997
% Autos	96.9	98.5	97.8	100	97.9	80.0	100	97.0	100	97.2	0	100	0	100	100	0	100	0	96.6	97.2	97.6
Heavy Vehicles	1	2	17	0	20	1	0	25	0	26	0	0	0	0	0	0	0	0	4	4	50
% Heavy Vehicles	3.1	1.5	2.2	0	2.1	20.0	0	3.0	0	2.8	0	0	0	0	0	0	0	0	3.4	2.8	2.4



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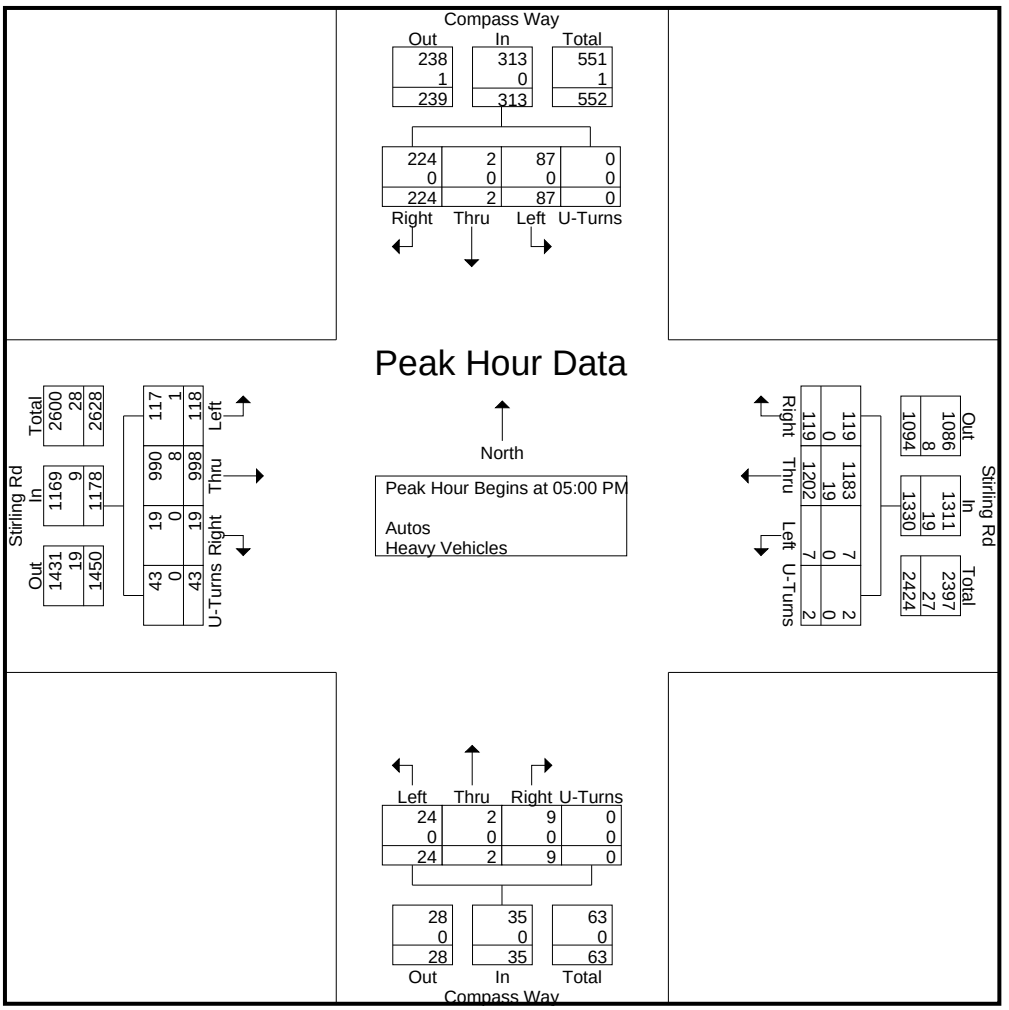
	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	24	243	5	280	**1**	**2**	**331**	**38**	**372**	0	6	0	2	8	0	19	0	54	73	733
05:15 PM	**14**	36	**282**	**7**	**339**	0	1	306	32	339	0	6	0	2	8	0	**25**	0	49	74	**760**
05:30 PM	14	**37**	220	3	274	1	2	279	24	306	0	**10**	**1**	**4**	**15**	0	22	**1**	**62**	**85**	680
05:45 PM	7	21	253	4	285	0	2	286	25	313	0	2	1	1	4	0	21	1	59	81	683
Total Volume	43	118	998	19	1178	2	7	1202	119	1330	0	24	2	9	35	0	87	2	224	313	2856
% App. Total	3.7	10	84.7	1.6		0.2	0.5	90.4	8.9		0	68.6	5.7	25.7		0	27.8	0.6	71.6		
PHF	.768	.797	.885	.679	.869	.500	.875	.908	.783	.894	.000	.600	.500	.563	.583	.000	.870	.500	.903	.921	.939
Autos	43	117	990	19	1169	2	7	1183	119	1311	0	24	2	9	35	0	87	2	224	313	2828
% Autos	100	99.2	99.2	100	99.2	100	100	98.4	100	98.6	0	100	100	100	100	0	100	100	100	100	99.0
Heavy Vehicles	0	1	8	0	9	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	28
% Heavy Vehicles	0	0.8	0.8	0	0.8	0	0	1.6	0	1.4	0	0	0	0	0	0	0	0	0	0	1.0



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File Name : 10C-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
06:30 AM	0	0	2	0	2	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0	11
06:45 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	15	0	15	0	0	10	0	10	0	1	0	0	1	0	0	0	0	0	26
07:00 AM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	9
07:15 AM	1	0	8	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	16
07:30 AM	0	0	7	0	7	0	0	4	0	4	0	1	0	0	1	0	1	0	0	1	13
07:45 AM	0	3	4	0	7	0	0	8	1	9	0	0	0	0	0	0	0	0	1	1	17
Total	1	3	25	0	29	0	0	22	1	23	0	1	0	0	1	0	1	0	1	2	55
08:00 AM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	1	1	7
08:15 AM	0	1	5	0	6	1	0	10	0	11	0	0	0	0	0	0	0	0	0	0	17
08:30 AM	0	1	4	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	11
08:45 AM	1	0	6	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	2	2	15
Total	1	2	17	0	20	1	0	25	0	26	0	0	0	0	0	0	0	0	4	4	50
*** BREAK ***																					
04:00 PM	0	0	5	1	6	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	10
04:15 PM	0	0	2	0	2	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	8
Total	0	0	13	1	14	0	0	16	1	17	0	0	0	0	0	0	0	0	1	1	32
05:00 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	1	2	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	1	8	0	9	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	28
06:00 PM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
06:15 PM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	0	1	0	1	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	7	0	7	0	0	9	1	10	0	0	0	0	0	0	0	0	0	0	17
Grand Total	2	6	85	1	94	1	0	101	3	105	0	2	0	0	2	0	1	0	6	7	208
Apprch %	2.1	6.4	90.4	1.1		1	0	96.2	2.9		0	100	0	0		0	14.3	0	85.7		
Total %	1	2.9	40.9	0.5	45.2	0.5	0	48.6	1.4	50.5	0	1	0	0	1	0	0.5	0	2.9	3.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

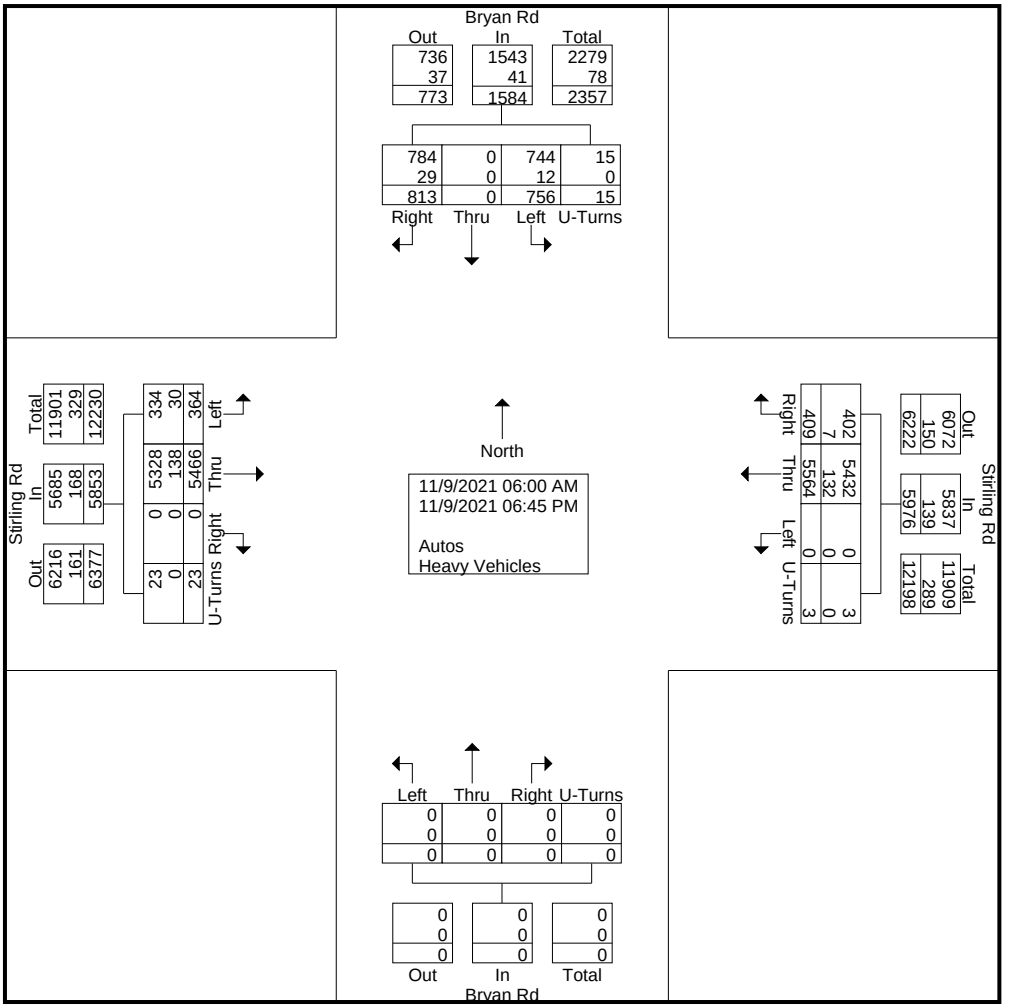
	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	6	82	0	88	0	0	82	10	92	0	0	0	0	0	0	9	0	14	23	203
06:15 AM	0	17	98	0	115	0	0	81	8	89	0	0	0	0	0	1	6	0	14	21	225
06:30 AM	0	24	118	0	142	0	0	111	10	121	0	0	0	0	0	0	8	0	17	25	288
06:45 AM	0	17	175	0	192	0	0	139	14	153	0	0	0	0	0	2	15	0	21	38	383
Total	0	64	473	0	537	0	0	413	42	455	0	0	0	0	0	3	38	0	66	107	1099
07:00 AM	0	20	173	0	193	0	0	180	16	196	0	0	0	0	0	0	28	0	27	55	444
07:15 AM	0	20	190	0	210	0	0	175	22	197	0	0	0	0	0	1	22	0	30	53	460
07:30 AM	1	16	215	0	232	1	0	262	19	282	0	0	0	0	0	1	15	0	32	48	562
07:45 AM	2	16	266	0	284	0	0	255	19	274	0	0	0	0	0	0	22	0	25	47	605
Total	3	72	844	0	919	1	0	872	76	949	0	0	0	0	0	2	87	0	114	203	2071
08:00 AM	1	21	237	0	259	0	0	216	12	228	0	0	0	0	0	0	19	0	29	48	535
08:15 AM	0	16	245	0	261	0	0	215	16	231	0	0	0	0	0	0	27	0	39	66	558
08:30 AM	2	13	243	0	258	1	0	263	17	281	0	0	0	0	0	2	22	0	37	61	600
08:45 AM	3	15	241	0	259	0	0	236	27	263	0	0	0	0	0	0	34	0	45	79	601
Total	6	65	966	0	1037	1	0	930	72	1003	0	0	0	0	0	2	102	0	150	254	2294
*** BREAK ***																					
04:00 PM	1	14	227	0	242	0	0	270	21	291	0	0	0	0	0	0	35	0	51	86	619
04:15 PM	3	10	283	0	296	0	0	320	9	329	0	0	0	0	0	1	39	0	35	75	700
04:30 PM	0	10	263	0	273	0	0	331	23	354	0	0	0	0	0	0	35	0	49	84	711
04:45 PM	0	16	227	0	243	0	0	253	17	270	0	0	0	0	0	0	41	0	43	84	597
Total	4	50	1000	0	1054	0	0	1174	70	1244	0	0	0	0	0	1	150	0	178	329	2627
05:00 PM	0	17	258	0	275	1	0	358	14	373	0	0	0	0	0	1	42	0	57	100	748
05:15 PM	1	19	286	0	306	0	0	316	22	338	0	0	0	0	0	1	56	0	32	89	733
05:30 PM	2	8	295	0	305	0	0	331	24	355	0	0	0	0	0	0	62	0	32	94	754
05:45 PM	1	12	296	0	309	0	0	279	29	308	0	0	0	0	0	1	47	0	36	84	701
Total	4	56	1135	0	1195	1	0	1284	89	1374	0	0	0	0	0	3	207	0	157	367	2936
06:00 PM	1	7	249	0	257	0	0	261	12	273	0	0	0	0	0	2	74	0	49	125	655
06:15 PM	3	14	255	0	272	0	0	213	20	233	0	0	0	0	0	0	44	0	30	74	579
06:30 PM	1	16	281	0	298	0	0	212	13	225	0	0	0	0	0	1	33	0	42	76	599
06:45 PM	1	20	263	0	284	0	0	205	15	220	0	0	0	0	0	1	21	0	27	49	553
Total	6	57	1048	0	1111	0	0	891	60	951	0	0	0	0	0	4	172	0	148	324	2386
Grand Total	23	364	5466	0	5853	3	0	5564	409	5976	0	0	0	0	0	15	756	0	813	1584	13413
Apprch %	0.4	6.2	93.4	0		0.1	0	93.1	6.8		0	0	0	0		0.9	47.7	0	51.3		
Total %	0.2	2.7	40.8	0	43.6	0	0	41.5	3	44.6	0	0	0	0	0	0.1	5.6	0	6.1	11.8	
Autos	23	334	5328	0	5685	3	0	5432	402	5837	0	0	0	0	0	15	744	0	784	1543	13065
% Autos	100	91.8	97.5	0	97.1	100	0	97.6	98.3	97.7	0	0	0	0	0	100	98.4	0	96.4	97.4	97.4
Heavy Vehicles	0	30	138	0	168	0	0	132	7	139	0	0	0	0	0	0	12	0	29	41	348
% Heavy Vehicles	0	8.2	2.5	0	2.9	0	0	2.4	1.7	2.3	0	0	0	0	0	0	1.6	0	3.6	2.6	2.6

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



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JOB NO.: 2021012.001
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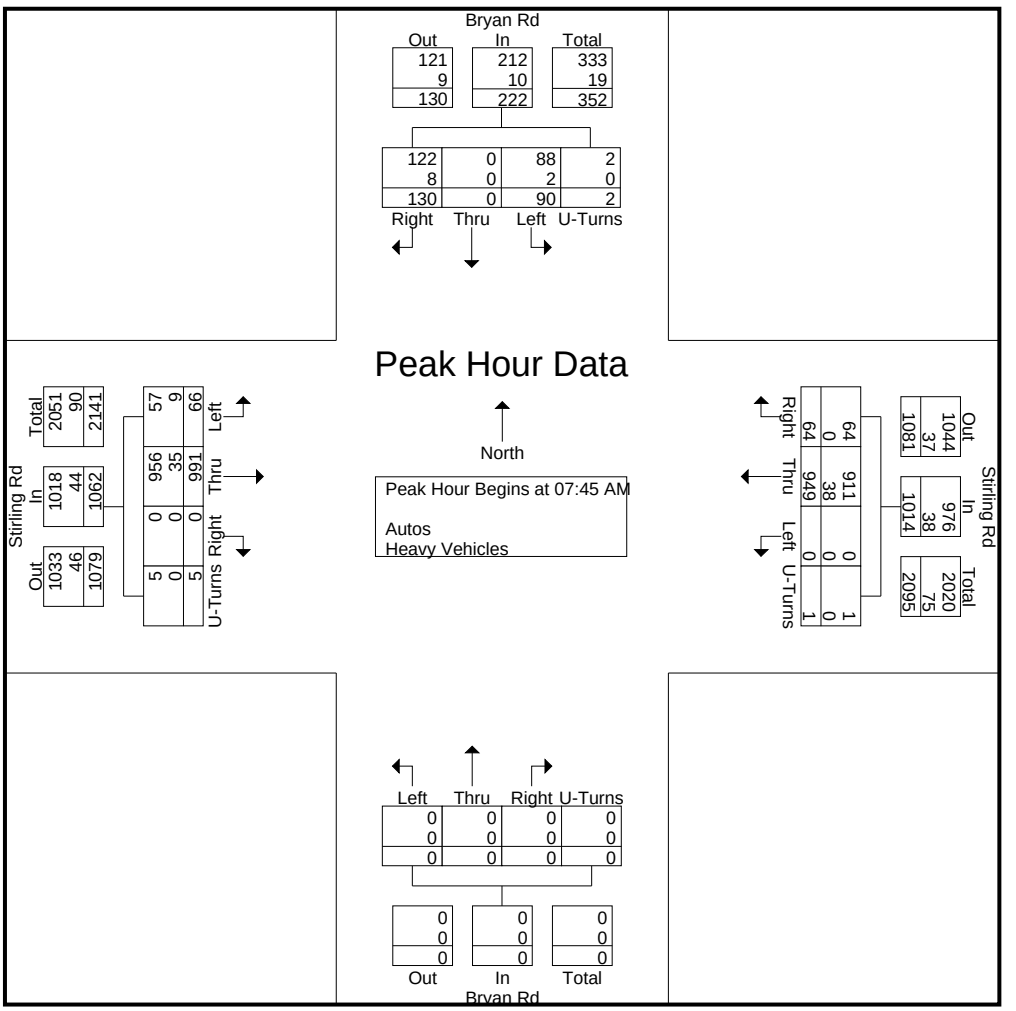
COUNTY: BROWARD

File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**2**	16	**266**	0	**284**	0	0	255	**19**	274	0	0	0	0	0	0	22	0	25	47	**605**
08:00 AM	1	**21**	237	0	259	0	0	216	12	228	0	0	0	0	0	0	19	0	29	48	535
08:15 AM	0	16	245	0	261	0	0	215	16	231	0	0	0	0	0	0	**27**	0	**39**	**66**	558
08:30 AM	2	13	243	0	258	**1**	0	**263**	17	**281**	0	0	0	0	0	**2**	22	0	37	61	600
Total Volume	5	66	991	0	1062	1	0	949	64	1014	0	0	0	0	0	2	90	0	130	222	2298
% App. Total	0.5	6.2	93.3	0		0.1	0	93.6	6.3		0	0	0	0		0.9	40.5	0	58.6		
PHF	.625	.786	.931	.000	.935	.250	.000	.902	.842	.902	.000	.000	.000	.000	.000	.250	.833	.000	.833	.841	.950
Autos	5	57	956	0	1018	1	0	911	64	976	0	0	0	0	0	2	88	0	122	212	2206
% Autos	100	86.4	96.5	0	95.9	100	0	96.0	100	96.3	0	0	0	0	0	100	97.8	0	93.8	95.5	96.0
Heavy Vehicles	0	9	35	0	44	0	0	38	0	38	0	0	0	0	0	0	2	0	8	10	92
% Heavy Vehicles	0	13.6	3.5	0	4.1	0	0	4.0	0	3.7	0	0	0	0	0	0	2.2	0	6.2	4.5	4.0



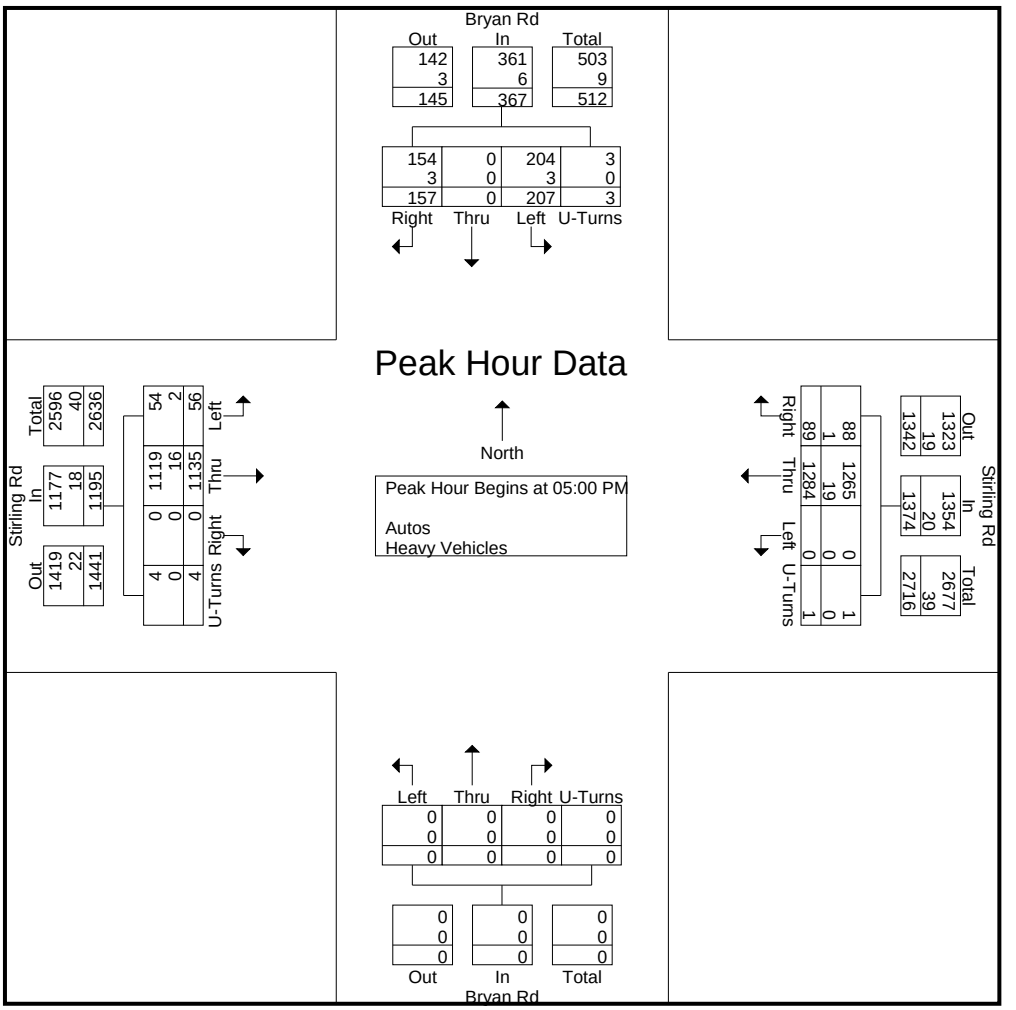
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	17	258	0	275	**1**	0	**358**	14	**373**	0	0	0	0	0	**1**	42	0	**57**	**100**	748
05:15 PM	1	**19**	286	0	306	0	0	316	22	338	0	0	0	0	0	1	56	0	32	89	733
05:30 PM	**2**	8	295	0	305	0	0	331	24	355	0	0	0	0	0	0	**62**	0	32	94	**754**
05:45 PM	1	12	**296**	0	**309**	0	0	279	**29**	308	0	0	0	0	0	1	47	0	36	84	701
Total Volume	4	56	1135	0	1195	1	0	1284	89	1374	0	0	0	0	0	3	207	0	157	367	2936
% App. Total	0.3	4.7	95	0		0.1	0	93.4	6.5		0	0	0	0		0.8	56.4	0	42.8		
PHF	.500	.737	.959	.000	.967	.250	.000	.897	.767	.921	.000	.000	.000	.000	.000	.750	.835	.000	.689	.918	.973
Autos	4	54	1119	0	1177	1	0	1265	88	1354	0	0	0	0	0	3	204	0	154	361	2892
% Autos	100	96.4	98.6	0	98.5	100	0	98.5	98.9	98.5	0	0	0	0	0	100	98.6	0	98.1	98.4	98.5
Heavy Vehicles	0	2	16	0	18	0	0	19	1	20	0	0	0	0	0	0	3	0	3	6	44
% Heavy Vehicles	0	3.6	1.4	0	1.5	0	0	1.5	1.1	1.5	0	0	0	0	0	0	1.4	0	1.9	1.6	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	5
06:15 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	7
06:30 AM	0	6	3	0	9	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	12
06:45 AM	0	0	8	0	8	0	0	7	0	7	0	0	0	0	0	0	1	0	0	1	16
Total	0	6	18	0	24	0	0	13	0	13	0	0	0	0	0	0	2	0	1	3	40
07:00 AM	0	3	5	0	8	0	0	9	0	9	0	0	0	0	0	0	0	0	1	1	18
07:15 AM	0	1	7	0	8	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	10
07:30 AM	0	1	7	0	8	0	0	7	0	7	0	0	0	0	0	0	0	0	2	2	17
07:45 AM	0	2	5	0	7	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	15
Total	0	7	24	0	31	0	0	25	0	25	0	0	0	0	0	0	0	0	4	4	60
08:00 AM	0	3	7	0	10	0	0	7	0	7	0	0	0	0	0	0	1	0	0	1	18
08:15 AM	0	4	12	0	16	0	0	11	0	11	0	0	0	0	0	0	1	0	4	5	32
08:30 AM	0	0	11	0	11	0	0	12	0	12	0	0	0	0	0	0	0	0	4	4	27
08:45 AM	0	1	6	0	7	0	0	6	1	7	0	0	0	0	0	0	0	0	3	3	17
Total	0	8	36	0	44	0	0	36	1	37	0	0	0	0	0	0	2	0	11	13	94
*** BREAK ***																					
04:00 PM	0	3	10	0	13	0	0	7	1	8	0	0	0	0	0	0	1	0	1	2	23
04:15 PM	0	3	8	0	11	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	16
04:30 PM	0	0	10	0	10	0	0	8	2	10	0	0	0	0	0	0	0	0	5	5	25
04:45 PM	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	2	2	8
Total	0	6	28	0	34	0	0	26	3	29	0	0	0	0	0	0	1	0	8	9	72
05:00 PM	0	0	6	0	6	0	0	4	1	5	0	0	0	0	0	0	1	0	2	3	14
05:15 PM	0	2	3	0	5	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	9
05:30 PM	0	0	5	0	5	0	0	6	0	6	0	0	0	0	0	0	1	0	1	2	13
05:45 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	8
Total	0	2	16	0	18	0	0	19	1	20	0	0	0	0	0	0	3	0	3	6	44
06:00 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	1	0	2	3	10
06:15 PM	0	0	7	0	7	0	0	5	1	6	0	0	0	0	0	0	2	0	0	2	15
06:30 PM	0	0	3	0	3	0	0	2	1	3	0	0	0	0	0	0	1	0	0	1	7
06:45 PM	0	1	3	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	0	1	16	0	17	0	0	13	2	15	0	0	0	0	0	0	4	0	2	6	38
Grand Total	0	30	138	0	168	0	0	132	7	139	0	0	0	0	0	0	12	0	29	41	348
Apprch %	0	17.9	82.1	0		0	0	95	5		0	0	0	0		0	29.3	0	70.7		
Total %	0	8.6	39.7	0	48.3	0	0	37.9	2	39.9	0	0	0	0	0	0	3.4	0	8.3	11.8	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

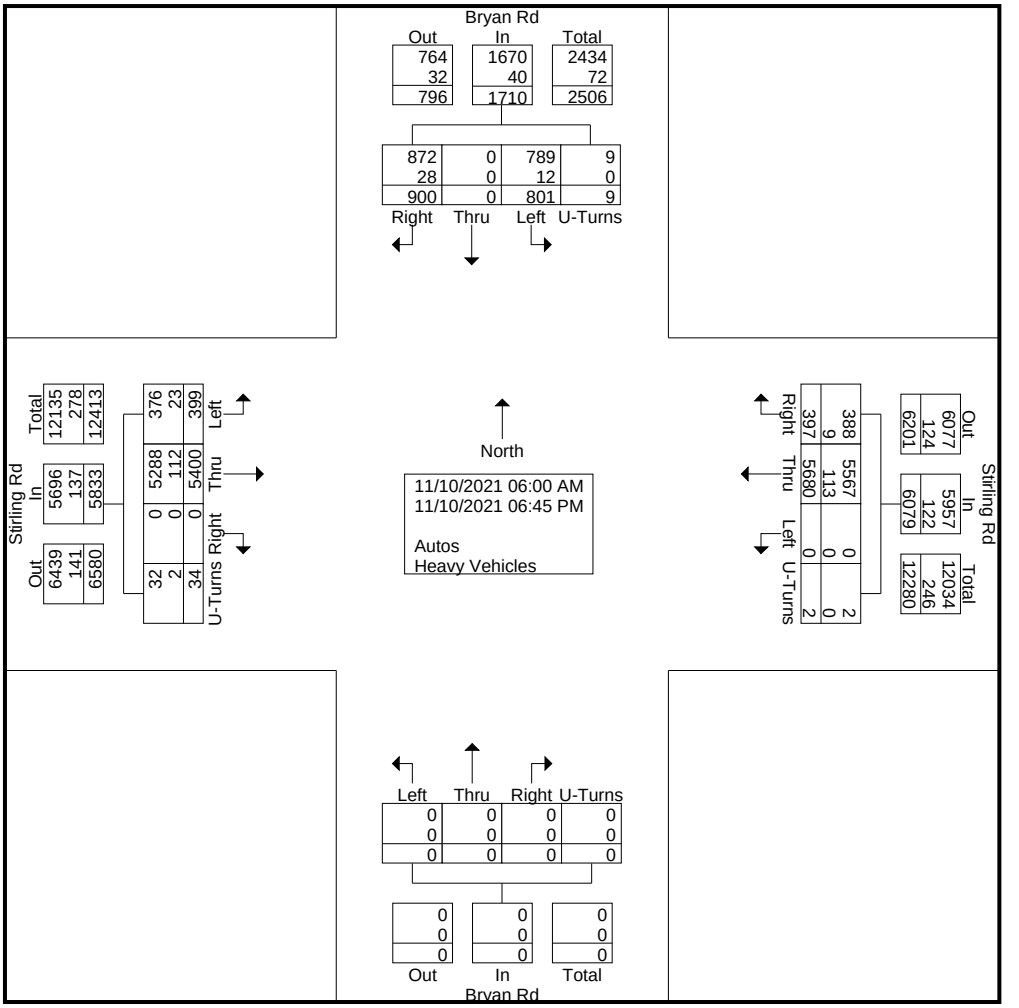
	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	4	79	0	84	0	0	83	9	92	0	0	0	0	0	0	10	0	15	25	201
06:15 AM	1	14	108	0	123	1	0	88	8	97	0	0	0	0	0	0	8	0	11	19	239
06:30 AM	0	24	145	0	169	0	0	125	10	135	0	0	0	0	0	0	13	0	19	32	336
06:45 AM	2	18	151	0	171	0	0	146	9	155	0	0	0	0	0	0	18	0	20	38	364
Total	4	60	483	0	547	1	0	442	36	479	0	0	0	0	0	0	49	0	65	114	1140
07:00 AM	1	16	193	0	210	0	0	143	7	150	0	0	0	0	0	0	16	0	23	39	399
07:15 AM	0	16	234	0	250	0	0	206	17	223	0	0	0	0	0	0	19	0	28	47	520
07:30 AM	1	19	179	0	199	0	0	238	19	257	0	0	0	0	0	0	19	0	30	49	505
07:45 AM	0	16	246	0	262	0	0	238	21	259	0	0	0	0	0	1	16	0	39	56	577
Total	2	67	852	0	921	0	0	825	64	889	0	0	0	0	0	1	70	0	120	191	2001
08:00 AM	3	10	228	0	241	0	0	217	8	225	0	0	0	0	0	1	34	0	47	82	548
08:15 AM	1	21	294	0	316	0	0	208	8	216	0	0	0	0	0	0	21	0	37	58	590
08:30 AM	2	14	222	0	238	0	0	266	12	278	0	0	0	0	0	0	16	0	22	38	554
08:45 AM	2	20	234	0	256	0	0	220	26	246	0	0	0	0	0	1	34	0	46	81	583
Total	8	65	978	0	1051	0	0	911	54	965	0	0	0	0	0	2	105	0	152	259	2275
*** BREAK ***																					
04:00 PM	2	22	259	0	283	0	0	314	17	331	0	0	0	0	0	1	38	0	55	94	708
04:15 PM	1	12	232	0	245	0	0	298	19	317	0	0	0	0	0	1	50	0	39	90	652
04:30 PM	3	15	270	0	288	0	0	287	25	312	0	0	0	0	0	2	30	0	60	92	692
04:45 PM	1	20	230	0	251	0	0	263	25	288	0	0	0	0	0	0	43	0	43	86	625
Total	7	69	991	0	1067	0	0	1162	86	1248	0	0	0	0	0	4	161	0	197	362	2677
05:00 PM	0	16	278	0	294	0	0	350	18	368	0	0	0	0	0	0	42	0	64	106	768
05:15 PM	1	22	289	0	312	0	0	305	20	325	0	0	0	0	0	1	54	0	43	98	735
05:30 PM	1	15	283	0	299	0	0	323	25	348	0	0	0	0	0	1	68	0	63	132	779
05:45 PM	4	19	285	0	308	0	0	341	23	364	0	0	0	0	0	0	50	0	42	92	764
Total	6	72	1135	0	1213	0	0	1319	86	1405	0	0	0	0	0	2	214	0	212	428	3046
06:00 PM	0	16	268	0	284	0	0	288	26	314	0	0	0	0	0	0	64	0	54	118	716
06:15 PM	3	17	257	0	277	0	0	259	21	280	0	0	0	0	0	0	72	0	34	106	663
06:30 PM	2	22	248	0	272	0	0	228	16	244	0	0	0	0	0	0	29	0	31	60	576
06:45 PM	2	11	188	0	201	1	0	246	8	255	0	0	0	0	0	0	37	0	35	72	528
Total	7	66	961	0	1034	1	0	1021	71	1093	0	0	0	0	0	0	202	0	154	356	2483
Grand Total	34	399	5400	0	5833	2	0	5680	397	6079	0	0	0	0	0	9	801	0	900	1710	13622
Apprch %	0.6	6.8	92.6	0		0	0	93.4	6.5		0	0	0	0		0.5	46.8	0	52.6		
Total %	0.2	2.9	39.6	0	42.8	0	0	41.7	2.9	44.6	0	0	0	0	0	0.1	5.9	0	6.6	12.6	
Autos	32	376	5288	0	5696	2	0	5567	388	5957	0	0	0	0	0	9	789	0	872	1670	13323
% Autos	94.1	94.2	97.9	0	97.7	100	0	98	97.7	98	0	0	0	0	0	100	98.5	0	96.9	97.7	97.8
Heavy Vehicles	2	23	112	0	137	0	0	113	9	122	0	0	0	0	0	0	12	0	28	40	299
% Heavy Vehicles	5.9	5.8	2.1	0	2.3	0	0	2	2.3	2	0	0	0	0	0	0	1.5	0	3.1	2.3	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



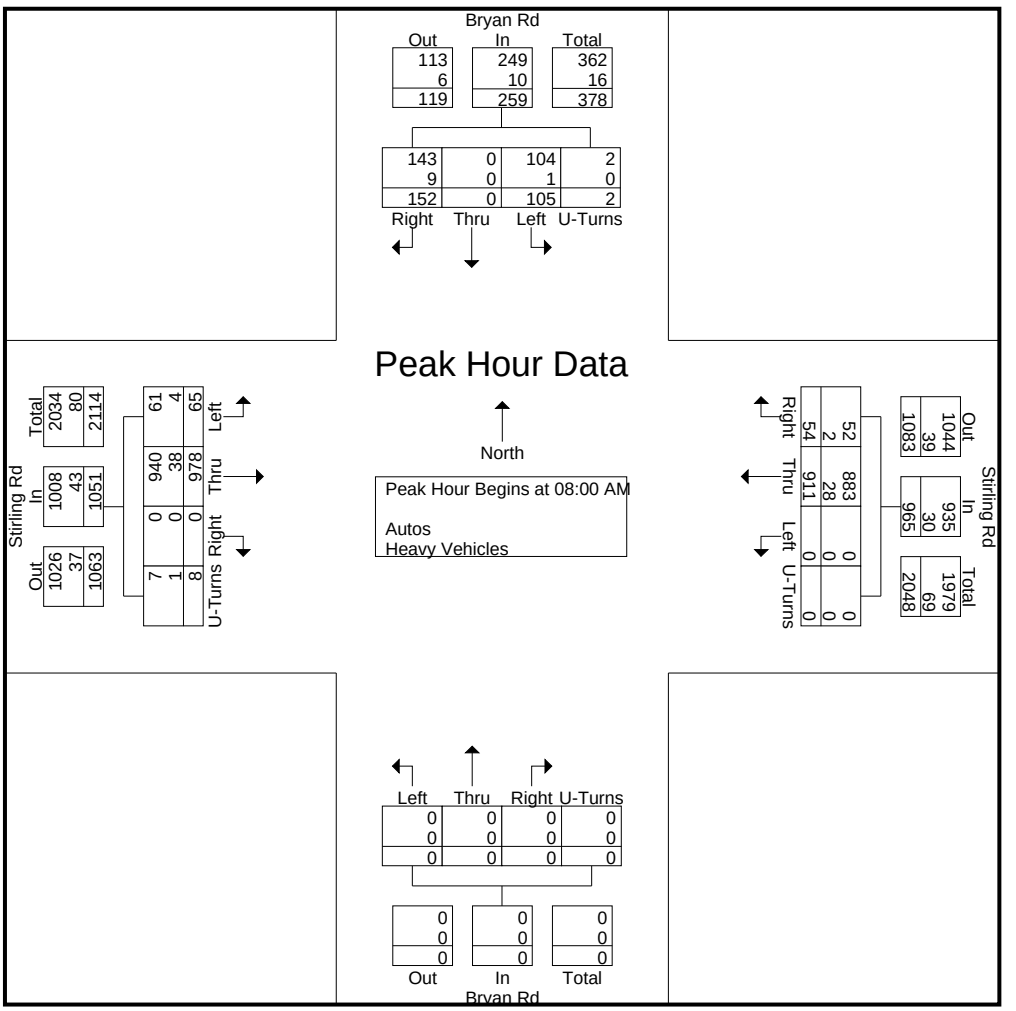
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**3**	10	228	0	241	0	0	217	8	225	0	0	0	0	0	**1**	**34**	0	**47**	**82**	548
08:15 AM	1	**21**	**294**	0	**316**	0	0	208	8	216	0	0	0	0	0	0	21	0	37	58	**590**
08:30 AM	2	14	222	0	238	0	0	**266**	12	**278**	0	0	0	0	0	0	16	0	22	38	554
08:45 AM	2	20	234	0	256	0	0	220	**26**	246	0	0	0	0	0	1	34	0	46	81	583
Total Volume	8	65	978	0	1051	0	0	911	54	965	0	0	0	0	0	2	105	0	152	259	2275
% App. Total	0.8	6.2	93.1	0		0	0	94.4	5.6		0	0	0	0		0.8	40.5	0	58.7		
PHF	.667	.774	.832	.000	.831	.000	.000	.856	.519	.868	.000	.000	.000	.000	.000	.500	.772	.000	.809	.790	.964
Autos	7	61	940	0	1008	0	0	883	52	935	0	0	0	0	0	2	104	0	143	249	2192
% Autos	87.5	93.8	96.1	0	95.9	0	0	96.9	96.3	96.9	0	0	0	0	0	100	99.0	0	94.1	96.1	96.4
Heavy Vehicles	1	4	38	0	43	0	0	28	2	30	0	0	0	0	0	0	1	0	9	10	83
% Heavy Vehicles	12.5	6.2	3.9	0	4.1	0	0	3.1	3.7	3.1	0	0	0	0	0	0	1.0	0	5.9	3.9	3.6



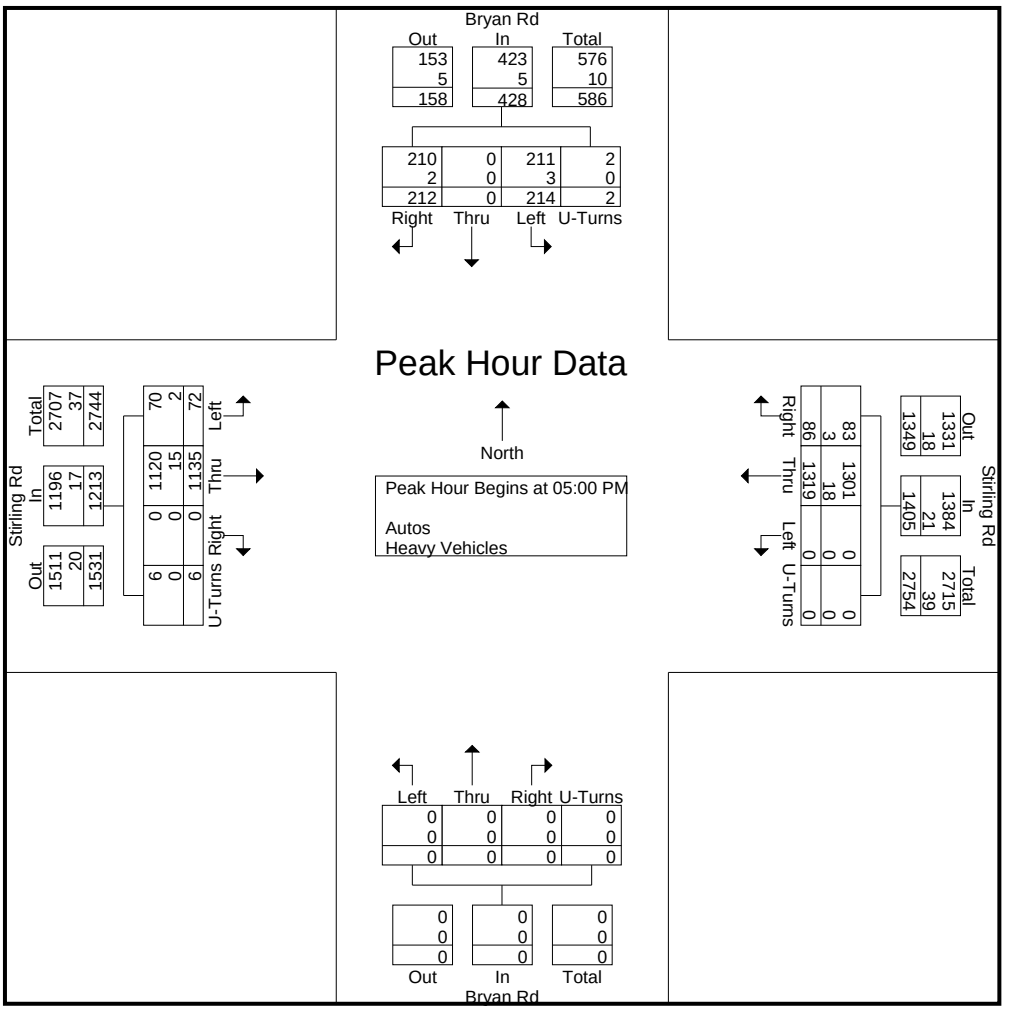
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	16	278	0	294	0	0	**350**	18	**368**	0	0	0	0	0	0	42	0	**64**	106	768
05:15 PM	1	**22**	**289**	0	**312**	0	0	305	20	325	0	0	0	0	0	**1**	54	0	43	98	735
05:30 PM	1	15	283	0	299	0	0	323	**25**	348	0	0	0	0	0	1	**68**	0	63	**132**	**779**
05:45 PM	**4**	19	285	0	308	0	0	341	23	364	0	0	0	0	0	0	50	0	42	92	764
Total Volume	6	72	1135	0	1213	0	0	1319	86	1405	0	0	0	0	0	2	214	0	212	428	3046
% App. Total	0.5	5.9	93.6	0		0	0	93.9	6.1		0	0	0	0		0.5	50	0	49.5		
PHF	.375	.818	.982	.000	.972	.000	.000	.942	.860	.954	.000	.000	.000	.000	.000	.500	.787	.000	.828	.811	.978
Autos	6	70	1120	0	1196	0	0	1301	83	1384	0	0	0	0	0	2	211	0	210	423	3003
% Autos	100	97.2	98.7	0	98.6	0	0	98.6	96.5	98.5	0	0	0	0	0	100	98.6	0	99.1	98.8	98.6
Heavy Vehicles	0	2	15	0	17	0	0	18	3	21	0	0	0	0	0	0	3	0	2	5	43
% Heavy Vehicles	0	2.8	1.3	0	1.4	0	0	1.4	3.5	1.5	0	0	0	0	0	0	1.4	0	0.9	1.2	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	2	0	3	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1	6
06:15 AM	0	1	5	0	6	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	12
06:30 AM	0	6	1	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	9
06:45 AM	0	1	2	0	3	0	0	3	2	5	0	0	0	0	0	0	1	0	0	1	9
Total	1	8	10	0	19	0	0	10	3	13	0	0	0	0	0	0	2	0	2	4	36
07:00 AM	0	0	5	0	5	0	0	8	0	8	0	0	0	0	0	0	0	0	1	1	14
07:15 AM	0	3	5	0	8	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	12
07:30 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	1	0	1	2	13
07:45 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	1	0	4	5	16
Total	0	3	18	0	21	0	0	25	0	25	0	0	0	0	0	0	2	0	7	9	55
08:00 AM	1	0	7	0	8	0	0	5	1	6	0	0	0	0	0	0	1	0	2	3	17
08:15 AM	0	2	19	0	21	0	0	9	0	9	0	0	0	0	0	0	0	0	2	2	32
08:30 AM	0	0	5	0	5	0	0	10	0	10	0	0	0	0	0	0	0	0	3	3	18
08:45 AM	0	2	7	0	9	0	0	4	1	5	0	0	0	0	0	0	0	0	2	2	16
Total	1	4	38	0	43	0	0	28	2	30	0	0	0	0	0	0	1	0	9	10	83
*** BREAK ***																					
04:00 PM	0	4	6	0	10	0	0	5	0	5	0	0	0	0	0	0	2	0	2	4	19
04:15 PM	0	1	5	0	6	0	0	8	0	8	0	0	0	0	0	0	0	0	1	1	15
04:30 PM	0	1	5	0	6	0	0	7	0	7	0	0	0	0	0	0	0	0	4	4	17
04:45 PM	0	0	3	0	3	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	6	19	0	25	0	0	23	1	24	0	0	0	0	0	0	2	0	7	9	58
05:00 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	1	0	1	2	8
05:15 PM	0	1	6	0	7	0	0	2	2	4	0	0	0	0	0	0	1	0	1	2	13
05:30 PM	0	1	3	0	4	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	11
05:45 PM	0	0	4	0	4	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	11
Total	0	2	15	0	17	0	0	18	3	21	0	0	0	0	0	0	3	0	2	5	43
06:00 PM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	6
06:15 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	5
06:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	12	0	12	0	0	9	0	9	0	0	0	0	0	0	2	0	1	3	24
Grand Total	2	23	112	0	137	0	0	113	9	122	0	0	0	0	0	0	12	0	28	40	299
Apprch %	1.5	16.8	81.8	0		0	0	92.6	7.4		0	0	0	0		0	30	0	70		
Total %	0.7	7.7	37.5	0	45.8	0	0	37.8	3	40.8	0	0	0	0	0	0	4	0	9.4	13.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

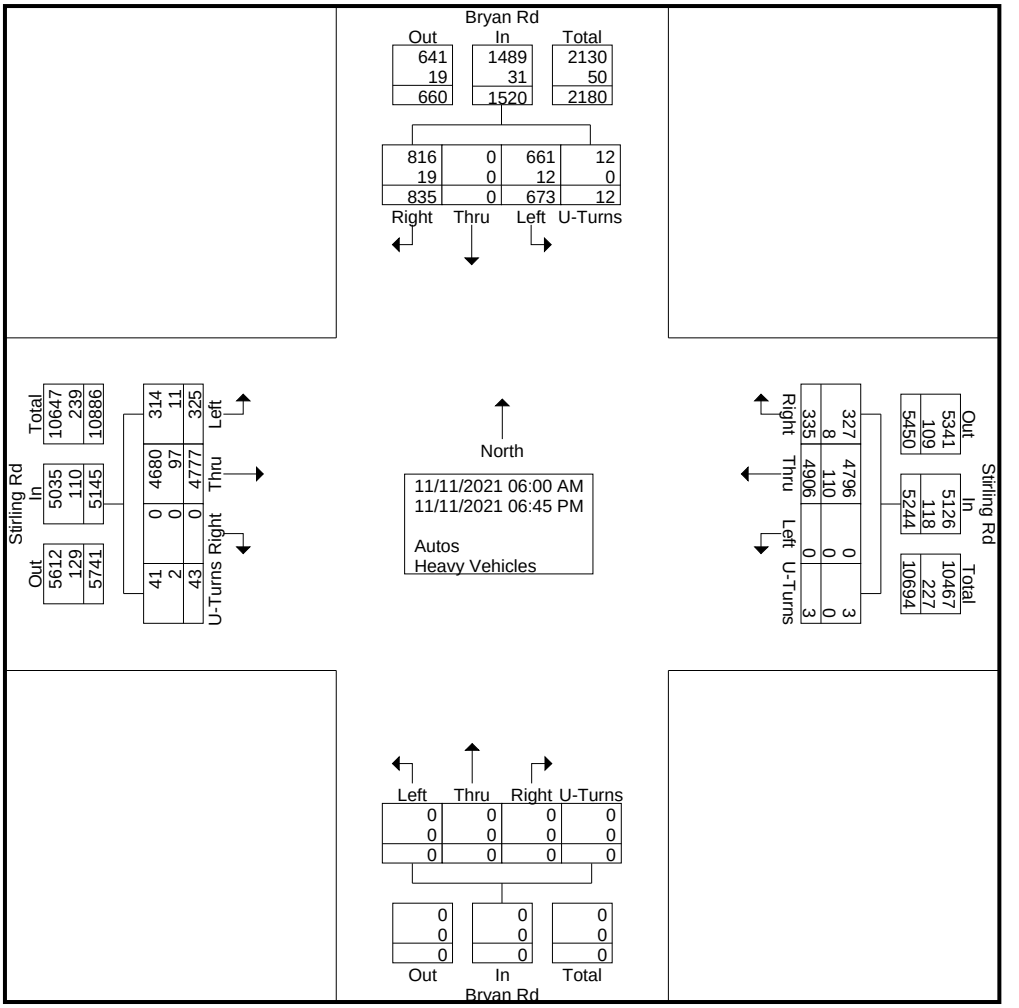
	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	5	60	0	66	0	0	68	9	77	0	0	0	0	0	0	4	0	10	14	157
06:15 AM	3	8	91	0	102	0	0	70	7	77	0	0	0	0	0	0	10	0	18	28	207
06:30 AM	1	21	110	0	132	0	0	112	14	126	0	0	0	0	0	0	7	0	19	26	284
06:45 AM	0	10	110	0	120	0	0	110	10	120	0	0	0	0	0	0	12	0	16	28	268
Total	5	44	371	0	420	0	0	360	40	400	0	0	0	0	0	0	33	0	63	96	916
07:00 AM	0	19	138	0	157	0	0	105	8	113	0	0	0	0	0	0	11	0	12	23	293
07:15 AM	3	16	151	0	170	0	0	147	11	158	0	0	0	0	0	1	18	0	24	43	371
07:30 AM	0	19	162	0	181	0	0	179	9	188	0	0	0	0	0	1	18	0	34	53	422
07:45 AM	2	9	198	0	209	0	0	188	8	196	0	0	0	0	0	1	19	0	37	57	462
Total	5	63	649	0	717	0	0	619	36	655	0	0	0	0	0	3	66	0	107	176	1548
08:00 AM	2	11	169	0	182	0	0	188	10	198	0	0	0	0	0	2	18	0	19	39	419
08:15 AM	1	16	238	0	255	0	0	178	13	191	0	0	0	0	0	1	12	0	34	47	493
08:30 AM	0	16	172	0	188	0	0	211	13	224	0	0	0	0	0	0	20	0	40	60	472
08:45 AM	2	12	209	0	223	0	0	219	13	232	0	0	0	0	0	1	24	0	41	66	521
Total	5	55	788	0	848	0	0	796	49	845	0	0	0	0	0	4	74	0	134	212	1905
*** BREAK ***																					
04:00 PM	6	11	238	0	255	0	0	316	17	333	0	0	0	0	0	0	41	0	41	82	670
04:15 PM	1	18	255	0	274	0	0	186	17	203	0	0	0	0	0	0	44	0	43	87	564
04:30 PM	2	11	274	0	287	0	0	366	22	388	0	0	0	0	0	0	27	0	40	67	742
04:45 PM	1	12	232	0	245	0	0	256	21	277	0	0	0	0	0	0	40	0	45	85	607
Total	10	52	999	0	1061	0	0	1124	77	1201	0	0	0	0	0	0	152	0	169	321	2583
05:00 PM	4	10	259	0	273	0	0	315	24	339	0	0	0	0	0	0	39	0	53	92	704
05:15 PM	4	20	302	0	326	0	0	305	11	316	0	0	0	0	0	1	46	0	44	91	733
05:30 PM	1	12	259	0	272	1	0	272	20	293	0	0	0	0	0	0	52	0	41	93	658
05:45 PM	3	14	274	0	291	0	0	251	17	268	0	0	0	0	0	1	44	0	50	95	654
Total	12	56	1094	0	1162	1	0	1143	72	1216	0	0	0	0	0	2	181	0	188	371	2749
06:00 PM	2	17	223	0	242	0	0	275	14	289	0	0	0	0	0	1	53	0	67	121	652
06:15 PM	1	12	230	0	243	0	0	204	18	222	0	0	0	0	0	1	43	0	31	75	540
06:30 PM	0	14	207	0	221	1	0	190	17	208	0	0	0	0	0	1	33	0	38	72	501
06:45 PM	3	12	216	0	231	1	0	195	12	208	0	0	0	0	0	0	38	0	38	76	515
Total	6	55	876	0	937	2	0	864	61	927	0	0	0	0	0	3	167	0	174	344	2208
Grand Total	43	325	4777	0	5145	3	0	4906	335	5244	0	0	0	0	0	12	673	0	835	1520	11909
Apprch %	0.8	6.3	92.8	0		0.1	0	93.6	6.4		0	0	0	0		0.8	44.3	0	54.9		
Total %	0.4	2.7	40.1	0	43.2	0	0	41.2	2.8	44	0	0	0	0	0	0.1	5.7	0	7	12.8	
Autos	41	314	4680	0	5035	3	0	4796	327	5126	0	0	0	0	0	12	661	0	816	1489	11650
% Autos	95.3	96.6	98	0	97.9	100	0	97.8	97.6	97.7	0	0	0	0	0	100	98.2	0	97.7	98	97.8
Heavy Vehicles	2	11	97	0	110	0	0	110	8	118	0	0	0	0	0	0	12	0	19	31	259
% Heavy Vehicles	4.7	3.4	2	0	2.1	0	0	2.2	2.4	2.3	0	0	0	0	0	0	1.8	0	2.3	2	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



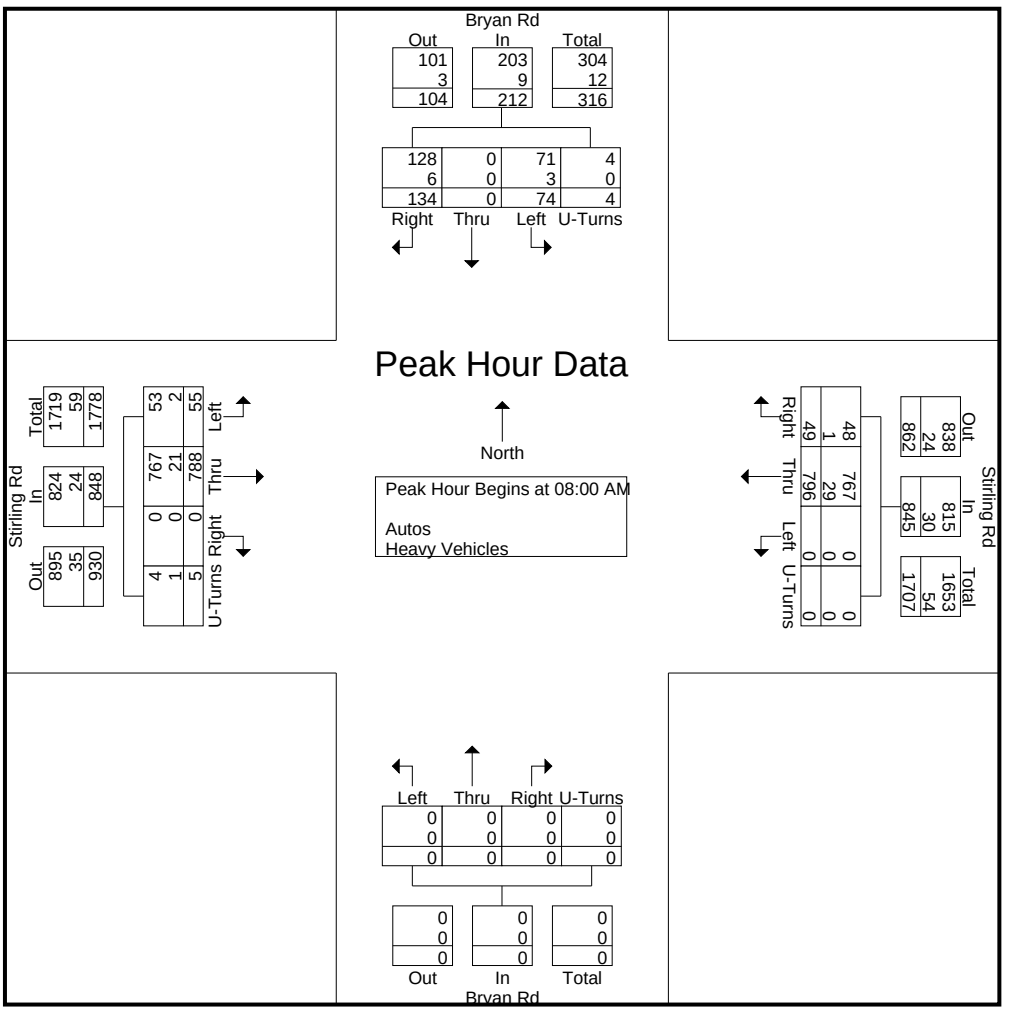
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**2**	11	169	0	182	0	0	188	10	198	0	0	0	0	0	**2**	18	0	19	39	419
08:15 AM	1	**16**	**238**	0	**255**	0	0	178	**13**	191	0	0	0	0	0	1	12	0	34	47	493
08:30 AM	0	16	172	0	188	0	0	211	13	224	0	0	0	0	0	0	20	0	40	60	472
08:45 AM	2	12	209	0	223	0	0	**219**	13	**232**	0	0	0	0	0	1	**24**	0	**41**	**66**	**521**
Total Volume	5	55	788	0	848	0	0	796	49	845	0	0	0	0	0	4	74	0	134	212	1905
% App. Total	0.6	6.5	92.9	0		0	0	94.2	5.8		0	0	0	0		1.9	34.9	0	63.2		
PHF	.625	.859	.828	.000	.831	.000	.000	.909	.942	.911	.000	.000	.000	.000	.000	.500	.771	.000	.817	.803	.914
Autos	4	53	767	0	824	0	0	767	48	815	0	0	0	0	0	4	71	0	128	203	1842
% Autos	80.0	96.4	97.3	0	97.2	0	0	96.4	98.0	96.4	0	0	0	0	0	100	95.9	0	95.5	95.8	96.7
Heavy Vehicles	1	2	21	0	24	0	0	29	1	30	0	0	0	0	0	0	3	0	6	9	63
% Heavy Vehicles	20.0	3.6	2.7	0	2.8	0	0	3.6	2.0	3.6	0	0	0	0	0	0	4.1	0	4.5	4.2	3.3



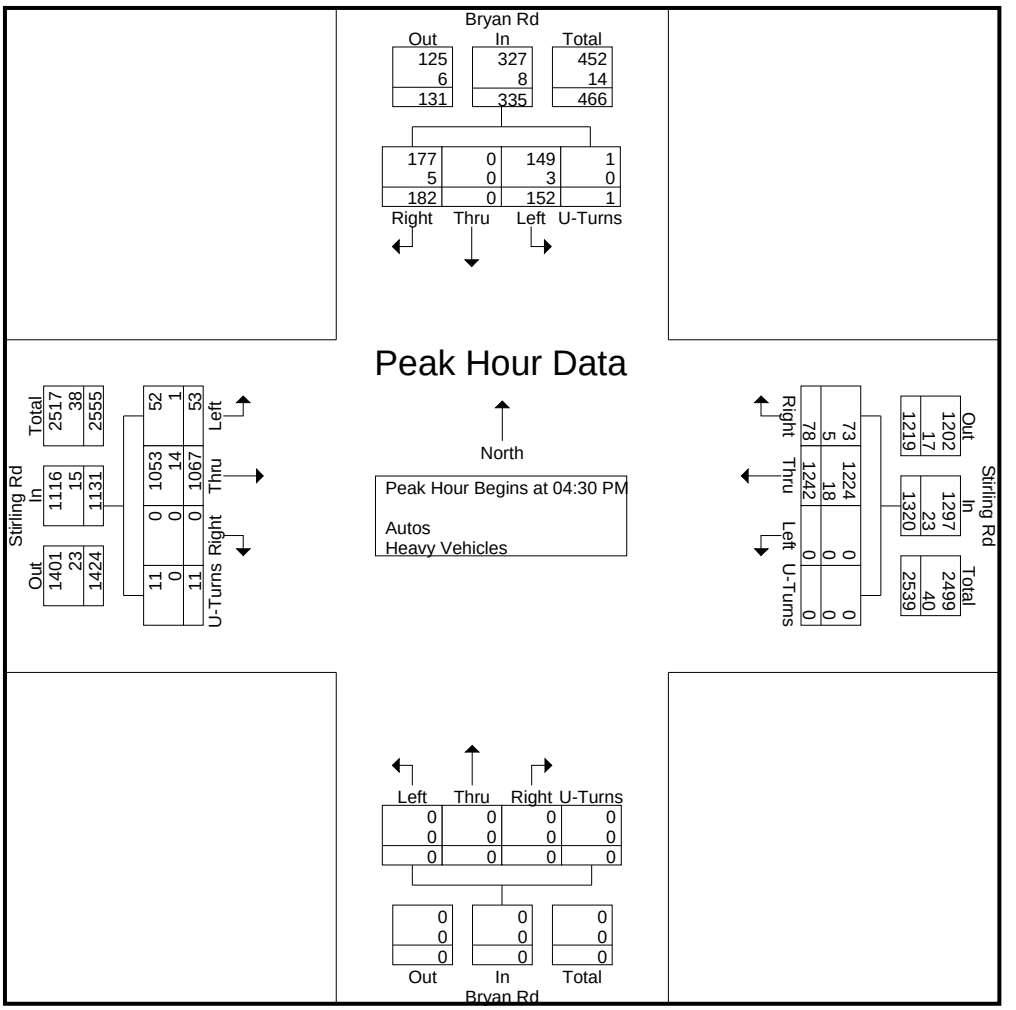
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	11	274	0	287	0	0	**366**	22	**388**	0	0	0	0	0	0	27	0	40	67	**742**
04:45 PM	1	12	232	0	245	0	0	256	21	277	0	0	0	0	0	0	40	0	45	85	607
05:00 PM	**4**	10	259	0	273	0	0	315	**24**	339	0	0	0	0	0	0	39	0	**53**	**92**	704
05:15 PM	4	**20**	**302**	0	**326**	0	0	305	11	316	0	0	0	0	0	**1**	**46**	0	44	91	733
Total Volume	11	53	1067	0	1131	0	0	1242	78	1320	0	0	0	0	0	1	152	0	182	335	2786
% App. Total	1	4.7	94.3	0		0	0	94.1	5.9		0	0	0	0		0.3	45.4	0	54.3		
PHF	.688	.663	.883	.000	.867	.000	.000	.848	.813	.851	.000	.000	.000	.000	.000	.250	.826	.000	.858	.910	.939
Autos	11	52	1053	0	1116	0	0	1224	73	1297	0	0	0	0	0	1	149	0	177	327	2740
% Autos	100	98.1	98.7	0	98.7	0	0	98.6	93.6	98.3	0	0	0	0	0	100	98.0	0	97.3	97.6	98.3
Heavy Vehicles	0	1	14	0	15	0	0	18	5	23	0	0	0	0	0	0	3	0	5	8	46
% Heavy Vehicles	0	1.9	1.3	0	1.3	0	0	1.4	6.4	1.7	0	0	0	0	0	0	2.0	0	2.7	2.4	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	11
06:30 AM	1	0	1	0	2	0	0	7	1	8	0	0	0	0	0	0	0	0	1	1	11
06:45 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	1	0	14	0	15	0	0	10	1	11	0	0	0	0	0	0	1	0	2	3	29
07:00 AM	0	1	6	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
07:15 AM	0	1	7	0	8	0	0	6	1	7	0	0	0	0	0	0	3	0	1	4	19
07:30 AM	0	2	9	0	11	0	0	6	0	6	0	0	0	0	0	0	0	0	1	1	18
07:45 AM	0	0	4	0	4	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	14
Total	0	4	26	0	30	0	0	28	1	29	0	0	0	0	0	0	3	0	2	5	64
08:00 AM	0	0	2	0	2	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	1	6	0	7	0	0	8	0	8	0	0	0	0	0	0	1	0	2	3	18
08:30 AM	0	1	7	0	8	0	0	7	0	7	0	0	0	0	0	0	2	0	2	4	19
08:45 AM	1	0	6	0	7	0	0	6	1	7	0	0	0	0	0	0	0	0	2	2	16
Total	1	2	21	0	24	0	0	29	1	30	0	0	0	0	0	0	3	0	6	9	63
*** BREAK ***																					
04:00 PM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	10
04:15 PM	0	3	2	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	10
04:30 PM	0	0	4	0	4	0	0	8	2	10	0	0	0	0	0	0	0	0	1	1	15
04:45 PM	0	0	5	0	5	0	0	2	2	4	0	0	0	0	0	0	1	0	1	2	11
Total	0	3	17	0	20	0	0	18	4	22	0	0	0	0	0	0	1	0	3	4	46
05:00 PM	0	0	2	0	2	0	0	4	1	5	0	0	0	0	0	0	2	0	3	5	12
05:15 PM	0	1	3	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	1	2	0	3	0	0	4	0	4	0	0	0	0	0	0	1	0	2	3	10
Total	0	2	8	0	10	0	0	17	1	18	0	0	0	0	0	0	3	0	5	8	36
06:00 PM	0	0	6	0	6	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	9
06:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	5
06:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	11	0	11	0	0	8	0	8	0	0	0	0	0	0	1	0	1	2	21
Grand Total	2	11	97	0	110	0	0	110	8	118	0	0	0	0	0	0	12	0	19	31	259
Apprch %	1.8	10	88.2	0		0	0	93.2	6.8		0	0	0	0		0	38.7	0	61.3		
Total %	0.8	4.2	37.5	0	42.5	0	0	42.5	3.1	45.6	0	0	0	0	0	0	4.6	0	7.3	12	

County: 86
Station: 0501
Description: ANGLERS AVE N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	28	24	21	24	97	12	3	12	12	39	136
0100	17	9	14	10	50	5	9	3	3	20	70
0200	10	18	13	15	56	3	9	3	2	17	73
0300	13	23	14	38	88	3	6	3	1	13	101
0400	17	17	22	17	73	4	14	10	23	51	124
0500	19	24	43	59	145	18	16	10	19	63	208
0600	34	40	42	62	178	27	24	30	50	131	309
0700	64	93	79	112	348	57	67	69	83	276	624
0800	125	112	109	116	462	99	71	76	95	341	803
0900	99	85	87	107	378	96	99	94	87	376	754
1000	76	108	73	98	355	104	109	101	105	419	774
1100	88	81	102	98	369	124	113	77	127	441	810
1200	122	129	147	137	535	152	209	131	158	650	1185
1300	181	103	110	120	514	168	144	149	213	674	1188
1400	127	103	101	99	430	128	125	171	129	553	983
1500	103	96	94	120	413	142	115	177	170	604	1017
1600	100	91	90	95	376	154	142	131	113	540	916
1700	97	117	107	90	411	158	158	133	120	569	980
1800	83	86	129	145	443	134	102	84	61	381	824
1900	61	69	62	56	248	67	62	63	53	245	493
2000	52	44	50	39	185	40	38	36	37	151	336
2100	39	31	48	34	152	41	40	30	22	133	285
2200	37	28	33	36	134	27	22	20	17	86	220
2300	36	37	48	40	161	14	19	19	10	62	223
24-Hour Totals:					6601					6835	13436

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	462	845	384	800	803
P.M.	1215	594	1300	674	1215	1260
Daily	1215	594	1300	674	1215	1260

Generated by SPS 5.0.49P

County: 86
Station: 0501
Description: ANGLERS AVE N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	24	24	19	15	82	6	10	7	6	29	111
0100	15	10	11	11	47	8	10	4	4	26	73
0200	9	14	6	17	46	6	3	7	6	22	68
0300	14	18	14	27	73	5	5	3	3	16	89
0400	23	26	28	30	107	2	9	18	16	45	152
0500	19	32	40	43	134	11	21	14	20	66	200
0600	45	46	50	59	200	22	25	43	48	138	338
0700	77	87	83	111	358	55	58	77	82	272	630
0800	120	113	110	131	474	88	79	68	100	335	809
0900	97	92	94	70	353	97	102	78	76	353	706
1000	85	80	102	98	365	101	84	98	122	405	770
1100	80	95	81	125	381	101	101	96	118	416	797
1200	99	102	116	90	407	182	129	155	129	595	1002
1300	119	101	108	108	436	159	144	146	130	579	1015
1400	94	82	101	96	373	130	107	155	127	519	892
1500	101	101	118	96	416	129	109	108	112	458	874
1600	122	104	122	129	477	145	124	147	162	578	1055
1700	139	136	144	143	562	151	169	161	153	634	1196
1800	124	121	93	79	417	182	116	99	68	465	882
1900	57	58	54	42	211	69	63	70	45	247	458
2000	68	42	52	38	200	34	31	36	33	134	334
2100	31	27	34	26	118	41	29	25	21	116	234
2200	25	29	33	38	125	19	21	24	15	79	204
2300	42	38	31	42	153	22	11	11	12	56	209
24-Hour Totals:					6515					6583	13098

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	474	845	377	800	809
P.M.	1700	562	1715	665	1715	1212
Daily	1700	562	1715	665	1715	1212

Generated by SPS 5.0.49P

County: 86
Station: 0501
Description: ANGLERS AVE N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	27	28	19	25	99	9	9	7	11	36	135
0100	15	12	11	10	48	6	10	2	2	20	68
0200	7	14	9	7	37	7	8	3	6	24	61
0300	10	16	19	28	73	3	2	3	2	10	83
0400	17	28	21	21	87	3	10	14	10	37	124
0500	26	33	31	56	146	18	24	17	20	79	225
0600	38	29	46	65	178	19	24	27	42	112	290
0700	59	86	84	101	330	47	66	64	83	260	590
0800	126	84	121	94	425	88	85	80	96	349	774
0900	111	92	85	91	379	94	96	72	87	349	728
1000	81	84	87	100	352	115	78	119	87	399	751
1100	82	81	91	105	359	104	87	121	129	441	800
1200	109	87	101	129	426	123	115	115	124	477	903
1300	99	115	103	98	415	163	122	148	95	528	943
1400	105	101	97	98	401	110	101	124	121	456	857
1500	95	88	107	110	400	122	180	141	134	577	977
1600	85	115	94	90	384	141	112	120	128	501	885
1700	115	89	105	102	411	162	183	131	135	611	1022
1800	98	88	63	74	323	152	116	90	80	438	761
1900	61	55	62	46	224	51	48	47	39	185	409
2000	50	46	44	50	190	40	38	28	38	144	334
2100	32	40	24	38	134	31	42	23	17	113	247
2200	21	31	28	33	113	16	20	14	18	68	181
2300	27	34	44	34	139	16	18	15	14	63	202
24-Hour Totals:					6073					6277	12350

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	432	830	366	830	784
P.M.	1245	446	1700	611	1700	1022
Daily	1245	446	1700	611	1700	1022

Generated by SPS 5.0.49P

County: 86
Station: 0503
Description: STIRLING RD E OF ANGLERS AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	62	48	52	45	207	95	97	67	78	337	544
0100	54	63	37	38	192	71	56	58	58	243	435
0200	37	37	37	37	148	46	67	48	44	205	353
0300	33	33	27	32	125	45	41	42	54	182	307
0400	39	41	41	71	192	33	36	44	34	147	339
0500	50	74	69	97	290	33	51	58	87	229	519
0600	139	125	186	240	690	82	85	123	186	476	1166
0700	288	325	342	434	1389	193	306	308	334	1141	2530
0800	509	345	536	442	1832	392	321	383	373	1469	3301
0900	377	492	412	411	1692	315	338	366	320	1339	3031
1000	428	369	425	458	1680	323	338	343	364	1368	3048
1100	392	452	412	444	1700	310	347	355	477	1489	3189
1200	422	417	472	446	1757	487	391	433	449	1760	3517
1300	473	414	440	532	1859	418	472	423	480	1793	3652
1400	418	416	455	430	1719	457	436	481	457	1831	3550
1500	508	426	439	404	1777	418	446	437	484	1785	3562
1600	377	343	311	349	1380	474	457	480	472	1883	3263
1700	423	302	321	301	1347	439	502	452	445	1838	3185
1800	281	313	268	250	1112	374	438	355	389	1556	2668
1900	238	251	227	214	930	360	387	301	256	1304	2234
2000	161	187	142	153	643	258	228	220	221	927	1570
2100	184	154	159	138	635	187	193	192	206	778	1413
2200	152	155	146	119	572	187	176	179	140	682	1254
2300	98	99	72	73	342	142	142	136	133	553	895
24-Hour Totals:					24210					25315	49525

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1847	800	1469	800	3301
P.M.	1300	1859	1545	1895	1345	3675
Daily	1300	1859	1545	1895	1345	3675

Generated by SPS 5.0.49P

County: 86
Station: 0503
Description: STIRLING RD E OF ANGLERS AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	64	54	64	58	240	119	112	90	69	390	630
0100	38	40	38	37	153	52	57	75	52	236	389
0200	43	36	25	27	131	46	36	36	40	158	289
0300	26	22	23	30	101	31	45	34	44	154	255
0400	22	29	47	52	150	31	45	44	50	170	320
0500	52	63	79	96	290	46	49	60	94	249	539
0600	113	132	197	253	695	83	112	157	224	576	1271
0700	245	382	320	445	1392	227	303	309	324	1163	2555
0800	489	475	469	464	1897	361	362	416	412	1551	3448
0900	424	386	347	344	1501	373	328	313	397	1411	2912
1000	419	354	344	367	1484	361	372	344	377	1454	2938
1100	386	316	404	368	1474	355	388	377	461	1581	3055
1200	457	470	437	379	1743	427	410	377	401	1615	3358
1300	415	443	434	349	1641	526	494	469	430	1919	3560
1400	386	366	385	394	1531	474	426	453	509	1862	3393
1500	432	430	415	466	1743	460	532	532	548	2072	3815
1600	403	410	432	448	1693	579	484	535	547	2145	3838
1700	404	495	378	478	1755	551	563	566	604	2284	4039
1800	439	352	381	292	1464	485	448	477	356	1766	3230
1900	317	272	226	209	1024	374	358	403	348	1483	2507
2000	200	181	178	157	716	329	230	231	236	1026	1742
2100	197	133	151	174	655	218	204	218	202	842	1497
2200	108	138	117	114	477	179	214	187	150	730	1207
2300	97	86	78	69	330	188	182	142	144	656	986
24-Hour Totals:					24280					27493	51773

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1897	815	1563	800	3448
P.M.	1715	1790	1700	2284	1700	4039
Daily	800	1897	1700	2284	1700	4039

Generated by SPS 5.0.49P

County: 86
Station: 0503
Description: STIRLING RD E OF ANGLERS AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	67	56	46	37	206	166	93	74	91	424	630
0100	42	52	35	37	166	63	58	53	50	224	390
0200	36	37	21	33	127	39	51	42	44	176	303
0300	24	13	30	32	99	37	36	37	46	156	255
0400	19	44	29	43	135	31	33	44	40	148	283
0500	49	58	82	106	295	46	49	58	63	216	511
0600	108	123	172	202	605	71	95	148	183	497	1102
0700	248	259	353	341	1201	214	272	306	248	1040	2241
0800	381	420	398	397	1596	273	299	351	328	1251	2847
0900	395	371	406	370	1542	349	350	296	311	1306	2848
1000	425	352	374	395	1546	331	329	295	382	1337	2883
1100	419	354	403	455	1631	355	380	366	361	1462	3093
1200	488	450	482	366	1786	439	385	356	447	1627	3413
1300	450	380	442	355	1627	453	443	412	403	1711	3338
1400	407	400	378	392	1577	422	402	416	413	1653	3230
1500	429	435	512	462	1838	446	413	543	495	1897	3735
1600	410	427	418	330	1585	463	478	472	392	1805	3390
1700	483	448	417	424	1772	510	481	498	513	2002	3774
1800	382	345	304	285	1316	496	390	395	395	1676	2992
1900	307	251	255	206	1019	375	349	327	324	1375	2394
2000	188	210	164	164	726	265	239	281	223	1008	1734
2100	191	156	142	157	646	203	212	185	195	795	1441
2200	147	127	113	104	491	171	166	155	151	643	1134
2300	106	78	93	67	344	161	160	168	150	639	983
24-Hour Totals:					23876					25068	48944

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1610	830	1378	830	2939
P.M.	1500	1838	1700	2002	1530	3790
Daily	1145	1875	1700	2002	1530	3790

Generated by SPS 5.0.49P

County: 86
Station: 0507
Description: STIRLING RD W OF ANGLERS AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	68	48	55	47	218	105	100	51	55	311	529
0100	65	58	47	38	208	60	57	44	38	199	407
0200	44	41	36	36	157	33	47	43	38	161	318
0300	37	31	31	49	148	31	20	29	17	97	245
0400	47	43	39	52	181	23	27	24	25	99	280
0500	55	71	88	124	338	20	33	31	55	139	477
0600	126	151	193	240	710	68	75	111	155	409	1119
0700	278	353	375	385	1391	172	257	254	242	925	2316
0800	371	363	386	368	1488	292	250	307	303	1152	2640
0900	325	297	301	337	1260	274	290	342	301	1207	2467
1000	352	300	370	314	1336	280	287	344	351	1262	2598
1100	310	359	322	333	1324	298	315	344	386	1343	2667
1200	339	291	360	343	1333	374	342	394	445	1555	2888
1300	365	355	307	297	1324	370	427	389	406	1592	2916
1400	321	312	342	311	1286	444	413	448	477	1782	3068
1500	300	320	326	265	1211	402	435	419	436	1692	2903
1600	311	326	293	309	1239	473	460	453	425	1811	3050
1700	350	256	322	287	1215	424	487	488	421	1820	3035
1800	277	291	263	267	1098	393	384	342	358	1477	2575
1900	238	227	203	229	897	317	335	288	252	1192	2089
2000	188	172	145	177	682	229	237	213	202	881	1563
2100	171	187	152	145	655	190	220	185	186	781	1436
2200	172	158	159	136	625	158	158	161	113	590	1215
2300	106	130	106	75	417	152	144	114	100	510	927
24-Hour Totals:					20741					22987	43728

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1505	845	1209	800	2640
P.M.	1230	1423	1645	1824	1400	3068
Daily	745	1505	1645	1824	1400	3068

Generated by SPS 5.0.49P

County: 86
Station: 0507
Description: STIRLING RD W OF ANGLERS AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	82	62	79	73	296	103	97	71	57	328	624
0100	47	48	76	64	235	44	42	65	42	193	428
0200	55	43	46	39	183	40	26	37	27	130	313
0300	27	22	30	40	119	26	33	23	22	104	223
0400	36	32	45	50	163	19	26	28	28	101	264
0500	44	64	88	117	313	29	29	43	55	156	469
0600	134	155	205	225	719	68	89	111	167	435	1154
0700	293	312	326	360	1291	179	288	267	303	1037	2328
0800	393	418	379	379	1569	288	264	325	334	1211	2780
0900	331	304	246	276	1157	308	305	292	345	1250	2407
1000	328	267	316	301	1212	331	316	319	311	1277	2489
1100	269	333	282	304	1188	302	310	323	377	1312	2500
1200	339	310	341	291	1281	370	307	311	326	1314	2595
1300	277	327	296	288	1188	408	361	372	396	1537	2725
1400	307	279	306	306	1198	411	361	387	444	1603	2801
1500	321	339	358	298	1316	401	411	461	430	1703	3019
1600	267	337	319	263	1186	499	468	471	436	1874	3060
1700	328	356	305	312	1301	466	494	449	476	1885	3186
1800	350	264	315	284	1213	443	365	477	380	1665	2878
1900	249	287	200	207	943	348	303	357	294	1302	2245
2000	224	170	166	195	755	271	215	211	223	920	1675
2100	163	145	158	150	616	191	182	198	165	736	1352
2200	142	124	120	129	515	165	176	170	127	638	1153
2300	94	97	81	78	350	152	113	110	106	481	831
24-Hour Totals:					20307					23192	43499

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1569	830	1272	800	2780
P.M.	1445	1324	1700	1885	1700	3186
Daily	800	1569	1700	1885	1700	3186

Generated by SPS 5.0.49P

County: 86
Station: 0507
Description: STIRLING RD W OF ANGLERS AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	54	48	48	215	108	63	57	64	292	507
0100	45	48	42	38	173	47	50	34	33	164	337
0200	38	30	22	29	119	36	28	31	38	133	252
0300	23	18	42	37	120	18	25	15	21	79	199
0400	33	46	34	44	157	17	24	23	23	87	244
0500	51	55	95	133	334	24	17	51	53	145	479
0600	121	134	194	229	678	57	75	115	150	397	1075
0700	272	251	287	338	1148	173	227	236	209	845	1993
0800	367	381	354	347	1449	280	256	325	303	1164	2613
0900	335	357	337	337	1366	256	265	274	254	1049	2415
1000	318	252	327	329	1226	291	302	239	329	1161	2387
1100	332	272	304	379	1287	302	326	354	344	1326	2613
1200	280	317	337	307	1241	341	325	303	376	1345	2586
1300	325	332	310	264	1231	403	391	390	375	1559	2790
1400	337	301	312	321	1271	389	378	389	385	1541	2812
1500	335	332	343	340	1350	379	372	487	431	1669	3019
1600	331	295	341	338	1305	460	431	522	476	1889	3194
1700	322	364	312	328	1326	515	478	461	498	1952	3278
1800	330	262	257	311	1160	459	429	401	383	1672	2832
1900	244	260	252	201	957	343	327	278	316	1264	2221
2000	232	203	168	186	789	250	244	250	185	929	1718
2100	180	152	151	164	647	208	212	192	166	778	1425
2200	151	134	116	116	517	141	154	138	129	562	1079
2300	101	89	89	75	354	146	132	129	112	519	873
24-Hour Totals:					20420					22521	42941

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1449	800	1164	800	2613
P.M.	1630	1365	1630	1991	1630	3356
Daily	800	1449	1630	1991	1630	3356

Generated by SPS 5.0.49P

County: 86
Station: 0603
Description: STIRLING RD E OF N 29TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	68	50	55	47	220	103	100	65	65	333	553
0100	61	62	44	40	207	62	47	46	48	203	410
0200	42	40	38	38	158	33	49	35	36	153	311
0300	37	33	31	41	142	37	34	41	41	153	295
0400	45	43	41	64	193	31	33	34	35	133	326
0500	55	75	82	114	326	28	49	67	104	248	574
0600	145	136	203	251	735	105	110	153	189	557	1292
0700	294	336	345	384	1359	190	281	312	350	1133	2492
0800	461	306	447	388	1602	364	344	339	381	1428	3030
0900	363	411	371	387	1532	316	338	336	327	1317	2849
1000	404	348	412	402	1566	318	319	338	365	1340	2906
1100	364	421	382	403	1570	346	343	368	426	1483	3053
1200	395	369	432	409	1605	440	416	442	433	1731	3336
1300	435	399	389	433	1656	438	435	423	470	1766	3422
1400	383	378	414	385	1560	424	429	454	425	1732	3292
1500	422	388	398	349	1557	422	435	445	458	1760	3317
1600	345	386	346	397	1474	459	464	453	451	1827	3301
1700	440	404	411	384	1639	446	489	454	411	1800	3439
1800	383	359	320	314	1376	411	454	378	382	1625	3001
1900	246	247	223	229	945	331	341	294	282	1248	2193
2000	180	186	149	171	686	259	245	237	222	963	1649
2100	183	175	162	147	667	210	194	191	190	785	1452
2200	168	162	157	132	619	170	174	159	143	646	1265
2300	106	118	92	77	393	128	128	112	106	474	867
24-Hour Totals:					23787					24838	48625

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1609	800	1428	800	3030
P.M.	1230	1675	1645	1840	1645	3492
Daily	1230	1675	1645	1840	1645	3492

Truck Percentage 5.95 3.75 4.83

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	257	15630	6485	249	845	35	3	31	143	108	1	0	0	0	0	1415	23787
W	50	19092	4764	154	615	42	2	71	44	4	0	0	0	0	0	932	24838

Generated by SPS 5.0.49P

County: 86
Station: 0603
Description: STIRLING RD E OF N 29TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	76	60	73	67	276	101	93	77	61	332	608
0100	45	46	58	54	203	52	48	55	44	199	402
0200	51	41	36	35	163	37	32	33	35	137	300
0300	27	24	28	36	115	30	35	37	34	136	251
0400	30	32	47	54	163	29	38	34	44	145	308
0500	50	66	86	109	311	35	49	67	91	242	553
0600	112	131	199	237	679	90	109	151	209	559	1238
0700	277	360	334	418	1389	195	284	319	383	1181	2570
0800	439	421	410	409	1679	348	366	355	402	1471	3150
0900	391	358	308	322	1379	346	333	308	369	1356	2735
1000	388	323	342	347	1400	337	338	337	371	1383	2783
1100	341	335	356	348	1380	370	364	381	417	1532	2912
1200	413	406	403	347	1569	408	425	411	408	1652	3221
1300	361	401	380	330	1472	494	447	448	444	1833	3305
1400	359	335	358	364	1416	433	423	439	452	1747	3163
1500	391	399	400	398	1588	443	481	497	492	1913	3501
1600	349	387	391	371	1498	537	500	493	522	2052	3550
1700	384	470	359	440	1653	526	554	525	528	2133	3786
1800	410	320	361	298	1389	473	461	473	406	1813	3202
1900	293	289	220	215	1017	340	325	349	332	1346	2363
2000	218	182	178	181	759	297	245	243	229	1014	1773
2100	187	143	160	168	658	227	200	206	187	820	1478
2200	128	136	122	125	511	165	194	164	149	672	1183
2300	98	95	83	76	352	152	151	116	112	531	883
24-Hour Totals:					23019					26199	49218

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1688	800	1471	800	3150
P.M.	1715	1679	1700	2133	1700	3786
Daily	745	1688	1700	2133	1700	3786

Truck Percentage 10.05 3.58 6.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	111	14371	6224	383	1652	30	4	23	146	74	1	0	0	0	0	2313	23019
W	48	19790	5422	145	628	34	2	88	37	5	0	0	0	0	0	939	26199

Generated by SPS 5.0.49P

County: 86
Station: 0603
Description: STIRLING RD E OF N 29TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	69	58	48	44	219	126	83	69	72	350	569
0100	45	52	40	38	175	59	48	44	43	194	369
0200	38	34	22	33	127	30	40	31	36	137	264
0300	25	16	38	35	114	32	31	37	35	135	249
0400	27	46	32	46	151	29	32	35	39	135	286
0500	51	59	80	92	282	34	49	67	93	243	525
0600	106	116	187	190	599	87	101	155	191	534	1133
0700	203	234	290	313	1040	222	277	330	286	1115	2155
0800	375	404	383	375	1537	413	354	345	410	1522	3059
0900	334	335	340	326	1335	334	345	300	324	1303	2638
1000	342	314	363	375	1394	321	314	311	373	1319	2713
1100	390	326	368	433	1517	370	360	374	364	1468	2985
1200	400	399	425	349	1573	413	413	401	432	1659	3232
1300	403	368	390	322	1483	455	421	418	429	1723	3206
1400	385	365	358	369	1477	405	412	419	401	1637	3114
1500	397	398	445	416	1656	437	416	503	463	1819	3475
1600	411	375	405	392	1583	466	487	464	452	1869	3452
1700	402	458	402	418	1680	485	478	479	448	1890	3570
1800	394	312	283	321	1310	477	429	399	385	1690	3000
1900	286	264	262	211	1023	339	319	308	320	1286	2309
2000	216	213	172	180	781	262	250	270	223	1005	1786
2100	192	160	151	166	669	220	204	188	184	796	1465
2200	155	136	118	114	523	161	168	146	149	624	1147
2300	107	87	95	73	362	138	138	129	116	521	883
24-Hour Totals:					22610					24974	47584

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1537	800	1522	800	3059
P.M.	1700	1680	1530	1919	1700	3570
Daily	1700	1680	1530	1919	1700	3570

Truck Percentage 7.14 3.61 5.29

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	197	14589	6210	251	1038	33	2	27	131	132	0	0	0	0	0	1614	22610
W	73	18894	5106	155	605	31	0	74	34	2	0	0	0	0	0	901	24974

Generated by SPS 5.0.49P

County: 86
Station: 0605
Description: N 29TH AVE N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	6	4	10	24	5	6	5	6	22	46
0100	8	5	12	4	29	4	8	4	9	25	54
0200	6	0	5	9	20	4	10	1	5	20	40
0300	8	8	2	7	25	9	5	1	1	16	41
0400	5	5	4	4	18	5	3	8	6	22	40
0500	5	5	5	9	24	5	8	14	19	46	70
0600	7	15	18	18	58	22	30	33	58	143	201
0700	29	27	35	42	133	40	50	74	88	252	385
0800	43	44	42	58	187	92	120	101	127	440	627
0900	46	61	75	48	230	133	107	88	92	420	650
1000	65	48	71	60	244	79	60	70	74	283	527
1100	64	83	64	75	286	69	86	84	83	322	608
1200	93	78	75	80	326	70	90	84	89	333	659
1300	68	71	72	91	302	86	85	86	99	356	658
1400	81	52	66	58	257	82	76	74	74	306	563
1500	90	81	76	90	337	82	42	64	52	240	577
1600	77	90	101	84	352	59	67	52	61	239	591
1700	160	97	85	70	412	70	52	65	54	241	653
1800	72	37	45	48	202	47	45	37	32	161	363
1900	31	32	21	18	102	33	34	27	27	121	223
2000	27	23	24	16	90	16	22	13	15	66	156
2100	20	17	20	19	76	13	24	16	21	74	150
2200	17	10	12	16	55	15	18	11	16	60	115
2300	19	7	8	10	44	9	7	8	9	33	77
24-Hour Totals:					3833					4241	8074

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	240	815	481	845	695
P.M.	1630	442	1300	356	1615	685
Daily	1630	442	815	481	845	695

Generated by SPS 5.0.49P

County: 86
Station: 0605
Description: N 29TH AVE N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	7	9	4	5	25	3	4	3	5	15	40
0100	6	11	5	7	29	2	6	1	11	20	49
0200	7	4	9	7	27	12	2	3	4	21	48
0300	8	13	5	2	28	2	6	10	2	20	48
0400	3	1	7	1	12	6	3	8	8	25	37
0500	5	16	10	6	37	1	10	15	16	42	79
0600	10	13	18	27	68	26	35	35	62	158	226
0700	27	27	35	47	136	41	45	70	84	240	376
0800	45	33	29	68	175	101	117	113	137	468	643
0900	54	48	49	64	215	127	92	68	86	373	588
1000	52	61	54	49	216	85	66	101	88	340	556
1100	83	49	73	69	274	72	89	66	77	304	578
1200	101	86	79	85	351	91	82	86	94	353	704
1300	97	94	96	81	368	94	84	76	102	356	724
1400	77	75	77	49	278	76	66	82	94	318	596
1500	87	84	119	85	375	69	68	53	76	266	641
1600	83	61	116	121	381	68	80	59	66	273	654
1700	188	102	104	78	472	57	67	64	61	249	721
1800	82	51	51	40	224	50	40	30	43	163	387
1900	48	34	34	21	137	41	30	19	19	109	246
2000	38	26	28	21	113	17	15	23	17	72	185
2100	20	16	15	15	66	19	17	17	15	68	134
2200	27	10	15	9	61	13	28	7	17	65	126
2300	19	11	11	8	49	9	7	7	10	33	82
24-Hour Totals:					4117					4351	8468

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	219	815	494	815	678
P.M.	1630	527	1230	358	1630	776
Daily	1630	527	815	494	1630	776

Generated by SPS 5.0.49P

County: 86
Station: 0605
Description: N 29TH AVE N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	23	4	9	8	44	4	3	3	5	15	59
0100	7	5	3	5	20	7	6	5	12	30	50
0200	6	7	9	6	28	10	7	12	1	30	58
0300	10	2	6	5	23	1	1	3	5	10	33
0400	8	4	8	4	24	3	1	8	7	19	43
0500	6	3	6	6	21	3	18	14	17	52	73
0600	5	11	16	15	47	23	33	35	67	158	205
0700	34	23	35	36	128	54	60	66	95	275	403
0800	39	49	50	46	184	99	109	108	125	441	625
0900	61	48	64	61	234	123	97	103	95	418	652
1000	59	54	51	68	232	87	75	96	47	305	537
1100	67	52	67	77	263	48	81	79	84	292	555
1200	141	88	75	60	364	88	67	93	95	343	707
1300	80	89	83	48	300	73	97	75	101	346	646
1400	89	76	75	72	312	96	80	87	66	329	641
1500	105	77	109	68	359	91	81	60	69	301	660
1600	95	79	100	99	373	71	59	58	71	259	632
1700	197	116	87	65	465	72	59	64	55	250	715
1800	78	59	38	35	210	44	46	44	41	175	385
1900	44	28	51	19	142	31	28	30	33	122	264
2000	26	21	39	22	108	45	44	21	24	134	242
2100	24	22	27	10	83	53	14	19	14	100	183
2200	19	13	3	8	43	19	5	5	29	58	101
2300	36	20	11	16	83	6	11	9	7	33	116
24-Hour Totals:					4090					4495	8585

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	219	815	465	815	671
P.M.	1630	512	1315	369	1630	772
Daily	1630	512	815	465	1630	772

Generated by SPS 5.0.49P

County: 86
Station: 0701
Description: I-95 SB OFF RAMP N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	91	87	79	82	339
0100	80	58	35	50	223
0200	40	29	37	36	142
0300	42	45	36	59	182
0400	69	46	29	36	180
0500	35	31	55	74	195
0600	81	87	116	139	423
0700	161	205	232	237	835
0800	262	248	260	308	1078
0900	248	195	217	175	835
1000	200	172	227	251	850
1100	221	211	230	240	902
1200	226	237	238	249	950
1300	261	225	241	225	952
1400	217	211	165	196	789
1500	217	221	183	186	807
1600	227	238	256	287	1008
1700	251	267	248	238	1004
1800	218	206	220	238	882
1900	199	189	178	144	710
2000	144	148	129	138	559
2100	107	95	89	75	366
2200	94	97	79	68	338
2300	91	80	85	72	328
24-Hour Totals:					14877

Peak Volume Information

	Hour	Volume
A.M.	800	1078
P.M.	1630	1061
Daily	800	1078

Truck Percentage	4.41	NaN	4.41

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	20	11635	2566	95	340	36	3	60	119	3	0	0	0	0	0	656	14877

Generated by SPS 5.0.49P

County: 86
Station: 0701
Description: I-95 SB OFF RAMP N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	66	72	77	64	279
0100	68	46	60	54	228
0200	28	34	22	39	123
0300	41	40	44	54	179
0400	33	36	32	48	149
0500	38	35	45	68	186
0600	82	91	126	176	475
0700	174	184	206	259	823
0800	280	260	253	260	1053
0900	256	224	194	253	927
1000	215	199	229	231	874
1100	231	244	249	280	1004
1200	198	230	240	249	917
1300	241	232	256	236	965
1400	217	211	264	254	946
1500	244	253	234	232	963
1600	241	243	241	246	971
1700	250	223	268	209	950
1800	148	171	195	206	720
1900	178	181	196	208	763
2000	148	142	107	124	521
2100	120	96	91	87	394
2200	91	91	86	100	368
2300	79	79	81	106	345
24-Hour Totals:					15123

Peak Volume Information

	Hour	Volume
A.M.	800	1053
P.M.	1430	1015
Daily	800	1053

Truck Percentage 6.63 NaN 6.63

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	23	10672	3425	129	645	40	4	81	97	3	0	2	2	0	0	1003	15123

Generated by SPS 5.0.49P

County: 86
Station: 0701
Description: I-95 SB OFF RAMP N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	83	60	55	53	251
0100	52	29	43	36	160
0200	28	35	28	38	129
0300	22	27	36	37	122
0400	34	59	69	62	224
0500	48	33	52	76	209
0600	65	90	119	165	439
0700	184	209	229	241	863
0800	241	243	271	238	993
0900	211	170	178	188	747
1000	183	206	223	218	830
1100	212	227	245	211	895
1200	230	228	240	244	942
1300	227	237	251	244	959
1400	224	234	265	242	965
1500	231	205	214	232	882
1600	227	232	243	236	938
1700	243	244	216	184	887
1800	199	204	211	187	801
1900	180	182	162	146	670
2000	137	120	129	109	495
2100	103	94	89	96	382
2200	95	86	83	94	358
2300	137	148	156	117	558
24-Hour Totals:					14699

Peak Volume Information

	Hour	Volume
A.M.	745	996
P.M.	1415	972
Daily	745	996

Truck Percentage	4.74	NaN	4.74

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	32	11348	2622	91	405	35	2	55	104	3	0	1	1	0	0	697	14699

Generated by SPS 5.0.49P

County: 86
Station: 0703
Description: STIRLING RD E OF I-95 SB RAMPS
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	101	95	80	76	352	108	87	66	66	327	679
0100	74	66	62	42	244	53	48	49	47	197	441
0200	52	40	33	61	186	46	45	31	32	154	340
0300	43	39	45	68	195	33	33	29	37	132	327
0400	36	38	46	45	165	31	38	42	42	153	318
0500	49	50	87	108	294	48	58	81	93	280	574
0600	116	130	191	229	666	102	125	149	190	566	1232
0700	244	338	317	409	1308	206	264	318	323	1111	2419
0800	406	393	403	403	1605	319	308	322	351	1300	2905
0900	394	392	350	435	1571	296	305	330	323	1254	2825
1000	379	351	405	375	1510	300	338	314	369	1321	2831
1100	431	412	398	480	1721	349	372	402	396	1519	3240
1200	509	483	537	481	2010	404	409	376	492	1681	3691
1300	484	460	445	458	1847	417	446	484	444	1791	3638
1400	416	405	461	423	1705	468	447	414	494	1823	3528
1500	456	483	412	447	1798	417	454	502	474	1847	3645
1600	412	407	457	398	1674	506	477	458	508	1949	3623
1700	394	448	387	408	1637	473	451	494	460	1878	3515
1800	389	366	402	310	1467	479	463	405	437	1784	3251
1900	352	318	283	299	1252	379	384	374	344	1481	2733
2000	236	219	230	189	874	337	342	304	295	1278	2152
2100	204	170	171	162	707	267	250	295	259	1071	1778
2200	143	132	116	127	518	226	247	219	167	859	1377
2300	157	128	106	115	506	201	167	168	127	663	1169
24-Hour Totals:					25812					26419	52231

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1611	800	1300	800	2905
P.M.	1200	2010	1530	1959	1245	3709
Daily	1200	2010	1530	1959	1245	3709

Generated by SPS 5.0.49P

County: 86
Station: 0703
Description: STIRLING RD E OF I-95 SB RAMPS
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	102	87	85	87	361	94	86	57	62	299	660
0100	84	56	57	45	242	48	44	58	38	188	430
0200	39	50	35	45	169	43	36	31	29	139	308
0300	47	44	47	77	215	24	33	17	40	114	329
0400	44	45	48	48	185	32	38	41	38	149	334
0500	50	55	89	95	289	41	53	74	93	261	550
0600	116	132	192	238	678	81	121	137	193	532	1210
0700	245	340	317	423	1325	201	265	313	329	1108	2433
0800	407	463	437	414	1721	274	306	314	344	1238	2959
0900	396	377	322	434	1529	296	284	330	323	1233	2762
1000	365	320	381	368	1434	306	323	323	335	1287	2721
1100	447	396	422	442	1707	334	360	376	384	1454	3161
1200	494	452	543	459	1948	392	400	356	449	1597	3545
1300	439	448	475	436	1798	424	416	480	418	1738	3536
1400	383	369	488	426	1666	463	423	386	490	1762	3428
1500	483	467	416	421	1787	386	435	490	476	1787	3574
1600	427	408	495	397	1727	525	437	469	520	1951	3678
1700	486	497	493	477	1953	477	456	492	439	1864	3817
1800	385	355	387	335	1462	475	477	415	428	1795	3257
1900	348	314	273	325	1260	374	371	349	305	1399	2659
2000	225	213	213	182	833	315	288	268	247	1118	1951
2100	207	150	156	156	669	226	195	247	205	873	1542
2200	120	117	111	138	486	203	226	193	130	752	1238
2300	151	125	101	123	500	163	136	137	96	532	1032
24-Hour Totals:					25944					25170	51114

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1730	815	1260	815	2970
P.M.	1700	1953	1600	1951	1645	3818
Daily	1700	1953	1600	1951	1645	3818

Generated by SPS 5.0.49P

County: 86
Station: 0703
Description: STIRLING RD E OF I-95 SB RAMPS
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	99	108	74	66	347	112	82	67	63	324	671
0100	60	69	67	38	234	55	45	38	47	185	419
0200	64	31	30	80	205	46	48	26	31	151	356
0300	36	36	40	61	173	39	32	35	35	141	314
0400	28	31	48	39	146	30	35	39	42	146	292
0500	48	42	89	101	280	55	59	87	88	289	569
0600	106	124	176	212	618	114	124	145	178	561	1179
0700	241	285	302	362	1190	185	235	283	280	983	2173
0800	376	370	440	426	1612	350	284	323	346	1303	2915
0900	398	399	354	436	1587	292	303	297	301	1193	2780
1000	406	360	419	377	1562	289	332	277	377	1275	2837
1100	423	408	370	504	1705	338	374	406	379	1497	3202
1200	536	516	532	502	2086	397	379	369	510	1655	3741
1300	525	481	414	462	1882	388	439	452	437	1716	3598
1400	437	423	425	414	1699	437	439	408	459	1743	3442
1500	413	492	414	469	1788	421	448	490	456	1815	3603
1600	441	454	480	402	1777	463	490	435	478	1866	3643
1700	502	514	411	438	1865	444	424	477	462	1807	3672
1800	390	378	388	320	1476	456	417	384	414	1671	3147
1900	349	317	289	275	1230	365	373	382	380	1500	2730
2000	253	225	236	194	908	344	386	334	330	1394	2302
2100	205	188	190	162	745	282	283	331	292	1188	1933
2200	161	143	115	114	533	222	255	232	191	900	1433
2300	172	131	114	114	531	223	189	179	150	741	1272
24-Hour Totals:					26179					26044	52223

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1663	800	1303	830	2927
P.M.	1200	2086	1530	1899	1230	3746
Daily	1145	2088	1530	1899	1230	3746

Generated by SPS 5.0.49P

County: 86
Station: 0705
Description: I-95 SB ON RAMP S OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	83	84	77	75	319
0100	69	68	55	48	240
0200	68	50	35	42	195
0300	31	34	25	24	114
0400	29	24	43	48	144
0500	42	44	48	75	209
0600	90	82	120	141	433
0700	190	189	200	202	781
0800	154	255	183	183	775
0900	205	165	163	200	733
1000	160	187	190	215	752
1100	216	238	212	221	887
1200	269	216	259	253	997
1300	231	260	267	245	1003
1400	271	242	254	248	1015
1500	275	274	331	296	1176
1600	299	247	237	277	1060
1700	284	261	219	234	998
1800	224	242	207	210	883
1900	215	218	190	203	826
2000	184	178	147	134	643
2100	117	135	144	131	527
2200	167	132	110	149	558
2300	89	77	67	50	283
24-Hour Totals:					15551

Peak Volume Information

	Hour	Volume
A.M.	815	826
P.M.	1515	1200
Daily	1515	1200

Truck Percentage	4.08	NaN	4.08

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	22	12241	2654	133	341	73	1	39	45	1	0	0	1	0	0	634	15551

Generated by SPS 5.0.49P

County: 86
Station: 0705
Description: I-95 SB ON RAMP S OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	64	54	51	38	207
0100	25	34	25	27	111
0200	24	19	23	27	93
0300	26	21	24	24	95
0400	22	20	27	35	104
0500	34	54	46	73	207
0600	77	94	130	159	460
0700	189	178	195	226	788
0800	215	246	191	213	865
0900	178	178	157	156	669
1000	148	179	182	172	681
1100	196	195	192	193	776
1200	219	232	234	211	896
1300	245	243	217	257	962
1400	226	255	236	246	963
1500	235	283	339	280	1137
1600	307	308	252	217	1084
1700	289	275	231	270	1065
1800	289	220	232	210	951
1900	214	206	203	166	789
2000	204	173	147	148	672
2100	159	125	146	121	551
2200	136	128	110	109	483
2300	117	94	94	82	387
24-Hour Totals:					14996

Peak Volume Information

	Hour	Volume
A.M.	730	882
P.M.	1530	1234
Daily	1530	1234

Truck Percentage	4.25	NaN	4.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	25	11711	2622	126	374	48	0	47	37	3	0	0	3	0	0	638	14996

Generated by SPS 5.0.49P

County: 86
Station: 0705
Description: I-95 SB ON RAMP S OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	75	70	64	58	267
0100	47	53	41	39	180
0200	47	20	30	17	114
0300	27	28	23	22	100
0400	32	27	23	36	118
0500	28	55	38	55	176
0600	72	83	127	109	391
0700	134	137	154	186	611
0800	157	217	194	168	736
0900	180	175	200	183	738
1000	209	203	215	230	857
1100	214	245	237	215	911
1200	213	198	230	223	864
1300	241	267	249	259	1016
1400	241	259	262	245	1007
1500	220	291	306	285	1102
1600	317	280	252	250	1099
1700	312	299	233	294	1138
1800	282	256	247	241	1026
1900	238	251	241	215	945
2000	192	195	165	155	707
2100	157	145	142	159	603
2200	140	131	121	94	486
2300	117	90	85	83	375
24-Hour Totals:					15567

Peak Volume Information

	Hour	Volume
A.M.	815	759
P.M.	1515	1199
Daily	1515	1199

Truck Percentage	3.81	NaN	3.81

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	23	12219	2732	105	347	45	0	55	39	0	0	0	2	0	0	593	15567

Generated by SPS 5.0.49P

County: 86
Station: 0801
Description: I-95 NB ON RAMP N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	69	55	39	35	198
0100	39	29	24	27	119
0200	20	18	20	23	81
0300	15	11	18	14	58
0400	19	23	31	19	92
0500	39	43	50	52	184
0600	74	94	113	121	402
0700	159	219	218	249	845
0800	216	252	208	246	922
0900	226	191	170	190	777
1000	185	206	213	212	816
1100	212	242	218	247	919
1200	253	275	272	286	1086
1300	261	245	195	225	926
1400	280	283	278	287	1128
1500	297	288	304	261	1150
1600	312	252	272	228	1064
1700	293	270	249	241	1053
1800	220	212	227	203	862
1900	230	192	188	154	764
2000	186	121	156	108	571
2100	128	146	130	127	531
2200	141	107	98	125	471
2300	81	61	59	48	249
24-Hour Totals:					15268

Peak Volume Information

	Hour	Volume
A.M.	730	935
P.M.	1445	1176
Daily	1445	1176

Truck Percentage	2.80	NaN	2.80

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	18	12734	2088	50	176	50	1	52	95	3	0	0	1	0	0	428	15268

Generated by SPS 5.0.49P

County: 86
Station: 0801
Description: I-95 NB ON RAMP N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	36	32	24	27	119
0100	22	20	18	12	72
0200	15	13	13	14	55
0300	26	13	17	12	68
0400	17	16	26	22	81
0500	36	32	39	58	165
0600	74	101	149	144	468
0700	180	204	275	276	935
0800	233	231	244	221	929
0900	224	221	225	233	903
1000	229	199	213	211	852
1100	224	198	210	189	821
1200	248	268	251	255	1022
1300	239	236	264	254	993
1400	266	300	258	259	1083
1500	292	225	299	259	1075
1600	283	267	277	253	1080
1700	298	270	213	263	1044
1800	247	215	239	171	872
1900	178	191	169	166	704
2000	173	152	134	147	606
2100	126	126	123	121	496
2200	93	120	87	84	384
2300	93	75	74	75	317
24-Hour Totals:					15144

Peak Volume Information

	Hour	Volume
A.M.	730	1015
P.M.	1415	1109
Daily	1415	1109

Truck Percentage	5.71	NaN	5.71

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	10992	3259	90	596	30	0	62	83	3	0	0	1	0	0	865	15144

Generated by SPS 5.0.49P

County: 86
Station: 0801
Description: I-95 NB ON RAMP N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	111	89	73	62	335
0100	74	67	42	28	211
0200	18	19	18	20	75
0300	16	20	17	17	70
0400	17	21	25	25	88
0500	32	41	42	47	162
0600	68	85	96	132	381
0700	133	166	216	182	697
0800	185	219	212	226	842
0900	204	222	220	225	871
1000	214	228	187	250	879
1100	209	235	223	191	858
1200	208	234	240	243	925
1300	242	255	238	247	982
1400	246	262	295	266	1069
1500	295	276	272	269	1112
1600	290	287	326	259	1162
1700	346	304	254	212	1116
1800	254	193	195	167	809
1900	196	157	165	175	693
2000	166	140	118	134	558
2100	147	122	133	108	510
2200	103	87	107	83	380
2300	85	79	48	58	270
24-Hour Totals:					15055

Peak Volume Information

	Hour	Volume
A.M.	845	872
P.M.	1630	1235
Daily	1630	1235

Truck Percentage	3.06	NaN	3.06

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	20	12406	2169	51	222	57	3	45	81	0	0	0	1	0	0	460	15055

Generated by SPS 5.0.49P

County: 86
Station: 0803
Description: STIRLING RD E OF I-95 NB RAMPS
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	44	62	65	50	221	119	77	59	69	324	545
0100	49	49	38	39	175	50	36	25	24	135	310
0200	32	23	20	43	118	26	17	26	20	89	207
0300	27	31	28	33	119	31	15	17	27	90	209
0400	24	42	33	54	153	30	21	24	33	108	261
0500	62	66	97	159	384	46	49	54	85	234	618
0600	157	185	238	301	881	143	129	183	176	631	1512
0700	291	382	349	410	1432	232	266	318	349	1165	2597
0800	428	386	399	403	1616	294	307	342	351	1294	2910
0900	343	414	333	382	1472	316	321	283	334	1254	2726
1000	355	346	414	412	1527	315	345	322	339	1321	2848
1100	406	459	467	474	1806	358	373	343	442	1516	3322
1200	409	455	485	463	1812	374	437	422	460	1693	3505
1300	418	446	464	478	1806	455	493	474	488	1910	3716
1400	427	448	418	430	1723	463	521	470	430	1884	3607
1500	436	411	434	416	1697	501	496	567	519	2083	3780
1600	409	422	415	451	1697	500	474	531	518	2023	3720
1700	396	467	444	448	1755	537	508	529	464	2038	3793
1800	430	409	486	440	1765	446	417	404	366	1633	3398
1900	411	404	387	356	1558	399	349	332	350	1430	2988
2000	265	228	249	220	962	292	273	292	246	1103	2065
2100	217	212	167	169	765	265	229	237	187	918	1683
2200	150	159	139	118	566	184	165	132	121	602	1168
2300	124	106	92	84	406	155	105	98	84	442	848
24-Hour Totals:					26416					25920	52336

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1623	830	1330	745	2915
P.M.	1215	1821	1630	2094	1645	3850
Daily	1145	1823	1630	2094	1645	3850

Truck Percentage 5.81 3.50 4.66

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	230	18283	6369	73	272	350	386	89	68	287	2	7	0	0	0	1534	26416
W	396	23283	1335	58	190	264	61	33	28	38	1	2	231	0	0	906	25920

Generated by SPS 5.0.49P

County: 86
Station: 0803
Description: STIRLING RD E OF I-95 NB RAMPS
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	78	58	64	56	256	81	67	47	51	246	502
0100	45	57	56	32	190	38	31	35	22	126	316
0200	38	32	15	52	137	24	24	23	18	89	226
0300	25	38	26	28	117	18	29	23	13	83	200
0400	26	32	33	53	144	22	22	24	24	92	236
0500	64	56	75	115	310	46	59	56	92	253	563
0600	137	202	213	283	835	128	129	184	227	668	1503
0700	256	351	313	408	1328	217	267	326	347	1157	2485
0800	369	390	396	388	1543	324	328	365	324	1341	2884
0900	343	382	336	335	1396	317	334	304	398	1353	2749
1000	387	363	361	346	1457	352	337	316	381	1386	2843
1100	371	462	441	464	1738	367	346	350	407	1470	3208
1200	524	479	474	532	2009	413	514	469	485	1881	3890
1300	495	528	483	495	2001	494	456	472	496	1918	3919
1400	404	449	439	399	1691	508	529	485	470	1992	3683
1500	408	396	364	374	1542	500	451	561	558	2070	3612
1600	414	436	472	442	1764	522	553	473	403	1951	3715
1700	432	456	515	450	1853	534	444	462	520	1960	3813
1800	468	460	402	402	1732	497	457	452	368	1774	3506
1900	330	324	337	315	1306	424	395	354	327	1500	2806
2000	278	271	256	224	1029	343	343	302	284	1272	2301
2100	217	202	189	186	794	290	290	263	251	1094	1888
2200	175	137	147	139	598	178	212	182	172	744	1342
2300	155	139	122	122	538	131	139	103	100	473	1011
24-Hour Totals:					26308					26893	53201

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1563	745	1364	745	2927
P.M.	1245	2038	1530	2194	1245	3945
Daily	1245	2038	1530	2194	1245	3945

Truck Percentage 6.06 3.19 4.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	205	18941	5569	104	331	342	412	125	82	185	4	8	0	0	0	1593	26308
W	359	24309	1366	79	161	231	73	42	18	47	2	2	204	0	0	859	26893

Generated by SPS 5.0.49P

County: 86
Station: 0803
Description: STIRLING RD E OF I-95 NB RAMPS
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	80	92	89	77	338	120	81	76	51	328	666
0100	60	65	67	47	239	54	47	45	36	182	421
0200	56	37	26	42	161	47	36	34	17	134	295
0300	33	31	32	35	131	23	18	22	12	75	206
0400	28	42	35	56	161	34	27	32	33	126	287
0500	58	60	87	126	331	40	62	53	77	232	563
0600	132	173	199	260	764	94	123	168	170	555	1319
0700	236	300	282	364	1182	162	202	266	278	908	2090
0800	374	360	401	402	1537	246	279	346	292	1163	2700
0900	343	397	335	361	1436	320	312	339	335	1306	2742
1000	372	353	391	379	1495	322	363	367	415	1467	2962
1100	387	463	454	468	1772	403	429	451	424	1707	3479
1200	464	466	478	496	1904	439	471	502	494	1906	3810
1300	456	487	473	489	1905	507	480	482	512	1981	3886
1400	416	446	429	439	1730	445	502	536	489	1972	3702
1500	452	429	420	430	1731	497	489	570	537	2093	3824
1600	421	444	457	458	1780	502	499	495	484	1980	3760
1700	419	466	491	454	1830	492	492	512	440	1936	3766
1800	452	434	416	422	1724	464	444	420	430	1758	3482
1900	377	362	363	327	1429	415	371	401	359	1546	2975
2000	269	236	248	213	966	325	297	244	269	1135	2101
2100	205	209	176	164	754	284	255	266	227	1032	1786
2200	170	181	154	120	625	217	212	190	148	767	1392
2300	125	112	108	89	434	170	135	113	87	505	939
24-Hour Totals:					26359					26794	53153

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1543	830	1270	830	2813
P.M.	1230	1917	1530	2108	1230	3900
Daily	1230	1917	1530	2108	1230	3900

Truck Percentage 5.91 3.05 4.47

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	188	18978	5634	86	324	338	396	125	89	185	7	9	0	0	0	1559	26359
W	349	24155	1472	51	181	226	80	38	20	33	3	2	184	0	0	818	26794

Generated by SPS 5.0.49P

County: 86
Station: 0805
Description: I-95 NB OFF RAMP S OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	98	97	75	82	352
0100	75	71	54	43	243
0200	37	34	34	25	130
0300	15	17	21	25	78
0400	28	27	35	40	130
0500	37	43	64	89	233
0600	72	135	163	193	563
0700	157	198	182	211	748
0800	227	204	241	248	920
0900	213	198	207	218	836
1000	200	216	202	231	849
1100	238	274	304	231	1047
1200	241	259	266	259	1025
1300	267	264	334	314	1179
1400	240	288	288	292	1108
1500	300	285	219	251	1055
1600	260	261	291	287	1099
1700	270	248	273	253	1044
1800	255	227	267	250	999
1900	263	221	257	210	951
2000	140	194	163	137	634
2100	138	137	138	150	563
2200	103	102	93	80	378
2300	71	76	62	44	253
24-Hour Totals:					16417

Peak Volume Information

	Hour	Volume
A.M.	800	920
P.M.	1300	1179
Daily	1300	1179

Truck Percentage	3.74	NaN	3.74

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	20	13145	2638	137	353	27	22	33	40	2	0	0	0	0	0	614	16417

Generated by SPS 5.0.49P

County: 86
Station: 0805
Description: I-95 NB OFF RAMP S OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	37	45	37	46	165
0100	27	38	24	19	108
0200	19	23	18	18	78
0300	15	16	25	25	81
0400	21	21	27	35	104
0500	44	47	69	107	267
0600	83	140	174	188	585
0700	178	256	181	207	822
0800	215	196	271	251	933
0900	223	214	218	219	874
1000	198	179	190	221	788
1100	236	219	223	257	935
1200	218	267	225	237	947
1300	233	210	245	263	951
1400	260	228	265	272	1025
1500	255	252	233	249	989
1600	232	272	284	263	1051
1700	232	250	283	246	1011
1800	253	241	246	184	924
1900	225	235	224	191	875
2000	157	157	159	140	613
2100	129	139	137	90	495
2200	109	99	101	86	395
2300	72	72	57	62	263
24-Hour Totals:					15279

Peak Volume Information

	Hour	Volume
A.M.	830	959
P.M.	1600	1051
Daily	1600	1051

Truck Percentage	4.05	NaN	4.05

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	26	12115	2519	129	384	23	2	40	35	4	0	0	2	0	0	619	15279

Generated by SPS 5.0.49P

County: 86
Station: 0805
Description: I-95 NB OFF RAMP S OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	67	66	34	32	199
0100	31	28	28	40	127
0200	21	24	13	20	78
0300	15	13	28	34	90
0400	18	21	31	51	121
0500	30	39	53	85	207
0600	78	131	138	166	513
0700	160	199	225	200	784
0800	200	192	220	211	823
0900	233	198	187	239	857
1000	205	232	221	219	877
1100	199	248	231	267	945
1200	278	278	299	273	1128
1300	273	277	264	248	1062
1400	271	305	254	259	1089
1500	270	263	272	269	1074
1600	274	270	273	247	1064
1700	267	270	249	271	1057
1800	270	252	229	247	998
1900	255	205	210	210	880
2000	174	174	193	137	678
2100	133	121	128	108	490
2200	118	140	122	99	479
2300	101	109	97	87	394
24-Hour Totals:					16014

Peak Volume Information

	Hour	Volume
A.M.	830	862
P.M.	1200	1128
Daily	1200	1128

Truck Percentage	3.64	NaN	3.64

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	21	12990	2420	120	354	28	5	45	31	0	0	0	0	0	0	583	16014

Generated by SPS 5.0.49P

County: 86
Station: 0901
Description: OAKWOOD BLVD N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	16	12	8	10	46	12	11	9	10	42	88
0100	9	9	7	3	28	11	9	10	6	36	64
0200	0	1	2	3	6	1	3	1	1	6	12
0300	3	1	3	3	10	3	0	3	2	8	18
0400	3	9	3	6	21	1	0	3	3	7	28
0500	10	8	17	11	46	9	9	14	10	42	88
0600	19	26	30	53	128	28	32	25	33	118	246
0700	42	45	41	46	174	30	50	48	43	171	345
0800	49	38	51	48	186	39	44	44	42	169	355
0900	60	63	52	88	263	52	55	48	44	199	462
1000	87	69	101	105	362	63	69	90	63	285	647
1100	127	133	118	157	535	102	109	112	121	444	979
1200	226	177	191	190	784	143	152	139	140	574	1358
1300	173	160	132	156	621	146	175	147	153	621	1242
1400	129	123	142	127	521	145	106	118	97	466	987
1500	152	169	136	134	591	126	126	117	103	472	1063
1600	113	123	124	123	483	113	111	112	124	460	943
1700	120	126	118	147	511	118	100	99	107	424	935
1800	127	135	130	146	538	106	123	108	98	435	973
1900	176	132	143	139	590	142	127	118	118	505	1095
2000	99	101	92	93	385	120	90	97	90	397	782
2100	64	70	48	49	231	90	80	86	74	330	561
2200	34	29	31	36	130	64	50	67	50	231	361
2300	29	17	16	10	72	53	45	28	13	139	211
24-Hour Totals:					7262					6581	13843

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	223	845	197	845	420
P.M.	1200	784	1300	621	1200	1358
Daily	1200	784	1300	621	1200	1358

Generated by SPS 5.0.49P

County: 86
Station: 0901
Description: OAKWOOD BLVD N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	17	13	22	69	19	15	13	12	59	128
0100	13	5	10	2	30	13	8	12	9	42	72
0200	9	4	5	4	22	7	3	3	1	14	36
0300	3	3	1	5	12	4	2	0	10	16	28
0400	3	13	1	5	22	3	2	1	3	9	31
0500	6	13	11	24	54	16	8	16	18	58	112
0600	18	23	28	41	110	20	18	23	31	92	202
0700	30	38	41	45	154	32	36	43	37	148	302
0800	54	43	54	56	207	37	40	52	48	177	384
0900	56	79	73	80	288	57	55	59	57	228	516
1000	103	85	83	92	363	60	60	74	80	274	637
1100	116	122	129	166	533	102	107	99	140	448	981
1200	222	177	157	164	720	143	133	148	167	591	1311
1300	165	177	174	190	706	143	159	166	164	632	1338
1400	154	143	126	109	532	168	128	129	136	561	1093
1500	153	141	109	145	548	138	145	130	119	532	1080
1600	113	114	104	120	451	125	119	106	106	456	907
1700	115	120	121	139	495	132	106	107	105	450	945
1800	134	128	150	147	559	123	117	145	114	499	1058
1900	151	156	108	143	558	173	119	127	122	541	1099
2000	130	87	101	78	396	138	108	104	92	442	838
2100	69	77	49	56	251	97	111	87	83	378	629
2200	35	32	26	29	122	97	56	48	32	233	355
2300	39	31	20	15	105	40	33	37	16	126	231
24-Hour Totals:					7307					7006	14313

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	264	845	219	845	483
P.M.	1200	720	1315	657	1315	1352
Daily	1145	722	1315	657	1315	1352

Generated by SPS 5.0.49P

County: 86
Station: 0901
Description: OAKWOOD BLVD N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	15	16	9	15	55	21	16	10	10	57	112
0100	9	7	9	4	29	9	8	8	7	32	61
0200	7	6	7	5	25	6	5	3	5	19	44
0300	4	4	3	8	19	5	2	1	7	15	34
0400	6	9	4	6	25	2	3	3	3	11	36
0500	7	12	8	22	49	12	8	8	15	43	92
0600	18	28	36	34	116	17	16	24	21	78	194
0700	32	28	40	45	145	31	31	37	41	140	285
0800	42	35	38	47	162	35	36	49	39	159	321
0900	55	65	60	76	256	49	54	54	54	211	467
1000	82	82	89	97	350	50	54	82	82	268	618
1100	105	119	127	153	504	91	101	92	125	409	913
1200	189	157	157	152	655	141	134	145	153	573	1228
1300	165	155	156	182	658	132	155	153	170	610	1268
1400	153	131	140	125	549	162	134	152	148	596	1145
1500	147	136	122	143	548	142	170	148	142	602	1150
1600	121	120	135	124	500	138	130	116	127	511	1011
1700	131	135	128	138	532	141	139	122	126	528	1060
1800	140	129	135	138	542	134	124	137	140	535	1077
1900	172	155	121	151	599	168	129	140	134	571	1170
2000	119	125	110	85	439	152	123	134	112	521	960
2100	79	82	59	63	283	129	142	113	107	491	774
2200	40	39	30	28	137	118	83	85	63	349	486
2300	34	29	27	16	106	56	55	52	29	192	298
24-Hour Totals:					7283					7521	14804

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	227	845	196	845	423
P.M.	1300	658	1315	640	1315	1286
Daily	1300	658	1315	640	1315	1286

Generated by SPS 5.0.49P

County: 86
Station: 0903
Description: STIRLING RD E OF OAKWOOD BLVD
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	70	56	43	234	51	39	29	24	143	377
0100	32	37	30	20	119	36	30	25	17	108	227
0200	23	17	14	20	74	23	15	24	20	82	156
0300	27	18	22	21	88	30	18	18	23	89	177
0400	11	20	25	29	85	17	21	21	24	83	168
0500	36	42	54	100	232	45	45	49	76	215	447
0600	94	133	187	218	632	117	88	151	164	520	1152
0700	232	260	263	326	1081	195	226	258	302	981	2062
0800	323	307	299	342	1271	250	261	302	285	1098	2369
0900	337	279	237	276	1129	261	227	223	245	956	2085
1000	225	281	275	265	1046	272	239	254	250	1015	2061
1100	308	366	314	323	1311	269	276	302	332	1179	2490
1200	305	364	372	400	1441	312	330	322	305	1269	2710
1300	363	356	339	330	1388	355	330	297	380	1362	2750
1400	368	392	344	351	1455	305	341	350	318	1314	2769
1500	325	385	337	325	1372	400	393	462	420	1675	3047
1600	284	380	340	292	1296	400	390	440	355	1585	2881
1700	316	405	374	367	1462	445	438	428	344	1655	3117
1800	277	333	353	309	1272	356	316	278	270	1220	2492
1900	352	296	234	233	1115	261	247	206	207	921	2036
2000	176	145	160	151	632	196	147	174	126	643	1275
2100	154	128	101	124	507	150	131	131	121	533	1040
2200	99	121	92	74	386	129	92	68	87	376	762
2300	112	70	72	51	305	87	74	64	59	284	589
24-Hour Totals:					19933					19306	39239

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1285	745	1115	815	2394
P.M.	1215	1499	1630	1678	1700	3117
Daily	1215	1499	1630	1678	1700	3117

Truck Percentage 4.22 2.59 3.42

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	102	14850	4140	52	217	186	180	84	53	65	1	3	0	0	0	841	19933
W	231	14768	3807	49	154	160	52	27	27	28	1	2	0	0	0	500	19306

Generated by SPS 5.0.49P

County: 86
Station: 0903
Description: STIRLING RD E OF OAKWOOD BLVD
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	60	46	38	46	190	69	51	49	38	207	397
0100	31	38	33	20	122	45	38	31	42	156	278
0200	28	28	14	28	98	28	40	24	28	120	218
0300	14	24	17	18	73	22	26	21	17	86	159
0400	13	24	24	37	98	16	22	30	27	95	193
0500	50	30	68	99	247	39	49	60	79	227	474
0600	91	145	218	201	655	105	95	146	144	490	1145
0700	237	272	217	280	1006	193	240	254	302	989	1995
0800	292	353	290	337	1272	246	270	300	312	1128	2400
0900	314	292	278	307	1191	244	247	233	246	970	2161
1000	351	266	270	309	1196	256	280	268	254	1058	2254
1100	321	284	275	383	1263	284	287	291	310	1172	2435
1200	343	385	367	314	1409	310	326	353	300	1289	2698
1300	355	328	317	333	1333	321	314	347	327	1309	2642
1400	310	339	291	322	1262	325	337	362	317	1341	2603
1500	341	313	292	371	1317	332	350	495	416	1593	2910
1600	295	323	349	277	1244	379	362	391	358	1490	2734
1700	349	340	336	367	1392	462	406	392	333	1593	2985
1800	334	326	288	254	1202	343	329	266	283	1221	2423
1900	239	252	248	243	982	243	232	211	226	912	1894
2000	164	201	151	159	675	201	150	195	157	703	1378
2100	159	137	145	136	577	149	150	152	129	580	1157
2200	113	97	107	101	418	137	122	134	116	509	927
2300	118	112	91	97	418	112	107	91	58	368	786
24-Hour Totals:					19640					19606	39246

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1294	800	1128	815	2420
P.M.	1215	1421	1530	1652	1700	2985
Daily	1145	1478	1530	1652	1700	2985

Truck Percentage 3.96 2.54 3.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	105	15140	3618	56	194	152	196	85	44	45	2	3	0	0	0	777	19640
W	211	15055	3842	62	138	145	58	36	19	36	2	2	0	0	0	498	19606

Generated by SPS 5.0.49P

County: 86
Station: 0903
Description: STIRLING RD E OF OAKWOOD BLVD
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	80	82	65	61	288	76	50	55	46	227	515
0100	54	47	61	38	200	50	42	31	49	172	372
0200	47	31	33	27	138	32	40	30	32	134	272
0300	21	21	21	25	88	22	29	21	19	91	179
0400	23	24	27	34	108	17	24	32	28	101	209
0500	25	34	53	82	194	40	49	56	79	224	418
0600	74	125	156	136	491	100	95	140	140	475	966
0700	185	202	220	257	864	161	210	204	249	824	1688
0800	203	312	249	269	1033	212	239	259	281	991	2024
0900	330	263	247	295	1135	247	241	227	248	963	2098
1000	297	299	304	281	1181	252	276	275	267	1070	2251
1100	314	293	355	332	1294	298	302	295	311	1206	2500
1200	324	367	399	395	1485	321	330	345	322	1318	2803
1300	399	365	315	386	1465	332	342	340	341	1355	2820
1400	322	356	337	278	1293	347	350	389	313	1399	2692
1500	335	413	338	283	1369	341	373	510	439	1663	3032
1600	282	311	329	276	1198	400	357	386	354	1497	2695
1700	314	396	315	322	1347	450	405	377	330	1562	2909
1800	317	275	257	248	1097	332	316	262	284	1194	2291
1900	227	239	213	207	886	246	238	219	231	934	1820
2000	176	206	166	138	686	230	163	205	170	768	1454
2100	160	154	135	108	557	157	159	155	140	611	1168
2200	127	128	109	86	450	148	123	126	122	519	969
2300	98	85	63	70	316	120	113	92	76	401	717
24-Hour Totals:					19163					19699	38862

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1160	830	1028	815	2186
P.M.	1215	1560	1515	1722	1515	3038
Daily	1215	1560	1515	1722	1515	3038

Truck Percentage 4.07 2.44 3.24

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	79	14875	3430	40	189	158	197	93	47	47	5	3	0	0	0	779	19163
W	211	15321	3687	49	148	144	58	32	21	23	3	2	0	0	0	480	19699

Generated by SPS 5.0.49P

County: 86
Station: 0905
Description: OAKWOOD BLVD S OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	15	9	12	53	14	17	3	9	43	96
0100	5	0	5	4	14	3	3	11	3	20	34
0200	3	2	3	3	11	5	5	2	4	16	27
0300	1	1	1	2	5	3	3	0	4	10	15
0400	1	4	4	7	16	2	19	9	16	46	62
0500	8	4	9	15	36	8	7	19	24	58	94
0600	17	24	21	34	96	27	30	24	63	144	240
0700	35	35	69	62	201	53	73	65	89	280	481
0800	70	77	82	101	330	126	124	121	170	541	871
0900	124	127	140	145	536	118	151	161	155	585	1121
1000	161	190	194	192	737	164	158	176	169	667	1404
1100	190	227	212	205	834	186	207	195	212	800	1634
1200	213	238	220	246	917	198	225	223	208	854	1771
1300	219	220	252	216	907	183	195	189	196	763	1670
1400	285	221	236	176	918	177	162	192	176	707	1625
1500	187	225	204	203	819	226	173	168	172	739	1558
1600	198	164	189	208	759	175	177	181	167	700	1459
1700	179	199	200	195	773	160	193	167	170	690	1463
1800	190	195	169	182	736	158	161	147	138	604	1340
1900	202	181	140	139	662	170	129	155	113	567	1229
2000	142	117	108	108	475	97	71	90	65	323	798
2100	77	87	74	73	311	80	58	62	31	231	542
2200	67	53	37	27	184	36	24	21	21	102	286
2300	25	25	15	18	83	25	11	15	20	71	154
24-Hour Totals:					10413					9561	19974

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	492	845	600	845	1092
P.M.	1330	974	1200	854	1200	1771
Daily	1330	974	1145	858	1200	1771

Generated by SPS 5.0.49P

County: 86
Station: 0905
Description: OAKWOOD BLVD S OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	26	13	8	9	56	15	14	8	10	47	103
0100	8	7	5	7	27	4	6	8	3	21	48
0200	1	4	0	1	6	4	4	1	3	12	18
0300	1	3	1	1	6	3	3	1	4	11	17
0400	4	3	0	10	17	5	14	7	17	43	60
0500	3	2	10	11	26	16	12	19	24	71	97
0600	19	18	23	40	100	25	29	33	65	152	252
0700	44	45	61	52	202	59	72	67	90	288	490
0800	74	73	79	111	337	111	114	131	149	505	842
0900	102	128	105	136	471	118	151	161	155	585	1056
1000	143	129	187	158	617	164	158	176	169	667	1284
1100	181	174	192	188	735	186	207	195	212	800	1535
1200	237	206	235	258	936	198	225	223	208	854	1790
1300	247	241	251	220	959	183	195	189	196	763	1722
1400	251	237	233	215	936	177	162	192	176	707	1643
1500	208	231	219	184	842	226	173	166	154	719	1561
1600	185	178	137	172	672	149	160	146	144	599	1271
1700	170	157	158	172	657	151	141	137	138	567	1224
1800	172	164	167	165	668	151	135	123	130	539	1207
1900	178	200	155	121	654	170	129	155	113	567	1221
2000	137	163	106	124	530	97	71	90	65	323	853
2100	97	89	77	88	351	80	58	62	31	231	582
2200	83	63	41	35	222	36	24	21	21	102	324
2300	34	27	27	25	113	25	11	15	20	71	184
24-Hour Totals:					10140					9244	19384

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	446	845	579	845	1025
P.M.	1245	997	1200	854	1200	1790
Daily	1245	997	1145	858	1200	1790

Generated by SPS 5.0.49P

County: 86
Station: 0905
Description: OAKWOOD BLVD S OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	32	18	13	17	80	14	13	4	11	42	122
0100	8	8	3	1	20	7	9	12	3	31	51
0200	3	0	1	0	4	4	7	2	4	17	21
0300	3	1	2	1	7	4	3	3	4	14	21
0400	0	1	5	3	9	3	11	7	13	34	43
0500	9	8	12	7	36	12	10	20	31	73	109
0600	11	22	30	32	95	22	25	37	51	135	230
0700	44	47	54	67	212	51	74	70	88	283	495
0800	58	83	79	93	313	114	118	116	148	496	809
0900	122	125	118	155	520	133	150	146	163	592	1112
1000	136	166	150	198	650	174	159	177	168	678	1328
1100	213	212	212	191	828	176	190	192	213	771	1599
1200	213	220	241	237	911	199	223	234	220	876	1787
1300	195	235	250	195	875	210	211	198	202	821	1696
1400	228	227	220	219	894	186	182	187	185	740	1634
1500	196	208	220	209	833	205	165	181	183	734	1567
1600	170	188	183	181	722	177	176	154	159	666	1388
1700	170	167	172	170	679	158	184	161	166	669	1348
1800	167	160	149	163	639	173	139	148	139	599	1238
1900	185	165	161	118	629	167	141	148	121	577	1206
2000	149	132	119	107	507	101	85	89	71	346	853
2100	98	119	82	56	355	72	60	59	34	225	580
2200	69	38	35	40	182	40	31	24	18	113	295
2300	25	29	25	21	100	24	12	11	22	69	169
24-Hour Totals:					10100					9601	19701

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	458	845	577	845	1035
P.M.	1245	917	1215	887	1200	1787
Daily	1245	917	1215	887	1200	1787

Generated by SPS 5.0.49P

County: 86
Station: 1001
Description: COMPASS WAY N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	6	1	4	15	11	6	1	2	20	35
0100	7	3	3	2	15	4	3	1	2	10	25
0200	1	1	4	4	10	2	0	1	0	3	13
0300	1	0	3	3	7	3	0	0	2	5	12
0400	3	4	4	10	21	1	0	1	1	3	24
0500	6	6	10	13	35	3	4	4	8	19	54
0600	11	21	22	30	84	13	8	11	19	51	135
0700	27	38	33	41	139	19	15	23	26	83	222
0800	48	48	58	60	214	25	32	33	35	125	339
0900	45	52	37	47	181	38	31	42	29	140	321
1000	47	59	68	58	232	37	53	57	38	185	417
1100	64	75	60	80	279	55	54	55	67	231	510
1200	75	87	86	89	337	71	57	67	82	277	614
1300	69	61	71	61	262	64	66	78	73	281	543
1400	68	64	52	69	253	77	69	59	74	279	532
1500	68	50	58	80	256	71	73	55	76	275	531
1600	52	55	50	62	219	68	48	56	50	222	441
1700	68	61	60	60	249	60	59	61	54	234	483
1800	58	62	57	55	232	65	65	55	65	250	482
1900	56	51	48	40	195	62	58	59	46	225	420
2000	47	33	33	44	157	54	35	42	46	177	334
2100	26	24	18	15	83	47	41	41	36	165	248
2200	12	9	6	10	37	38	22	20	13	93	130
2300	7	8	6	5	26	12	8	11	11	42	68
24-Hour Totals:					3538					3395	6933

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	215	845	146	830	352
P.M.	1200	337	1330	297	1200	614
Daily	1200	337	1330	297	1200	614

Generated by SPS 5.0.49P

County: 86
Station: 1001
Description: COMPASS WAY N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	5	1	3	12	6	4	1	3	14	26
0100	6	3	3	1	13	3	2	1	1	7	20
0200	2	3	6	2	13	1	1	1	1	4	17
0300	1	1	4	4	10	2	1	0	1	4	14
0400	4	3	8	9	24	2	0	2	4	8	32
0500	6	10	11	11	38	3	3	4	5	15	53
0600	21	20	29	31	101	13	9	21	17	60	161
0700	34	33	42	40	149	18	27	27	24	96	245
0800	45	51	42	62	200	27	34	28	33	122	322
0900	40	51	48	66	205	29	41	45	50	165	370
1000	56	48	52	64	220	48	56	59	47	210	430
1100	48	53	58	57	216	51	40	47	73	211	427
1200	80	64	62	70	276	56	69	55	68	248	524
1300	69	68	59	49	245	82	67	67	66	282	527
1400	49	62	45	54	210	66	76	67	66	275	485
1500	44	50	51	50	195	71	71	71	53	266	461
1600	54	53	61	49	217	71	50	60	53	234	451
1700	58	73	53	73	257	59	57	49	53	218	475
1800	62	60	55	52	229	55	66	56	65	242	471
1900	47	44	44	50	185	51	68	48	48	215	400
2000	33	31	23	24	111	47	34	42	44	167	278
2100	16	22	10	12	60	33	34	35	21	123	183
2200	10	8	8	6	32	32	29	14	11	86	118
2300	8	6	4	6	24	13	8	8	10	39	63
24-Hour Totals:					3242					3311	6553

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	201	845	148	845	349
P.M.	1200	276	1245	284	1245	550
Daily	1200	276	1245	284	1245	550

Generated by SPS 5.0.49P

County: 86
Station: 1001
Description: COMPASS WAY N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	2	3	0	8	13	1	3	0	17	25
0100	3	5	3	3	14	3	1	0	0	4	18
0200	0	3	3	6	12	1	0	1	0	2	14
0300	0	1	2	6	9	1	1	1	0	3	12
0400	5	6	3	11	25	0	2	0	3	5	30
0500	7	7	13	16	43	6	3	2	7	18	61
0600	17	22	18	30	87	15	12	14	17	58	145
0700	29	36	38	40	143	16	18	24	21	79	222
0800	39	51	40	56	186	28	34	30	38	130	316
0900	37	41	36	55	169	24	43	35	31	133	302
1000	62	48	49	51	210	38	38	41	53	170	380
1100	39	55	66	67	227	50	54	52	49	205	432
1200	64	70	69	82	285	52	56	62	59	229	514
1300	68	62	67	52	249	70	84	84	62	300	549
1400	62	63	48	67	240	68	62	56	58	244	484
1500	59	55	55	55	224	61	51	54	60	226	450
1600	60	48	64	47	219	74	69	49	56	248	467
1700	62	65	65	55	247	66	67	77	75	285	532
1800	55	63	56	62	236	55	58	62	56	231	467
1900	44	44	31	43	162	64	55	46	62	227	389
2000	40	28	42	20	130	46	40	38	33	157	287
2100	17	21	17	8	63	33	39	29	21	122	185
2200	17	7	11	11	46	21	20	13	16	70	116
2300	8	6	11	6	31	15	11	8	15	49	80
24-Hour Totals:					3265					3212	6477

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	186	845	140	800	316
P.M.	1215	289	1300	300	1245	576
Daily	1215	289	1300	300	1245	576

Generated by SPS 5.0.49P

County: 86
Station: 1003
Description: STIRLING RD E OF COMPASS WAY
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	74	55	59	50	238	56	55	42	46	199	437
0100	56	45	39	38	178	34	42	40	30	146	324
0200	29	36	29	26	120	31	25	25	24	105	225
0300	28	21	20	23	92	28	18	20	15	81	173
0400	23	19	24	33	99	18	19	27	36	100	199
0500	36	34	50	66	186	33	46	58	62	199	385
0600	89	100	125	161	475	88	94	112	137	431	906
0700	182	198	203	244	827	169	177	234	268	848	1675
0800	251	249	240	254	994	246	243	266	269	1024	2018
0900	237	238	259	239	973	258	230	228	226	942	1915
1000	204	216	237	226	883	216	199	244	271	930	1813
1100	231	220	247	242	940	233	242	248	258	981	1921
1200	261	257	254	269	1041	253	267	286	294	1100	2141
1300	305	287	282	274	1148	292	285	276	278	1131	2279
1400	267	282	260	275	1084	280	280	295	301	1156	2240
1500	265	248	293	306	1112	321	292	305	360	1278	2390
1600	271	244	263	270	1048	349	340	356	319	1364	2412
1700	254	266	315	301	1136	353	361	370	328	1412	2548
1800	263	258	251	268	1040	303	276	270	243	1092	2132
1900	251	229	218	187	885	227	238	206	182	853	1738
2000	180	161	182	155	678	190	167	138	147	642	1320
2100	143	152	151	137	583	131	134	126	128	519	1102
2200	126	131	115	98	470	115	109	101	107	432	902
2300	87	84	73	61	305	94	86	76	65	321	626
24-Hour Totals:					16535					17286	33821

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	994	815	1036	800	2018
P.M.	1300	1148	1700	1412	1700	2548
Daily	1300	1148	1700	1412	1700	2548

Generated by SPS 5.0.49P

County: 86
Station: 1003
Description: STIRLING RD E OF COMPASS WAY
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	60	52	52	45	209	59	42	32	32	165	374
0100	33	26	32	24	115	21	27	24	19	91	206
0200	17	21	13	14	65	16	18	14	17	65	130
0300	18	20	14	22	74	17	21	14	17	69	143
0400	19	10	16	24	69	19	18	21	21	79	148
0500	22	35	45	61	163	22	40	53	53	168	331
0600	85	103	145	159	492	84	104	113	157	458	950
0700	187	221	213	230	851	164	211	243	235	853	1704
0800	260	257	228	253	998	244	228	262	258	992	1990
0900	276	243	209	205	933	224	209	198	202	833	1766
1000	221	188	218	215	842	211	234	210	229	884	1726
1100	221	229	271	241	962	208	233	234	254	929	1891
1200	234	242	282	277	1035	282	247	279	256	1064	2099
1300	264	284	278	264	1090	248	312	260	250	1070	2160
1400	240	267	282	268	1057	285	261	275	275	1096	2153
1500	282	257	295	261	1095	302	317	350	343	1312	2407
1600	270	260	287	269	1086	336	329	351	344	1360	2446
1700	278	301	333	304	1216	341	343	371	359	1414	2630
1800	295	262	264	254	1075	308	302	260	217	1087	2162
1900	240	260	231	198	929	220	188	190	180	778	1707
2000	191	167	140	144	642	162	154	127	130	573	1215
2100	130	131	115	112	488	110	123	104	92	429	917
2200	104	98	111	92	405	95	93	78	70	336	741
2300	82	97	70	79	328	80	67	60	58	265	593
24-Hour Totals:					16219					16370	32589

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1014	800	992	800	1990
P.M.	1715	1233	1700	1414	1700	2630
Daily	1715	1233	1700	1414	1700	2630

Generated by SPS 5.0.49P

County: 86
Station: 1003
Description: STIRLING RD E OF COMPASS WAY
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	59	57	51	39	206	53	57	41	32	183	389
0100	44	38	36	28	146	33	34	32	28	127	273
0200	24	24	27	19	94	28	32	25	21	106	200
0300	21	17	20	21	79	24	20	22	15	81	160
0400	17	17	23	21	78	15	16	23	26	80	158
0500	26	47	45	69	187	31	41	56	66	194	381
0600	82	91	127	136	436	81	82	106	122	391	827
0700	163	185	197	214	759	149	180	221	244	794	1553
0800	205	242	235	228	910	226	210	238	244	918	1828
0900	246	228	224	217	915	224	207	201	195	827	1742
1000	215	240	205	198	858	210	223	219	202	854	1712
1100	222	221	217	214	874	209	221	234	245	909	1783
1200	253	241	247	265	1006	245	258	287	247	1037	2043
1300	227	249	263	241	980	246	235	278	264	1023	2003
1400	247	237	253	233	970	248	261	264	281	1054	2024
1500	234	265	240	228	967	259	259	337	351	1206	2173
1600	255	243	258	243	999	307	308	313	310	1238	2237
1700	247	300	262	281	1090	349	356	339	298	1342	2432
1800	249	252	238	217	956	287	287	245	226	1045	2001
1900	202	193	198	182	775	212	189	174	175	750	1525
2000	188	144	156	127	615	149	131	134	132	546	1161
2100	145	128	130	117	520	118	114	122	105	459	979
2200	114	107	93	86	400	101	104	112	96	413	813
2300	86	94	76	69	325	87	84	80	62	313	638
24-Hour Totals:					15145					15890	31035

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	951	745	918	815	1867
P.M.	1715	1092	1645	1354	1700	2432
Daily	1715	1092	1645	1354	1700	2432

Generated by SPS 5.0.49P

County: 86
Station: 1005
Description: COMPASS WAY S OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	3	5	2	16	1	3	0	2	6	22
0100	1	3	1	2	7	3	4	1	1	9	16
0200	2	2	1	2	7	1	1	1	2	5	12
0300	1	1	4	3	9	2	1	2	3	8	17
0400	2	1	0	6	9	2	1	3	1	7	16
0500	4	5	3	1	13	4	1	1	1	7	20
0600	5	2	12	7	26	0	1	4	4	9	35
0700	4	6	5	3	18	1	4	1	2	8	26
0800	5	3	7	8	23	2	2	3	3	10	33
0900	5	6	10	5	26	2	2	4	7	15	41
1000	7	10	11	4	32	5	9	2	4	20	52
1100	6	5	7	4	22	3	6	3	6	18	40
1200	8	13	9	6	36	3	7	1	2	13	49
1300	3	9	8	4	24	4	5	3	4	16	40
1400	1	5	5	11	22	4	3	3	4	14	36
1500	8	12	7	11	38	7	8	6	6	27	65
1600	13	11	8	3	35	6	4	6	4	20	55
1700	4	10	6	6	26	5	11	5	5	26	52
1800	5	9	10	7	31	10	5	5	7	27	58
1900	9	5	3	5	22	6	6	4	6	22	44
2000	7	2	7	8	24	7	1	7	7	22	46
2100	5	3	5	6	19	6	10	7	2	25	44
2200	4	9	5	3	21	8	2	6	5	21	42
2300	3	2	5	6	16	7	2	6	5	20	36
24-Hour Totals:					522					375	897

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	29	845	11	845	40
P.M.	1515	43	1715	31	1515	69
Daily	1515	43	1715	31	1515	69

Generated by SPS 5.0.49P

County: 86
Station: 1005
Description: COMPASS WAY S OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	3	5	4	15	0	5	2	2	9	24
0100	0	3	4	4	11	1	4	4	2	11	22
0200	4	1	1	3	9	2	2	2	1	7	16
0300	1	1	1	0	3	2	1	2	1	6	9
0400	0	1	2	3	6	3	1	1	3	8	14
0500	0	1	4	4	9	2	1	2	2	7	16
0600	5	7	6	7	25	0	0	2	0	2	27
0700	3	9	11	3	26	2	2	4	4	12	38
0800	8	8	7	7	30	5	4	1	6	16	46
0900	3	11	13	5	32	6	10	3	5	24	56
1000	8	14	7	7	36	3	6	6	1	16	52
1100	9	12	3	11	35	3	3	10	5	21	56
1200	4	7	9	8	28	6	2	6	6	20	48
1300	7	9	7	2	25	2	2	4	3	11	36
1400	9	8	6	5	28	6	2	5	5	18	46
1500	10	5	12	11	38	5	5	9	3	22	60
1600	7	11	5	11	34	3	6	10	8	27	61
1700	8	8	12	5	33	6	6	8	4	24	57
1800	8	6	7	5	26	4	5	6	6	21	47
1900	8	9	8	7	32	10	4	7	4	25	57
2000	5	6	9	6	26	6	6	4	13	29	55
2100	7	8	2	6	23	3	7	4	3	17	40
2200	1	4	8	11	24	6	7	6	7	26	50
2300	6	5	6	1	18	3	2	4	3	12	30
24-Hour Totals:					572					391	963

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	34	845	25	845	59
P.M.	1530	41	1615	30	1645	67
Daily	1530	41	1615	30	1645	67

Generated by SPS 5.0.49P

County: 86
Station: 1005
Description: COMPASS WAY S OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	10	2	3	2	17	5	6	5	3	19	36
0100	5	2	2	3	12	0	2	2	4	8	20
0200	6	1	0	3	10	2	0	0	1	3	13
0300	1	2	2	1	6	3	1	0	1	5	11
0400	2	4	2	2	10	1	1	1	2	5	15
0500	1	0	1	3	5	3	0	0	0	3	8
0600	5	3	8	6	22	1	1	3	1	6	28
0700	6	6	11	4	27	2	2	6	4	14	41
0800	7	9	6	2	24	3	2	3	4	12	36
0900	5	9	5	5	24	10	0	3	4	17	41
1000	7	5	9	5	26	4	1	5	3	13	39
1100	7	3	11	6	27	4	5	7	5	21	48
1200	14	6	8	7	35	5	4	6	9	24	59
1300	16	6	6	3	31	7	3	5	5	20	51
1400	8	11	5	4	28	3	9	5	3	20	48
1500	7	7	13	9	36	3	7	10	5	25	61
1600	8	8	5	9	30	9	6	3	12	30	60
1700	10	7	13	5	35	8	8	6	6	28	63
1800	9	6	10	9	34	7	9	12	7	35	69
1900	5	4	4	7	20	9	8	2	4	23	43
2000	5	4	6	4	19	8	3	6	3	20	39
2100	5	1	7	1	14	5	9	2	4	20	34
2200	3	6	4	6	19	7	7	2	7	23	42
2300	3	4	7	8	22	7	4	3	10	24	46
24-Hour Totals:					533					418	951

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	31	815	19	730	46
P.M.	1645	39	1800	35	1645	73
Daily	1645	39	1815	37	1645	73

Generated by SPS 5.0.49P

County: 86
Station: 1101
Description: BRYAN RD N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	8	6	2	21	11	3	8	3	25	46
0100	4	2	4	3	13	3	3	3	2	11	24
0200	2	2	3	1	8	3	2	3	3	11	19
0300	3	0	3	2	8	3	2	2	3	10	18
0400	3	1	3	3	10	2	2	6	3	13	23
0500	12	8	10	11	41	10	4	5	12	31	72
0600	15	22	30	33	100	17	19	23	34	93	193
0700	28	35	37	37	137	45	50	47	47	189	326
0800	33	29	31	40	133	52	58	57	68	235	368
0900	28	29	26	29	112	53	45	45	52	195	307
1000	22	24	31	25	102	57	50	45	52	204	306
1100	21	23	27	34	105	52	50	58	53	213	318
1200	28	37	37	33	135	59	59	62	64	244	379
1300	33	33	23	31	120	54	66	57	53	230	350
1400	28	29	28	30	115	59	59	66	60	244	359
1500	28	32	42	48	150	66	66	76	74	282	432
1600	35	24	34	34	127	84	70	82	74	310	437
1700	34	38	36	40	148	95	92	90	85	362	510
1800	27	29	25	33	114	107	73	76	52	308	422
1900	28	20	19	22	89	48	40	40	30	158	247
2000	14	15	17	14	60	40	30	35	27	132	192
2100	9	12	10	9	40	27	27	27	25	106	146
2200	10	6	5	9	30	20	17	21	12	70	100
2300	8	3	4	5	20	13	9	9	4	35	55
24-Hour Totals:					1938					3711	5649

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	142	815	236	800	368
P.M.	1515	157	1715	374	1715	515
Daily	1515	157	1715	374	1715	515

Generated by SPS 5.0.49P

County: 86
Station: 1101
Description: BRYAN RD N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	3	2	3	14	5	3	3	3	14	28
0100	3	2	2	3	10	3	5	2	1	11	21
0200	1	1	3	2	7	3	1	4	8	16	23
0300	3	1	1	1	6	3	0	1	3	7	13
0400	3	3	3	7	16	3	0	3	3	9	25
0500	10	4	6	9	29	5	4	9	10	28	57
0600	11	20	29	34	94	18	21	27	35	101	195
0700	22	30	41	37	130	39	46	47	55	187	317
0800	26	28	27	42	123	67	61	39	67	234	357
0900	23	28	28	27	106	54	52	41	59	206	312
1000	20	32	25	23	100	59	62	48	45	214	314
1100	15	20	30	38	103	58	61	52	73	244	347
1200	26	28	28	26	108	55	70	66	52	243	351
1300	25	30	19	24	98	52	59	55	54	220	318
1400	28	26	22	38	114	45	60	66	59	230	344
1500	34	37	39	44	154	59	58	84	73	274	428
1600	37	30	39	41	147	88	75	83	77	323	470
1700	31	43	43	43	160	98	108	116	95	417	577
1800	38	31	29	27	125	106	88	70	61	325	450
1900	25	15	22	22	84	41	43	38	28	150	234
2000	15	15	18	8	56	38	35	29	30	132	188
2100	11	13	15	8	47	18	20	22	30	90	137
2200	8	5	3	11	27	17	12	28	15	72	99
2300	5	6	8	13	32	13	16	10	14	53	85
24-Hour Totals:					1890					3800	5690

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	134	800	234	730	362
P.M.	1715	167	1715	425	1715	592
Daily	1715	167	1715	425	1715	592

Generated by SPS 5.0.49P

County: 86
Station: 1101
Description: BRYAN RD N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	8	8	1	23	9	4	9	3	25	48
0100	4	1	8	3	16	3	2	3	3	11	27
0200	2	3	1	1	7	3	2	1	2	8	15
0300	0	0	8	1	9	1	3	2	3	9	18
0400	3	0	3	4	10	2	5	7	4	18	28
0500	11	10	11	13	45	10	4	4	16	34	79
0600	17	18	35	22	92	12	21	24	26	83	175
0700	27	27	31	27	112	25	50	46	51	172	284
0800	24	31	25	26	106	44	45	59	61	209	315
0900	28	21	32	20	101	48	49	48	52	197	298
1000	19	24	24	33	100	60	35	38	52	185	285
1100	29	44	44	35	152	44	45	59	46	194	346
1200	38	38	23	26	125	64	53	58	75	250	375
1300	23	28	36	26	113	63	66	58	57	244	357
1400	25	26	40	48	139	64	53	64	72	253	392
1500	30	31	36	33	130	70	59	67	69	265	395
1600	35	34	36	35	140	71	62	89	66	288	428
1700	33	29	29	29	120	90	88	90	94	362	482
1800	30	26	25	26	107	83	83	76	64	306	413
1900	27	20	14	20	81	45	41	42	31	159	240
2000	9	15	12	17	53	39	30	28	30	127	180
2100	8	14	8	8	38	27	31	19	20	97	135
2200	8	8	7	6	29	12	15	13	13	53	82
2300	8	6	7	8	29	10	3	9	7	29	58
24-Hour Totals:					1877					3578	5455

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	113	830	217	815	323
P.M.	1430	149	1700	362	1700	482
Daily	1115	161	1700	362	1700	482

Generated by SPS 5.0.49P

County: 86
Station: 1103
Description: STIRLING RD E OF BRYAN RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	62	40	46	42	190	58	43	38	44	183	373
0100	55	42	36	24	157	28	38	41	30	137	294
0200	24	30	28	23	105	19	21	15	21	76	181
0300	29	22	21	26	98	26	16	15	11	68	166
0400	23	18	27	29	97	18	21	30	32	101	198
0500	29	32	51	61	173	29	41	52	54	176	349
0600	96	108	126	183	513	88	93	124	153	458	971
0700	192	203	231	282	908	177	217	252	276	922	1830
0800	244	256	256	251	1007	228	230	263	256	977	1984
0900	229	222	235	185	871	206	227	229	221	883	1754
1000	170	207	185	192	754	175	254	284	218	931	1685
1100	189	213	219	206	827	239	227	241	237	944	1771
1200	218	216	215	254	903	250	278	285	270	1083	1986
1300	224	215	223	246	908	276	252	247	251	1026	1934
1400	220	229	231	228	908	251	274	283	291	1099	2007
1500	241	279	245	238	1003	294	296	374	353	1317	2320
1600	252	286	275	262	1075	295	306	335	293	1229	2304
1700	274	322	310	294	1200	353	311	344	303	1311	2511
1800	285	264	280	271	1100	300	292	251	226	1069	2169
1900	229	229	216	178	852	218	190	156	165	729	1581
2000	172	159	175	156	662	170	131	128	112	541	1203
2100	156	156	159	148	619	110	124	110	115	459	1078
2200	147	142	114	97	500	103	87	90	99	379	879
2300	93	77	69	63	302	79	66	53	49	247	549
24-Hour Totals:					15732					16345	32077

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1038	745	997	745	2035
P.M.	1715	1211	1530	1328	1700	2511
Daily	1715	1211	1530	1328	1700	2511

Generated by SPS 5.0.49P

County: 86
Station: 1103
Description: STIRLING RD E OF BRYAN RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	57	46	42	41	186	52	37	28	36	153	339
0100	29	24	29	21	103	20	21	21	17	79	182
0200	14	21	10	15	60	15	15	13	11	54	114
0300	17	16	11	24	68	14	16	12	16	58	126
0400	18	11	13	25	67	16	19	23	22	80	147
0500	18	26	36	54	134	21	29	48	46	144	278
0600	84	100	139	149	472	63	82	115	155	415	887
0700	177	212	185	244	818	159	186	217	217	779	1597
0800	244	270	211	251	976	184	217	223	230	854	1830
0900	245	190	170	194	799	192	184	190	198	764	1563
1000	195	172	185	184	736	198	220	201	226	845	1581
1100	203	184	218	201	806	190	222	218	234	864	1670
1200	184	212	238	224	858	261	215	257	224	957	1815
1300	180	243	237	225	885	222	299	224	230	975	1860
1400	189	208	216	229	842	233	246	244	237	960	1802
1500	248	223	246	221	938	308	276	339	275	1198	2136
1600	272	270	268	254	1064	295	296	345	293	1229	2293
1700	303	326	326	303	1258	351	288	344	330	1313	2571
1800	296	299	253	211	1059	299	279	235	186	999	2058
1900	204	208	198	183	793	197	145	159	172	673	1466
2000	172	171	145	141	629	138	133	119	105	495	1124
2100	122	122	113	127	484	104	110	90	69	373	857
2200	95	103	111	97	406	82	71	72	74	299	705
2300	92	91	74	79	336	79	57	55	49	240	576
24-Hour Totals:					14777					14800	29577

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	977	815	862	815	1839
P.M.	1700	1258	1700	1313	1700	2571
Daily	1700	1258	1700	1313	1700	2571

Generated by SPS 5.0.49P

County: 86
Station: 1103
Description: STIRLING RD E OF BRYAN RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	61	52	51	38	202	46	45	31	18	140	342
0100	40	42	32	23	137	28	24	27	24	103	240
0200	27	19	24	21	91	16	34	13	17	80	171
0300	15	18	15	23	71	18	18	18	10	64	135
0400	14	19	21	17	71	12	15	21	22	70	141
0500	16	42	52	66	176	32	41	58	66	197	373
0600	71	105	118	136	430	87	79	130	124	420	850
0700	174	191	206	240	811	130	169	204	218	721	1532
0800	212	251	232	247	942	206	207	242	241	896	1838
0900	225	208	217	214	864	201	219	205	204	829	1693
1000	187	204	199	184	774	223	242	215	192	872	1646
1100	201	189	209	210	809	215	217	240	257	929	1738
1200	206	212	190	240	848	243	268	312	217	1040	1888
1300	206	219	265	232	922	251	218	305	252	1026	1948
1400	232	228	238	233	931	237	263	260	274	1034	1965
1500	214	259	233	224	930	265	254	392	313	1224	2154
1600	259	268	271	272	1070	309	259	363	294	1225	2295
1700	268	325	297	311	1201	374	330	325	277	1306	2507
1800	267	273	256	248	1044	298	261	219	223	1001	2045
1900	201	196	196	167	760	201	185	165	182	733	1493
2000	183	157	152	133	625	121	105	147	111	484	1109
2100	162	129	149	119	559	111	110	123	89	433	992
2200	119	123	106	86	434	99	99	125	87	410	844
2300	90	94	64	65	313	81	79	74	52	286	599
24-Hour Totals:					15015					15523	30538

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	955	830	903	815	1846
P.M.	1700	1201	1630	1361	1700	2507
Daily	1700	1201	1630	1361	1700	2507

Generated by SPS 5.0.49P

Griffin Road Corridor

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01A-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

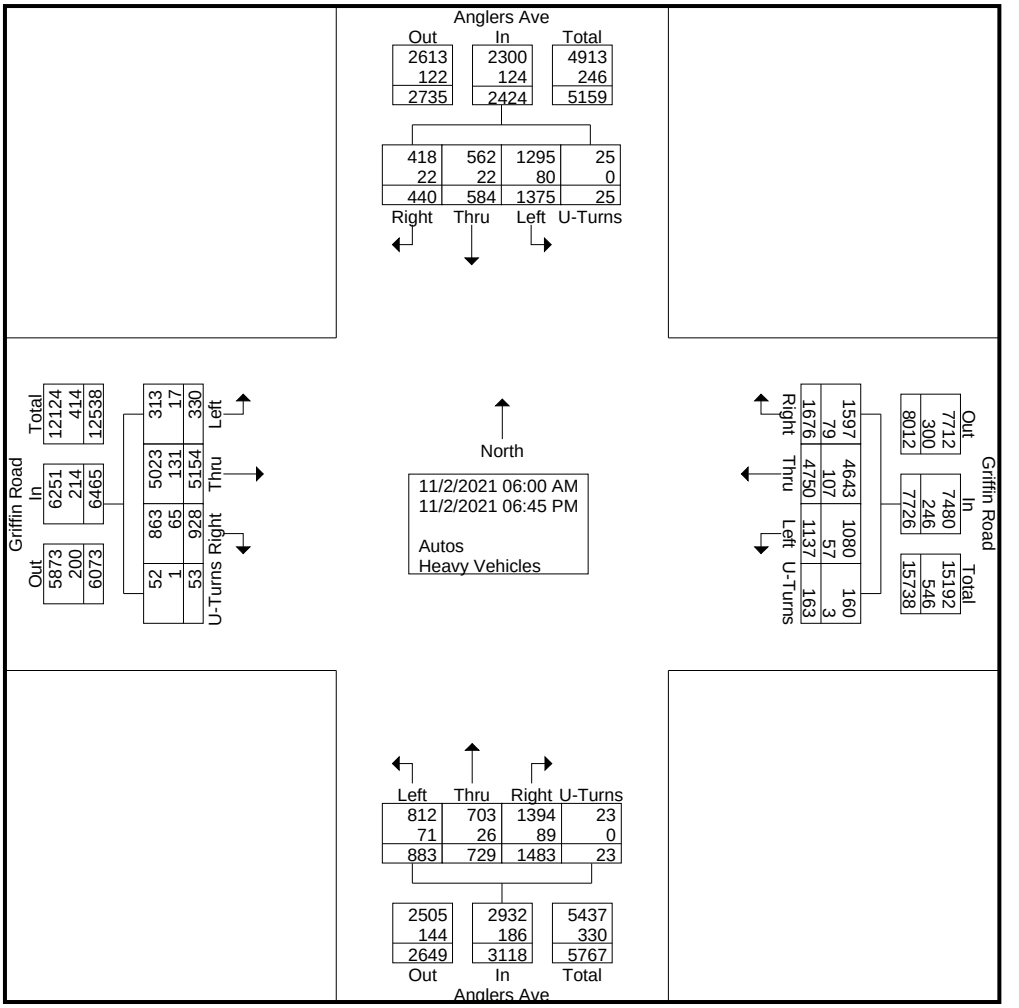
	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	97	10	110	5	13	73	62	153	1	8	8	23	40	1	20	9	4	34	337
06:15 AM	1	11	111	16	139	3	11	92	59	165	0	13	9	36	58	0	23	5	8	36	398
06:30 AM	0	12	150	24	186	7	16	77	71	171	0	14	20	38	72	0	16	4	2	22	451
06:45 AM	1	7	149	38	195	9	20	89	78	196	0	13	18	35	66	2	31	5	9	47	504
Total	2	33	507	88	630	24	60	331	270	685	1	48	55	132	236	3	90	23	23	139	1690
07:00 AM	1	13	224	33	271	4	32	95	105	236	0	13	21	41	75	0	32	5	4	41	623
07:15 AM	1	16	236	32	285	5	33	105	86	229	1	26	35	63	125	0	58	18	9	85	724
07:30 AM	1	25	304	38	368	5	26	153	106	290	0	23	34	71	128	2	49	21	12	84	870
07:45 AM	3	30	280	52	365	6	75	221	91	393	0	29	57	43	129	5	46	24	14	89	976
Total	6	84	1044	155	1289	20	166	574	388	1148	1	91	147	218	457	7	185	68	39	299	3193
08:00 AM	1	15	266	40	322	3	53	211	107	374	0	29	36	66	131	0	41	12	13	66	893
08:15 AM	2	15	289	43	349	8	54	186	73	321	1	19	42	58	120	0	50	19	13	82	872
08:30 AM	6	31	300	46	383	8	55	151	58	272	4	34	34	63	135	1	57	21	15	94	884
08:45 AM	7	19	298	67	391	4	45	202	88	339	2	33	38	54	127	1	56	22	12	91	948
Total	16	80	1153	196	1445	23	207	750	326	1306	7	115	150	241	513	2	204	74	53	333	3597
*** BREAK ***																					
04:00 PM	4	11	201	34	250	9	51	206	51	317	0	50	32	94	176	3	80	43	28	154	897
04:15 PM	2	10	178	28	218	15	61	215	43	334	0	51	46	85	182	2	96	34	26	158	892
04:30 PM	4	12	220	53	289	6	36	218	77	337	1	54	37	95	187	0	89	49	37	175	988
04:45 PM	1	12	216	38	267	10	84	346	75	515	2	47	27	81	157	2	88	33	34	157	1096
Total	11	45	815	153	1024	40	232	985	246	1503	3	202	142	355	702	7	353	159	125	644	3873
05:00 PM	3	21	219	45	288	17	61	251	39	368	1	77	46	103	227	0	92	49	43	184	1067
05:15 PM	0	9	259	41	309	7	61	359	54	481	2	56	35	77	170	2	99	43	26	170	1130
05:30 PM	0	14	200	48	262	4	83	353	62	502	2	65	34	60	161	1	69	37	21	128	1053
05:45 PM	6	8	186	42	242	6	51	277	60	394	1	62	34	75	172	1	73	32	39	145	953
Total	9	52	864	176	1101	34	256	1240	215	1745	6	260	149	315	730	4	333	161	129	627	4203
06:00 PM	4	11	203	42	260	8	64	286	71	429	0	57	26	71	154	1	61	38	27	127	970
06:15 PM	1	7	229	32	269	4	61	227	58	350	3	36	24	53	116	1	50	23	11	85	820
06:30 PM	1	8	164	45	218	5	32	187	47	271	2	41	21	57	121	0	53	19	16	88	698
06:45 PM	3	10	175	41	229	5	59	170	55	289	0	33	15	41	89	0	46	19	17	82	689
Total	9	36	771	160	976	22	216	870	231	1339	5	167	86	222	480	2	210	99	71	382	3177
Grand Total	53	330	5154	928	6465	163	1137	4750	1676	7726	23	883	729	1483	3118	25	1375	584	440	2424	19733
Apprch %	0.8	5.1	79.7	14.4		2.1	14.7	61.5	21.7		0.7	28.3	23.4	47.6		1	56.7	24.1	18.2		
Total %	0.3	1.7	26.1	4.7	32.8	0.8	5.8	24.1	8.5	39.2	0.1	4.5	3.7	7.5	15.8	0.1	7	3	2.2	12.3	
Autos	52	313	5023	863	6251	160	1080	4643	1597	7480	23	812	703	1394	2932	25	1295	562	418	2300	18963
% Autos	98.1	94.8	97.5	93	96.7	98.2	95	97.7	95.3	96.8	100	92	96.4	94	94	100	94.2	96.2	95	94.9	96.1
Heavy Vehicles	1	17	131	65	214	3	57	107	79	246	0	71	26	89	186	0	80	22	22	124	770
% Heavy Vehicles	1.9	5.2	2.5	7	3.3	1.8	5	2.3	4.7	3.2	0	8	3.6	6	6	0	5.8	3.8	5	5.1	3.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01A-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2



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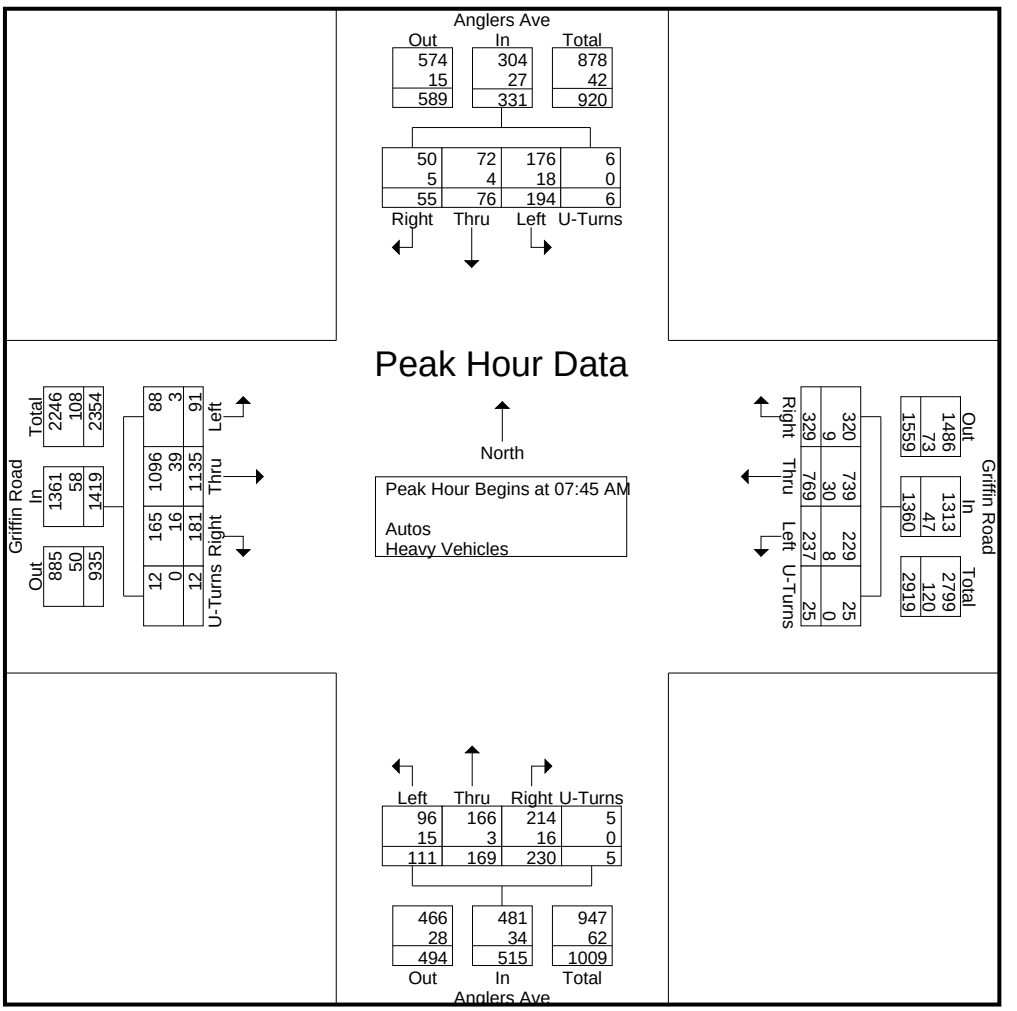
Site Code : 00000000
Start Date : 11/2/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	30	280	**52**	365	6	**75**	**221**	91	**393**	0	29	**57**	43	129	**5**	46	**24**	14	89	**976**
08:00 AM	1	15	266	40	322	3	53	211	**107**	374	0	29	36	**66**	131	0	41	12	13	66	893
08:15 AM	2	15	289	43	349	**8**	54	186	73	321	1	19	42	58	120	0	50	19	13	82	872
08:30 AM	**6**	**31**	**300**	46	**383**	8	55	151	58	272	**4**	**34**	34	63	**135**	1	**57**	21	**15**	**94**	884
Total Volume	12	91	1135	181	1419	25	237	769	329	1360	5	111	169	230	515	6	194	76	55	331	3625
% App. Total	0.8	6.4	80	12.8		1.8	17.4	56.5	24.2		1	21.6	32.8	44.7		1.8	58.6	23	16.6		
PHF	.500	.734	.946	.870	.926	.781	.790	.870	.769	.865	.313	.816	.741	.871	.954	.300	.851	.792	.917	.880	.929
Autos	12	88	1096	165	1361	25	229	739	320	1313	5	96	166	214	481	6	176	72	50	304	3459
% Autos	100	96.7	96.6	91.2	95.9	100	96.6	96.1	97.3	96.5	100	86.5	98.2	93.0	93.4	100	90.7	94.7	90.9	91.8	95.4
Heavy Vehicles	0	3	39	16	58	0	8	30	9	47	0	15	3	16	34	0	18	4	5	27	166
% Heavy Vehicles	0	3.3	3.4	8.8	4.1	0	3.4	3.9	2.7	3.5	0	13.5	1.8	7.0	6.6	0	9.3	5.3	9.1	8.2	4.6



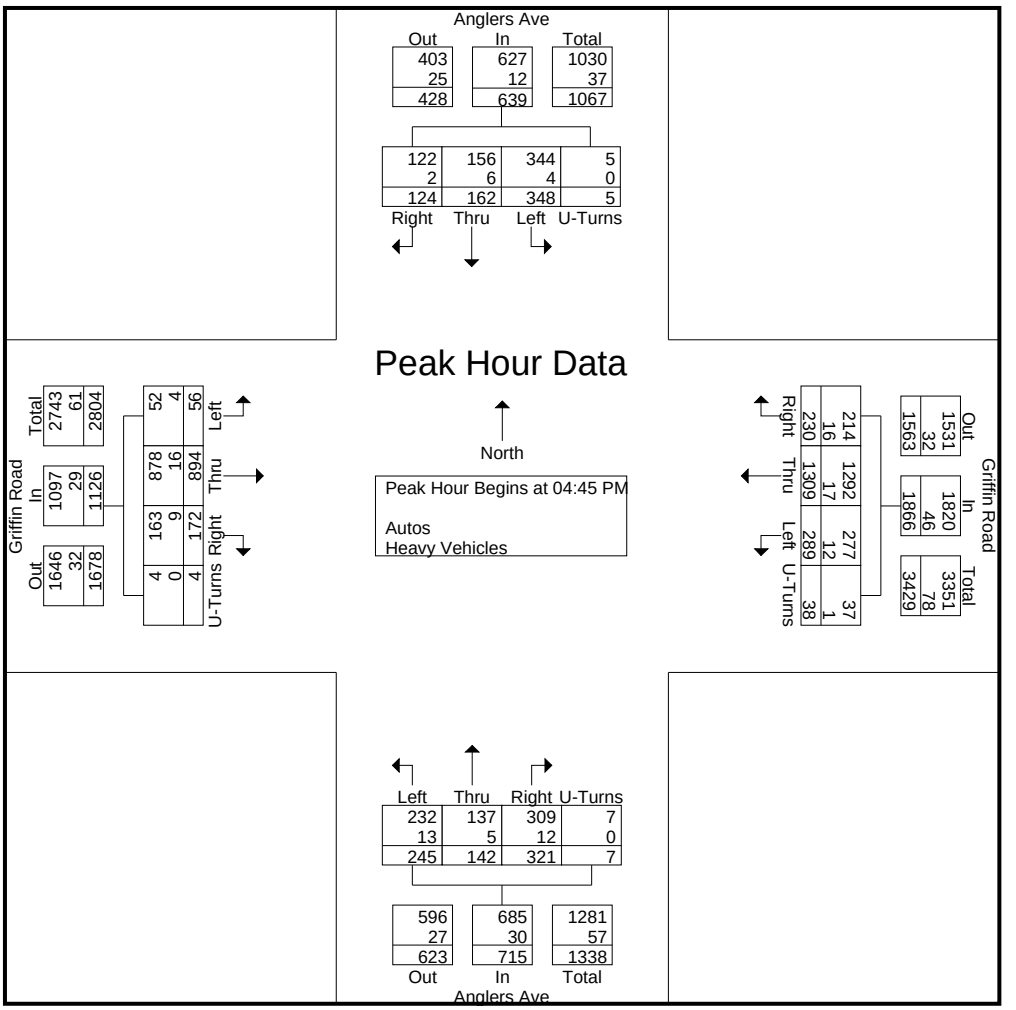
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01A-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	12	216	38	267	10	**84**	346	**75**	**515**	**2**	47	27	81	157	**2**	88	33	34	157	1096
05:00 PM	**3**	**21**	219	45	288	**17**	61	251	39	368	1	**77**	**46**	**103**	**227**	0	92	**49**	**43**	**184**	1067
05:15 PM	0	9	**259**	41	**309**	7	61	**359**	54	481	2	56	35	77	170	2	**99**	43	26	170	**1130**
05:30 PM	0	14	200	**48**	262	4	83	353	62	502	2	65	34	60	161	1	69	37	21	128	1053
Total Volume	4	56	894	172	1126	38	289	1309	230	1866	7	245	142	321	715	5	348	162	124	639	4346
% App. Total	0.4	5	79.4	15.3		2	15.5	70.2	12.3		1	34.3	19.9	44.9		0.8	54.5	25.4	19.4		
PHF	.333	.667	.863	.896	.911	.559	.860	.912	.767	.906	.875	.795	.772	.779	.787	.625	.879	.827	.721	.868	.962
Autos	4	52	878	163	1097	37	277	1292	214	1820	7	232	137	309	685	5	344	156	122	627	4229
% Autos	100	92.9	98.2	94.8	97.4	97.4	95.8	98.7	93.0	97.5	100	94.7	96.5	96.3	95.8	100	98.9	96.3	98.4	98.1	97.3
Heavy Vehicles	0	4	16	9	29	1	12	17	16	46	0	13	5	12	30	0	4	6	2	12	117
% Heavy Vehicles	0	7.1	1.8	5.2	2.6	2.6	4.2	1.3	7.0	2.5	0	5.3	3.5	3.7	4.2	0	1.1	3.7	1.6	1.9	2.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01A-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	1	3	0	1	1	4	6	0	0	0	4	4	0	3	0	2	5	18
06:15 AM	0	1	4	0	5	0	3	2	2	7	0	4	0	3	7	0	8	1	1	10	29
06:30 AM	0	1	2	2	5	0	3	0	0	3	0	2	1	3	6	0	5	1	1	7	21
06:45 AM	0	0	5	4	9	0	1	4	1	6	0	4	0	6	10	0	4	0	1	5	30
Total	0	2	13	7	22	0	8	7	7	22	0	10	1	16	27	0	20	2	5	27	98
07:00 AM	0	0	7	1	8	0	7	3	2	12	0	2	0	5	7	0	2	0	0	2	29
07:15 AM	0	2	6	4	12	0	1	3	1	5	0	7	0	9	16	0	10	1	2	13	46
07:30 AM	0	0	10	3	13	0	0	3	4	7	0	2	0	2	4	0	9	1	1	11	35
07:45 AM	0	0	4	5	9	0	3	6	3	12	0	5	2	3	10	0	4	1	0	5	36
Total	0	2	27	13	42	0	11	15	10	36	0	16	2	19	37	0	25	3	3	31	146
08:00 AM	0	1	8	4	13	0	2	9	3	14	0	4	0	7	11	0	8	1	2	11	49
08:15 AM	0	1	16	2	19	0	2	8	0	10	0	3	1	5	9	0	2	1	1	4	42
08:30 AM	0	1	11	5	17	0	1	7	3	11	0	3	0	1	4	0	4	1	2	7	39
08:45 AM	1	5	13	5	24	0	3	11	10	24	0	2	1	4	7	0	2	0	0	2	57
Total	1	8	48	16	73	0	8	35	16	59	0	12	2	17	31	0	16	3	5	24	187
*** BREAK ***																					
04:00 PM	0	1	6	2	9	1	2	1	1	5	0	6	5	7	18	0	2	1	0	3	35
04:15 PM	0	0	2	1	3	0	4	6	7	17	0	3	1	1	5	0	4	1	1	6	31
04:30 PM	0	0	4	7	11	0	0	8	10	18	0	3	3	2	8	0	3	4	1	8	45
04:45 PM	0	2	3	3	8	0	4	4	7	15	0	3	1	5	9	0	0	3	0	3	35
Total	0	3	15	13	31	1	10	19	25	55	0	15	10	15	40	0	9	9	2	20	146
05:00 PM	0	1	6	2	9	1	2	4	1	8	0	3	2	3	8	0	2	2	2	6	31
05:15 PM	0	0	5	1	6	0	1	5	5	11	0	4	1	3	8	0	2	1	0	3	28
05:30 PM	0	1	2	3	6	0	5	4	3	12	0	3	1	1	5	0	0	0	0	0	23
05:45 PM	0	0	3	1	4	1	2	6	4	13	0	2	2	4	8	0	2	0	1	3	28
Total	0	2	16	7	25	2	10	19	13	44	0	12	6	11	29	0	6	3	3	12	110
06:00 PM	0	0	0	3	3	0	3	5	1	9	0	3	3	4	10	0	2	1	0	3	25
06:15 PM	0	0	7	1	8	0	3	1	2	6	0	1	2	0	3	0	1	1	0	2	19
06:30 PM	0	0	0	1	1	0	0	1	2	3	0	0	0	5	5	0	1	0	1	2	11
06:45 PM	0	0	5	4	9	0	4	5	3	12	0	2	0	2	4	0	0	0	3	3	28
Total	0	0	12	9	21	0	10	12	8	30	0	6	5	11	22	0	4	2	4	10	83
Grand Total	1	17	131	65	214	3	57	107	79	246	0	71	26	89	186	0	80	22	22	124	770
Apprch %	0.5	7.9	61.2	30.4		1.2	23.2	43.5	32.1		0	38.2	14	47.8		0	64.5	17.7	17.7		
Total %	0.1	2.2	17	8.4	27.8	0.4	7.4	13.9	10.3	31.9	0	9.2	3.4	11.6	24.2	0	10.4	2.9	2.9	16.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01B-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

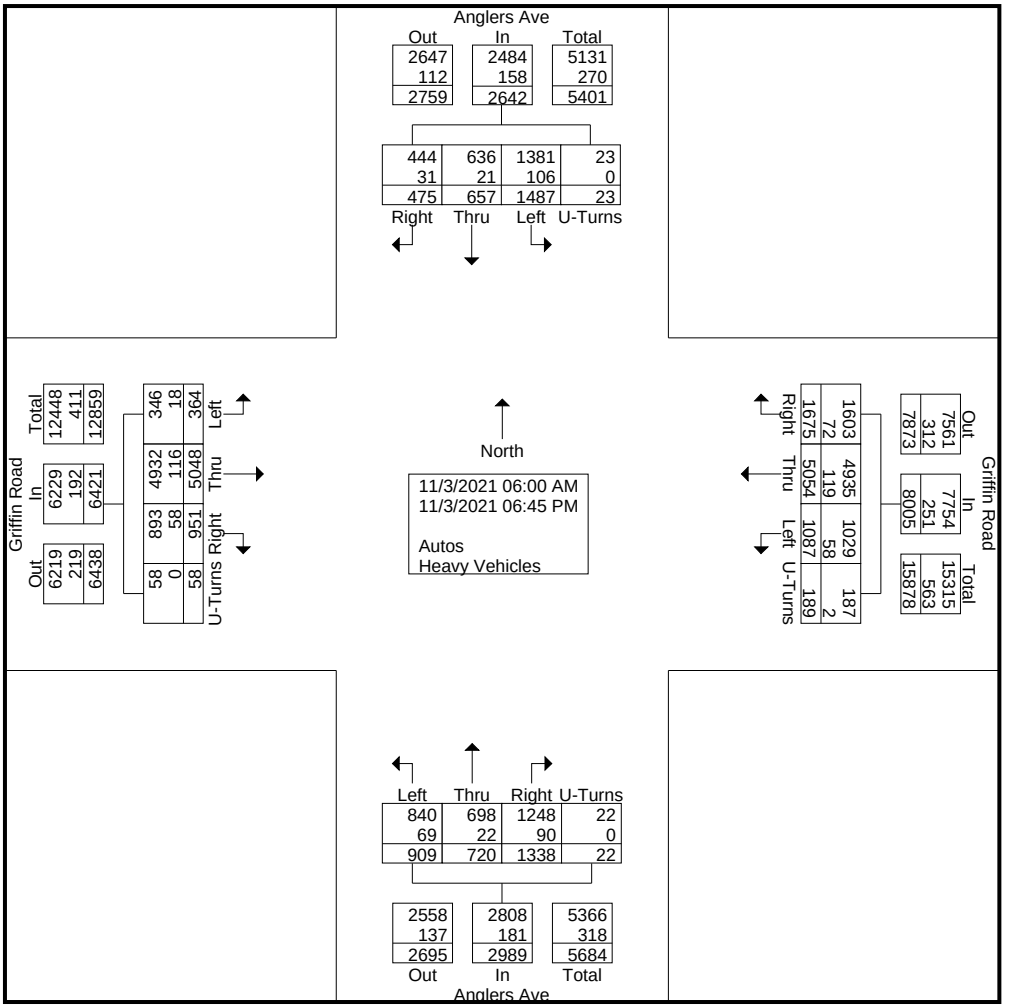
	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	7	83	12	104	0	12	61	56	129	0	10	10	15	35	0	25	6	7	38	306
06:15 AM	1	15	120	10	146	6	19	99	78	202	0	10	10	26	46	0	20	6	8	34	428
06:30 AM	4	9	153	20	186	4	18	91	89	202	0	12	18	37	67	2	33	5	5	45	500
06:45 AM	2	9	186	25	222	4	33	88	81	206	0	19	20	38	77	1	44	7	10	62	567
Total	9	40	542	67	658	14	82	339	304	739	0	51	58	116	225	3	122	24	30	179	1801
07:00 AM	4	17	212	20	253	5	31	127	87	250	0	20	24	64	108	0	32	14	10	56	667
07:15 AM	1	15	233	30	279	6	28	133	83	250	0	25	40	48	113	1	67	21	13	102	744
07:30 AM	1	17	333	42	393	3	23	120	87	233	0	29	27	64	120	0	38	14	8	60	806
07:45 AM	1	21	273	40	335	7	48	180	97	332	0	32	59	62	153	4	53	17	11	85	905
Total	7	70	1051	132	1260	21	130	560	354	1065	0	106	150	238	494	5	190	66	42	303	3122
08:00 AM	4	20	226	44	294	4	39	179	112	334	0	18	36	46	100	1	54	17	11	83	811
08:15 AM	3	14	258	38	313	10	58	207	65	340	3	27	40	64	134	1	43	17	14	75	862
08:30 AM	6	25	243	43	317	10	40	134	68	252	0	37	52	64	153	2	71	21	11	105	827
08:45 AM	2	21	220	46	289	7	45	138	72	262	0	30	39	69	138	1	56	28	17	102	791
Total	15	80	947	171	1213	31	182	658	317	1188	3	112	167	243	525	5	224	83	53	365	3291
*** BREAK ***																					
04:00 PM	2	17	231	53	303	10	44	326	62	442	1	49	32	77	159	0	73	39	31	143	1047
04:15 PM	1	14	224	57	296	9	72	356	65	502	4	53	38	49	144	2	79	44	31	156	1098
04:30 PM	0	17	190	52	259	9	48	268	51	376	1	59	27	59	146	1	110	40	28	179	960
04:45 PM	3	23	223	59	308	15	63	304	56	438	1	45	24	59	129	1	79	48	39	167	1042
Total	6	71	868	221	1166	43	227	1254	234	1758	7	206	121	244	578	4	341	171	129	645	4147
05:00 PM	2	14	211	48	275	19	62	270	53	404	1	77	46	82	206	1	104	66	36	207	1092
05:15 PM	3	11	258	46	318	6	62	396	70	534	2	56	32	86	176	0	99	50	46	195	1223
05:30 PM	2	15	235	45	297	15	62	288	55	420	0	73	34	49	156	0	90	58	40	188	1061
05:45 PM	2	13	223	59	297	4	64	282	56	406	0	50	33	63	146	1	95	43	31	170	1019
Total	9	53	927	198	1187	44	250	1236	234	1764	3	256	145	280	684	2	388	217	153	760	4395
06:00 PM	3	12	192	49	256	10	76	315	69	470	2	51	24	56	133	0	84	28	24	136	995
06:15 PM	4	20	186	46	256	9	53	224	53	339	2	51	29	55	137	2	53	18	18	91	823
06:30 PM	2	7	177	31	217	9	37	240	68	354	4	47	12	46	109	2	57	33	14	106	786
06:45 PM	3	11	158	36	208	8	50	228	42	328	1	29	14	60	104	0	28	17	12	57	697
Total	12	50	713	162	937	36	216	1007	232	1491	9	178	79	217	483	4	222	96	68	390	3301
Grand Total	58	364	5048	951	6421	189	1087	5054	1675	8005	22	909	720	1338	2989	23	1487	657	475	2642	20057
Apprch %	0.9	5.7	78.6	14.8		2.4	13.6	63.1	20.9		0.7	30.4	24.1	44.8		0.9	56.3	24.9	18		
Total %	0.3	1.8	25.2	4.7	32	0.9	5.4	25.2	8.4	39.9	0.1	4.5	3.6	6.7	14.9	0.1	7.4	3.3	2.4	13.2	
Autos	58	346	4932	893	6229	187	1029	4935	1603	7754	22	840	698	1248	2808	23	1381	636	444	2484	19275
% Autos	100	95.1	97.7	93.9	97	98.9	94.7	97.6	95.7	96.9	100	92.4	96.9	93.3	93.9	100	92.9	96.8	93.5	94	96.1
Heavy Vehicles	0	18	116	58	192	2	58	119	72	251	0	69	22	90	181	0	106	21	31	158	782
% Heavy Vehicles	0	4.9	2.3	6.1	3	1.1	5.3	2.4	4.3	3.1	0	7.6	3.1	6.7	6.1	0	7.1	3.2	6.5	6	3.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01B-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 2



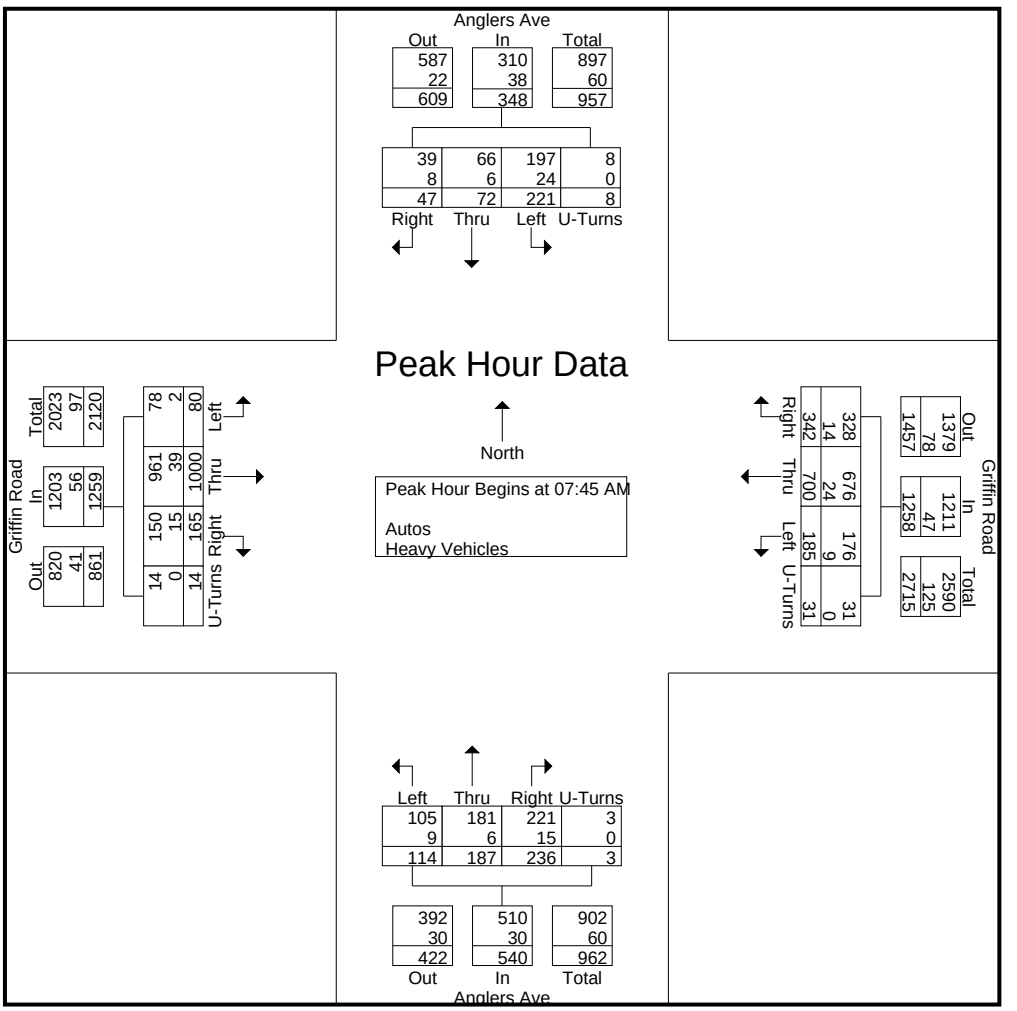
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01B-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	21	**273**	40	**335**	7	48	180	97	332	0	32	**59**	62	**153**	**4**	53	17	11	85	**905**
08:00 AM	4	20	226	**44**	294	4	39	179	**112**	334	0	18	36	46	100	1	54	17	11	83	811
08:15 AM	3	14	258	38	313	**10**	**58**	**207**	65	**340**	**3**	27	40	**64**	134	1	43	17	**14**	75	862
08:30 AM	**6**	**25**	243	43	317	10	40	134	68	252	0	**37**	52	64	153	2	**71**	**21**	11	**105**	827
Total Volume	14	80	1000	165	1259	31	185	700	342	1258	3	114	187	236	540	8	221	72	47	348	3405
% App. Total	1.1	6.4	79.4	13.1		2.5	14.7	55.6	27.2		0.6	21.1	34.6	43.7		2.3	63.5	20.7	13.5		
PHF	.583	.800	.916	.938	.940	.775	.797	.845	.763	.925	.250	.770	.792	.922	.882	.500	.778	.857	.839	.829	.941
Autos	14	78	961	150	1203	31	176	676	328	1211	3	105	181	221	510	8	197	66	39	310	3234
% Autos	100	97.5	96.1	90.9	95.6	100	95.1	96.6	95.9	96.3	100	92.1	96.8	93.6	94.4	100	89.1	91.7	83.0	89.1	95.0
Heavy Vehicles	0	2	39	15	56	0	9	24	14	47	0	9	6	15	30	0	24	6	8	38	171
% Heavy Vehicles	0	2.5	3.9	9.1	4.4	0	4.9	3.4	4.1	3.7	0	7.9	3.2	6.4	5.6	0	10.9	8.3	17.0	10.9	5.0



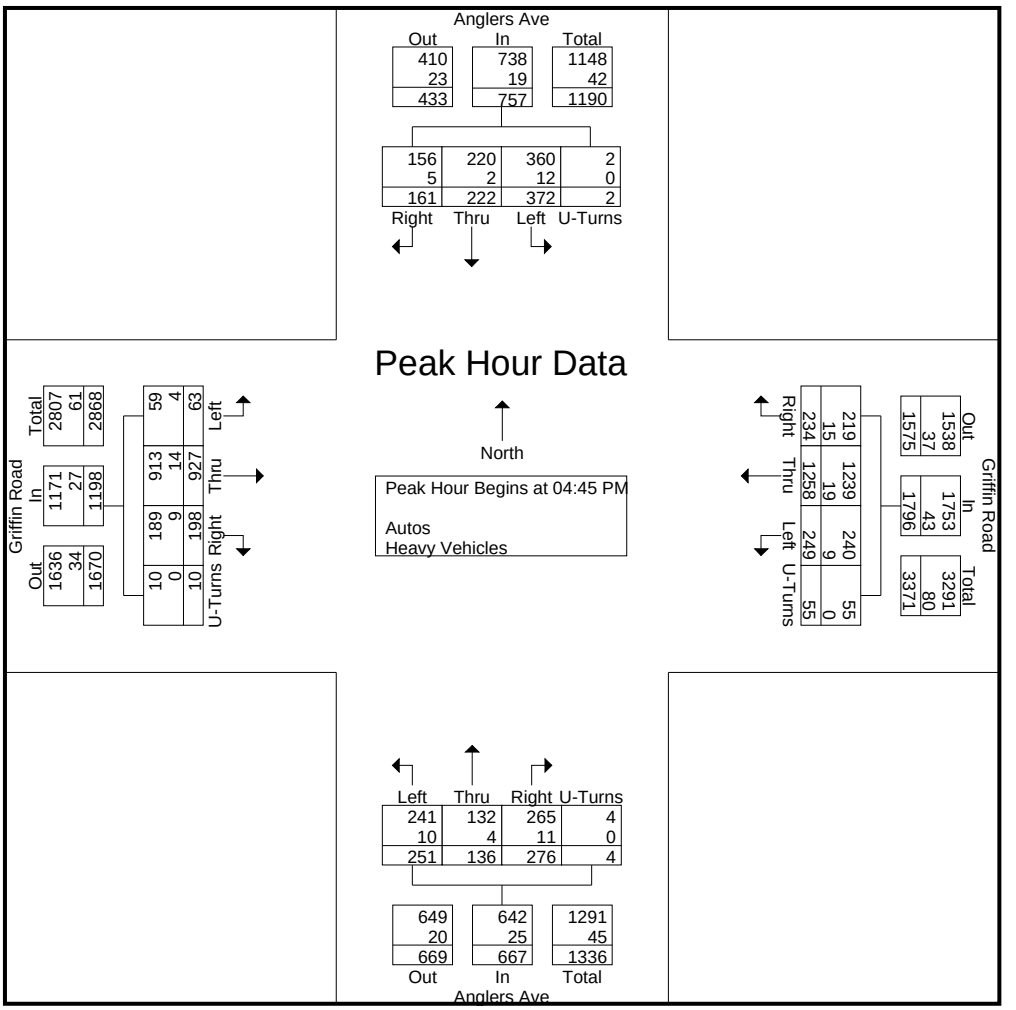
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01B-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**3**	**23**	223	**59**	308	15	**63**	304	56	438	1	45	24	59	129	**1**	79	48	39	167	1042
05:00 PM	2	14	211	48	275	**19**	62	270	53	404	1	**77**	**46**	82	**206**	1	**104**	**66**	36	**207**	1092
05:15 PM	3	11	**258**	46	**318**	6	62	**396**	**70**	**534**	**2**	56	32	**86**	176	0	99	50	**46**	195	**1223**
05:30 PM	2	15	235	45	297	15	62	288	55	420	0	73	34	49	156	0	90	58	40	188	1061
Total Volume	10	63	927	198	1198	55	249	1258	234	1796	4	251	136	276	667	2	372	222	161	757	4418
% App. Total	0.8	5.3	77.4	16.5		3.1	13.9	70	13		0.6	37.6	20.4	41.4		0.3	49.1	29.3	21.3		
PHF	.833	.685	.898	.839	.942	.724	.988	.794	.836	.841	.500	.815	.739	.802	.809	.500	.894	.841	.875	.914	.903
Autos	10	59	913	189	1171	55	240	1239	219	1753	4	241	132	265	642	2	360	220	156	738	4304
% Autos	100	93.7	98.5	95.5	97.7	100	96.4	98.5	93.6	97.6	100	96.0	97.1	96.0	96.3	100	96.8	99.1	96.9	97.5	97.4
Heavy Vehicles	0	4	14	9	27	0	9	19	15	43	0	10	4	11	25	0	12	2	5	19	114
% Heavy Vehicles	0	6.3	1.5	4.5	2.3	0	3.6	1.5	6.4	2.4	0	4.0	2.9	4.0	3.7	0	3.2	0.9	3.1	2.5	2.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01B-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	1	2	3	6	0	2	0	4	6	0	3	0	1	4	19
06:15 AM	0	0	2	0	2	0	3	2	0	5	0	4	1	4	9	0	2	0	1	3	19
06:30 AM	0	1	2	2	5	0	3	3	2	8	0	0	1	5	6	0	8	2	0	10	29
06:45 AM	0	0	4	2	6	0	3	5	1	9	0	3	0	6	9	0	5	0	3	8	32
Total	0	1	11	4	16	0	10	12	6	28	0	9	2	19	30	0	18	2	5	25	99
07:00 AM	0	2	8	1	11	0	5	5	2	12	0	1	0	5	6	0	3	1	0	4	33
07:15 AM	0	2	10	2	14	0	1	4	3	8	0	5	1	5	11	0	17	1	1	19	52
07:30 AM	0	0	6	4	10	0	1	5	2	8	0	4	2	1	7	0	4	1	2	7	32
07:45 AM	0	0	9	0	9	0	4	6	5	15	0	2	4	3	9	0	4	0	2	6	39
Total	0	4	33	7	44	0	11	20	12	43	0	12	7	14	33	0	28	3	5	36	156
08:00 AM	0	2	7	6	15	0	1	2	7	10	0	1	1	5	7	0	7	3	3	13	45
08:15 AM	0	0	8	4	12	0	3	6	1	10	0	2	1	5	8	0	4	2	2	8	38
08:30 AM	0	0	15	5	20	0	1	10	1	12	0	4	0	2	6	0	9	1	1	11	49
08:45 AM	0	3	8	1	12	0	2	8	5	15	0	6	0	4	10	0	14	2	3	19	56
Total	0	5	38	16	59	0	7	26	14	47	0	13	2	16	31	0	34	8	9	51	188
*** BREAK ***																					
04:00 PM	0	0	4	5	9	0	2	6	3	11	0	7	0	8	15	0	0	2	1	3	38
04:15 PM	0	0	8	2	10	0	2	10	4	16	0	3	2	3	8	0	1	1	0	2	36
04:30 PM	0	2	4	5	11	0	2	6	7	15	0	2	1	3	6	0	2	1	0	3	35
04:45 PM	0	1	7	5	13	0	3	3	4	10	0	1	0	3	4	0	2	1	2	5	32
Total	0	3	23	17	43	0	9	25	18	52	0	13	3	17	33	0	5	5	3	13	141
05:00 PM	0	2	3	2	7	0	1	6	2	9	0	6	1	3	10	0	2	0	0	2	28
05:15 PM	0	0	4	0	4	0	3	9	6	18	0	2	2	5	9	0	6	1	2	9	40
05:30 PM	0	1	0	2	3	0	2	1	3	6	0	1	1	0	2	0	2	0	1	3	14
05:45 PM	0	2	0	3	5	0	2	5	2	9	0	4	2	2	8	0	4	0	3	7	29
Total	0	5	7	7	19	0	8	21	13	42	0	13	6	10	29	0	14	1	6	21	111
06:00 PM	0	0	0	1	1	0	2	3	1	6	0	3	1	4	8	0	2	0	1	3	18
06:15 PM	0	0	3	2	5	0	4	8	2	14	0	3	0	2	5	0	2	0	1	3	27
06:30 PM	0	0	0	2	2	2	0	2	3	7	0	0	1	4	5	0	1	1	1	3	17
06:45 PM	0	0	1	2	3	0	7	2	3	12	0	3	0	4	7	0	2	1	0	3	25
Total	0	0	4	7	11	2	13	15	9	39	0	9	2	14	25	0	7	2	3	12	87
Grand Total	0	18	116	58	192	2	58	119	72	251	0	69	22	90	181	0	106	21	31	158	782
Apprch %	0	9.4	60.4	30.2		0.8	23.1	47.4	28.7		0	38.1	12.2	49.7		0	67.1	13.3	19.6		
Total %	0	2.3	14.8	7.4	24.6	0.3	7.4	15.2	9.2	32.1	0	8.8	2.8	11.5	23.1	0	13.6	2.7	4	20.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

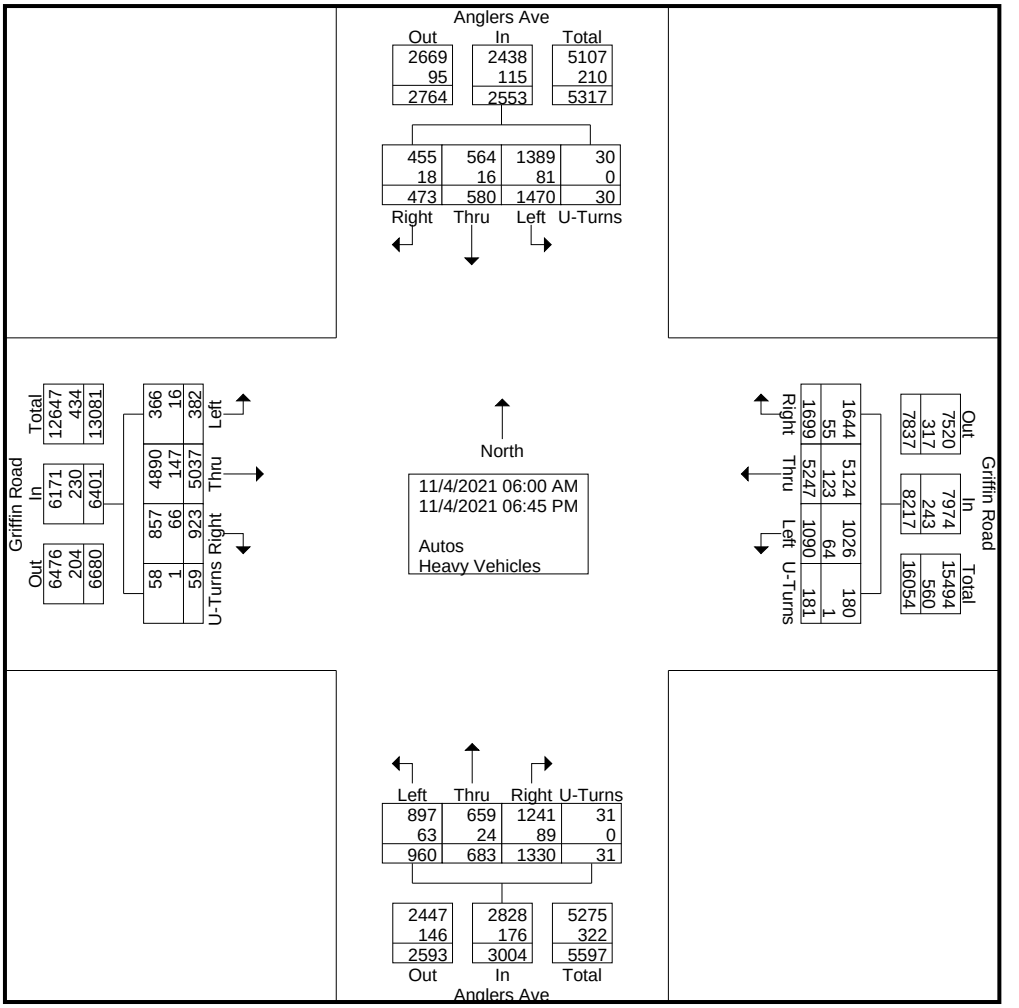
	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	13	92	15	122	6	20	80	68	174	0	10	10	20	40	0	26	7	7	40	376
06:15 AM	0	10	131	16	157	2	14	70	69	155	0	16	8	28	52	0	25	6	13	44	408
06:30 AM	1	19	156	16	192	1	12	124	90	227	1	15	21	42	79	2	43	6	13	64	562
06:45 AM	2	15	189	26	232	4	27	93	70	194	1	19	17	37	74	2	38	11	6	57	557
Total	5	57	568	73	703	13	73	367	297	750	2	60	56	127	245	4	132	30	39	205	1903
07:00 AM	3	6	222	31	262	6	24	116	92	238	0	19	25	48	92	1	40	8	10	59	651
07:15 AM	3	13	252	25	293	8	37	117	88	250	0	17	41	56	114	0	43	15	7	65	722
07:30 AM	2	16	303	34	355	6	25	134	77	242	1	28	22	65	116	1	46	21	11	79	792
07:45 AM	1	37	275	32	345	11	50	204	94	359	2	28	61	52	143	1	49	24	9	83	930
Total	9	72	1052	122	1255	31	136	571	351	1089	3	92	149	221	465	3	178	68	37	286	3095
08:00 AM	4	18	254	48	324	3	46	179	90	318	0	27	52	67	146	2	50	16	11	79	867
08:15 AM	2	19	287	42	350	12	48	155	94	309	0	33	29	65	127	1	58	9	14	82	868
08:30 AM	6	32	267	63	368	7	52	198	79	336	1	34	31	61	127	3	65	25	13	106	937
08:45 AM	4	23	228	54	309	3	40	193	73	309	0	34	37	48	119	1	55	19	9	84	821
Total	16	92	1036	207	1351	25	186	725	336	1272	1	128	149	241	519	7	228	69	47	351	3493
*** BREAK ***																					
04:00 PM	1	9	210	47	267	12	54	257	70	393	5	46	24	70	145	2	77	37	27	143	948
04:15 PM	2	16	211	48	277	10	59	301	61	431	1	48	27	71	147	1	90	38	48	177	1032
04:30 PM	3	10	189	51	253	9	47	216	60	332	0	60	20	73	153	1	96	45	40	182	920
04:45 PM	3	16	180	42	241	10	79	312	72	473	3	49	32	59	143	1	82	35	17	135	992
Total	9	51	790	188	1038	41	239	1086	263	1629	9	203	103	273	588	5	345	155	132	637	3892
05:00 PM	0	16	199	37	252	11	48	267	50	376	0	78	34	97	209	0	105	47	57	209	1046
05:15 PM	0	14	228	43	285	12	74	387	59	532	5	58	21	64	148	0	89	40	24	153	1118
05:30 PM	6	15	249	41	311	6	75	352	59	492	1	58	37	38	134	0	82	39	34	155	1092
05:45 PM	3	8	204	57	272	12	48	299	47	406	2	62	30	63	157	2	79	42	26	149	984
Total	9	53	880	178	1120	41	245	1305	215	1806	8	256	122	262	648	2	355	168	141	666	4240
06:00 PM	3	13	197	41	254	7	61	415	58	541	1	65	33	71	170	3	70	33	19	125	1090
06:15 PM	2	18	184	47	251	6	48	275	45	374	2	65	29	52	148	2	56	24	22	104	877
06:30 PM	5	14	152	33	204	8	61	299	78	446	2	50	18	44	114	2	62	20	15	99	863
06:45 PM	1	12	178	34	225	9	41	204	56	310	3	41	24	39	107	2	44	13	21	80	722
Total	11	57	711	155	934	30	211	1193	237	1671	8	221	104	206	539	9	232	90	77	408	3552
Grand Total	59	382	5037	923	6401	181	1090	5247	1699	8217	31	960	683	1330	3004	30	1470	580	473	2553	20175
Apprch %	0.9	6	78.7	14.4		2.2	13.3	63.9	20.7		1	32	22.7	44.3		1.2	57.6	22.7	18.5		
Total %	0.3	1.9	25	4.6	31.7	0.9	5.4	26	8.4	40.7	0.2	4.8	3.4	6.6	14.9	0.1	7.3	2.9	2.3	12.7	
Autos	58	366	4890	857	6171	180	1026	5124	1644	7974	31	897	659	1241	2828	30	1389	564	455	2438	19411
% Autos	98.3	95.8	97.1	92.8	96.4	99.4	94.1	97.7	96.8	97	100	93.4	96.5	93.3	94.1	100	94.5	97.2	96.2	95.5	96.2
Heavy Vehicles	1	16	147	66	230	1	64	123	55	243	0	63	24	89	176	0	81	16	18	115	764
% Heavy Vehicles	1.7	4.2	2.9	7.2	3.6	0.6	5.9	2.3	3.2	3	0	6.6	3.5	6.7	5.9	0	5.5	2.8	3.8	4.5	3.8

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 2



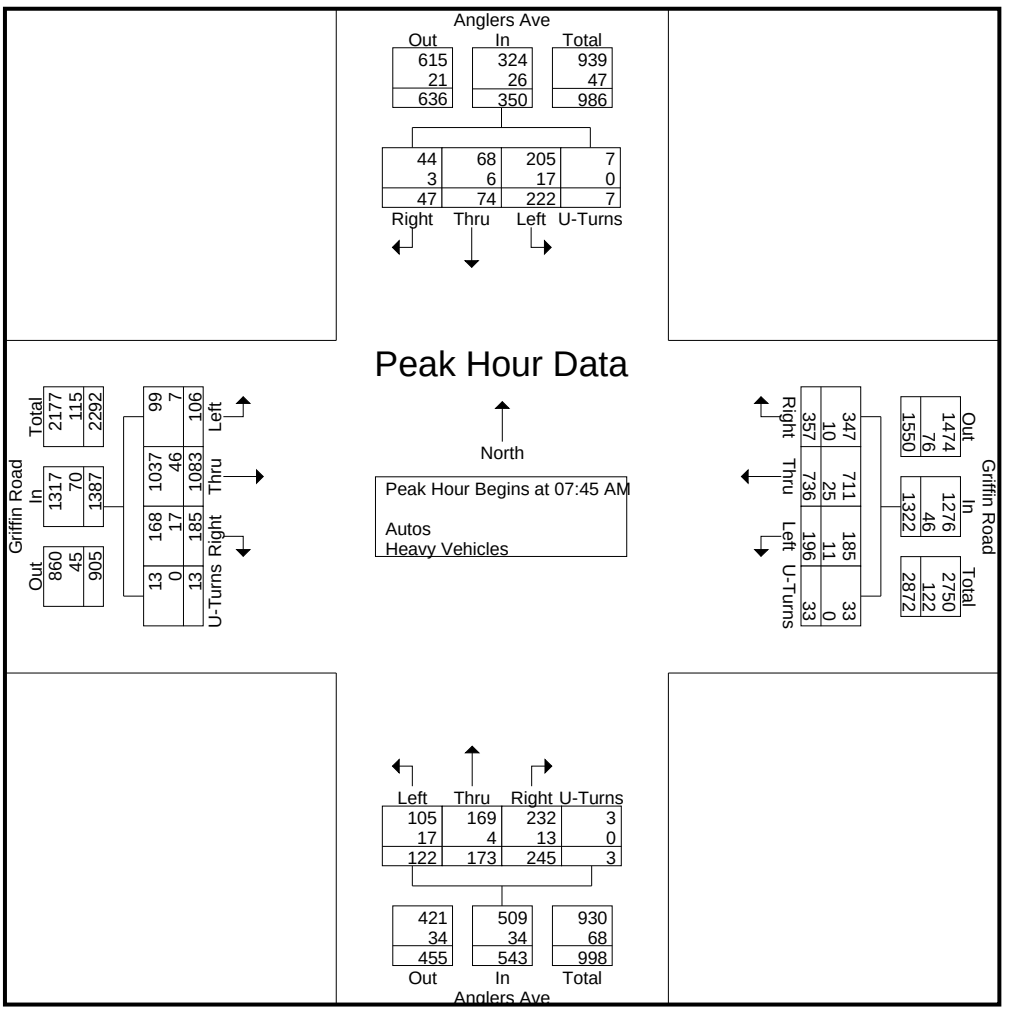
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	**37**	275	32	345	11	50	**204**	**94**	**359**	**2**	28	**61**	52	143	1	49	24	9	83	930
08:00 AM	4	18	254	48	324	3	46	179	90	318	0	27	52	**67**	**146**	2	50	16	11	79	867
08:15 AM	2	19	**287**	42	350	**12**	48	155	94	309	0	33	29	65	127	1	58	9	**14**	82	868
08:30 AM	**6**	32	267	**63**	**368**	7	**52**	198	79	336	1	**34**	31	61	127	**3**	**65**	**25**	13	**106**	**937**
Total Volume	13	106	1083	185	1387	33	196	736	357	1322	3	122	173	245	543	7	222	74	47	350	3602
% App. Total	0.9	7.6	78.1	13.3		2.5	14.8	55.7	27		0.6	22.5	31.9	45.1		2	63.4	21.1	13.4		
PHF	.542	.716	.943	.734	.942	.688	.942	.902	.949	.921	.375	.897	.709	.914	.930	.583	.854	.740	.839	.825	.961
Autos	13	99	1037	168	1317	33	185	711	347	1276	3	105	169	232	509	7	205	68	44	324	3426
% Autos	100	93.4	95.8	90.8	95.0	100	94.4	96.6	97.2	96.5	100	86.1	97.7	94.7	93.7	100	92.3	91.9	93.6	92.6	95.1
Heavy Vehicles	0	7	46	17	70	0	11	25	10	46	0	17	4	13	34	0	17	6	3	26	176
% Heavy Vehicles	0	6.6	4.2	9.2	5.0	0	5.6	3.4	2.8	3.5	0	13.9	2.3	5.3	6.3	0	7.7	8.1	6.4	7.4	4.9



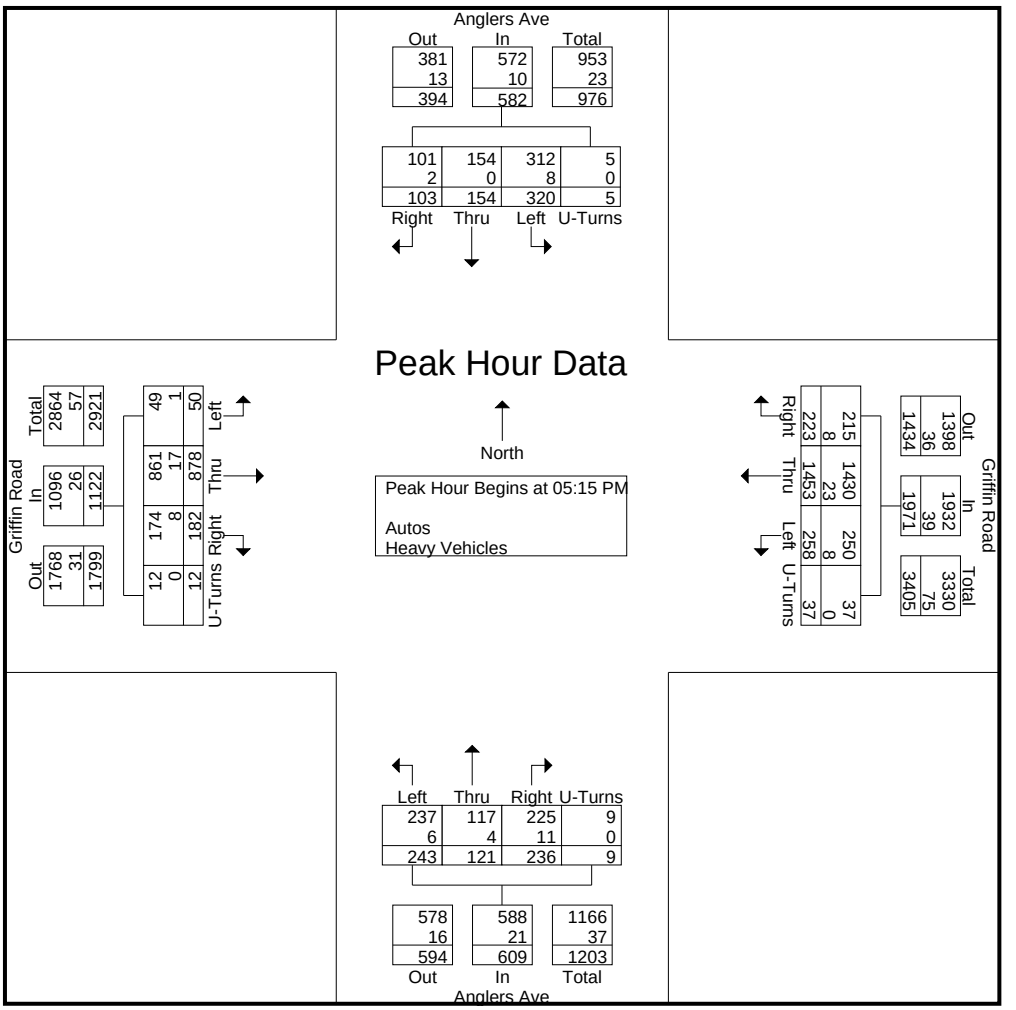
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	14	228	43	285	**12**	74	387	**59**	532	**5**	58	21	64	148	0	**89**	40	24	153	**1118**
05:30 PM	**6**	**15**	**249**	41	**311**	6	**75**	352	59	492	1	58	**37**	38	134	0	82	39	**34**	**155**	1092
05:45 PM	3	8	204	**57**	272	12	48	299	47	406	2	62	30	63	157	2	79	**42**	26	149	984
06:00 PM	3	13	197	41	254	7	61	**415**	58	**541**	1	**65**	33	**71**	**170**	**3**	70	33	19	125	1090
Total Volume	12	50	878	182	1122	37	258	1453	223	1971	9	243	121	236	609	5	320	154	103	582	4284
% App. Total	1.1	4.5	78.3	16.2		1.9	13.1	73.7	11.3		1.5	39.9	19.9	38.8		0.9	55	26.5	17.7		
PHF	.500	.833	.882	.798	.902	.771	.860	.875	.945	.911	.450	.935	.818	.831	.896	.417	.899	.917	.757	.939	.958
Autos	12	49	861	174	1096	37	250	1430	215	1932	9	237	117	225	588	5	312	154	101	572	4188
% Autos	100	98.0	98.1	95.6	97.7	100	96.9	98.4	96.4	98.0	100	97.5	96.7	95.3	96.6	100	97.5	100	98.1	98.3	97.8
Heavy Vehicles	0	1	17	8	26	0	8	23	8	39	0	6	4	11	21	0	8	0	2	10	96
% Heavy Vehicles	0	2.0	1.9	4.4	2.3	0	3.1	1.6	3.6	2.0	0	2.5	3.3	4.7	3.4	0	2.5	0	1.9	1.7	2.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	5	0	5	0	3	1	1	5	0	2	0	4	6	0	4	0	1	5	21
06:15 AM	0	1	3	3	7	0	2	6	1	9	0	3	0	7	10	0	7	0	2	9	35
06:30 AM	0	1	3	2	6	0	5	4	0	9	0	0	1	5	6	0	9	1	2	12	33
06:45 AM	0	0	6	3	9	0	2	4	1	7	0	4	1	2	7	0	6	0	1	7	30
Total	0	2	17	8	27	0	12	15	3	30	0	9	2	18	29	0	26	1	6	33	119
07:00 AM	0	0	13	3	16	0	5	0	0	5	0	3	2	7	12	0	2	0	1	3	36
07:15 AM	0	0	7	2	9	0	1	6	0	7	0	3	2	5	10	0	8	1	1	10	36
07:30 AM	0	1	5	2	8	0	3	4	0	7	0	1	1	3	5	0	8	3	1	12	32
07:45 AM	0	3	10	3	16	0	2	9	1	12	0	4	1	5	10	0	2	0	1	3	41
Total	0	4	35	10	49	0	11	19	1	31	0	11	6	20	37	0	20	4	4	28	145
08:00 AM	0	2	16	3	21	0	4	2	3	9	0	5	1	2	8	0	9	3	0	12	50
08:15 AM	0	1	10	5	16	0	4	9	1	14	0	4	1	5	10	0	4	0	1	5	45
08:30 AM	0	1	10	6	17	0	1	5	5	11	0	4	1	1	6	0	2	3	1	6	40
08:45 AM	1	2	12	3	18	0	3	10	4	17	0	4	1	1	6	0	1	0	0	1	42
Total	1	6	48	17	72	0	12	26	13	51	0	17	4	9	30	0	16	6	2	24	177
*** BREAK ***																					
04:00 PM	0	1	4	4	9	0	2	5	3	10	0	4	1	5	10	0	1	2	0	3	32
04:15 PM	0	0	9	4	13	0	4	9	9	22	0	2	1	7	10	0	1	1	2	4	49
04:30 PM	0	1	2	3	6	0	1	5	6	12	0	1	1	5	7	0	1	0	1	2	27
04:45 PM	0	0	10	5	15	0	3	5	5	13	0	2	1	2	5	0	1	1	1	3	36
Total	0	2	25	16	43	0	10	24	23	57	0	9	4	19	32	0	4	4	4	12	144
05:00 PM	0	1	0	3	4	0	1	4	1	6	0	5	3	3	11	0	2	1	0	3	24
05:15 PM	0	0	5	2	7	0	2	5	1	8	0	1	1	4	6	0	1	0	0	1	22
05:30 PM	0	0	7	2	9	0	4	8	3	15	0	1	2	0	3	0	3	0	1	4	31
05:45 PM	0	0	3	2	5	0	1	4	1	6	0	2	1	4	7	0	3	0	1	4	22
Total	0	1	15	9	25	0	8	21	6	35	0	9	7	11	27	0	9	1	2	12	99
06:00 PM	0	1	2	2	5	0	1	6	3	10	0	2	0	3	5	0	1	0	0	1	21
06:15 PM	0	0	3	2	5	0	4	7	3	14	0	3	1	2	6	0	3	0	0	3	28
06:30 PM	0	0	1	1	2	0	2	2	3	7	0	0	0	5	5	0	0	0	0	0	14
06:45 PM	0	0	1	1	2	1	4	3	0	8	0	3	0	2	5	0	2	0	0	2	17
Total	0	1	7	6	14	1	11	18	9	39	0	8	1	12	21	0	6	0	0	6	80
Grand Total	1	16	147	66	230	1	64	123	55	243	0	63	24	89	176	0	81	16	18	115	764
Apprch %	0.4	7	63.9	28.7		0.4	26.3	50.6	22.6		0	35.8	13.6	50.6		0	70.4	13.9	15.7		
Total %	0.1	2.1	19.2	8.6	30.1	0.1	8.4	16.1	7.2	31.8	0	8.2	3.1	11.6	23	0	10.6	2.1	2.4	15.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

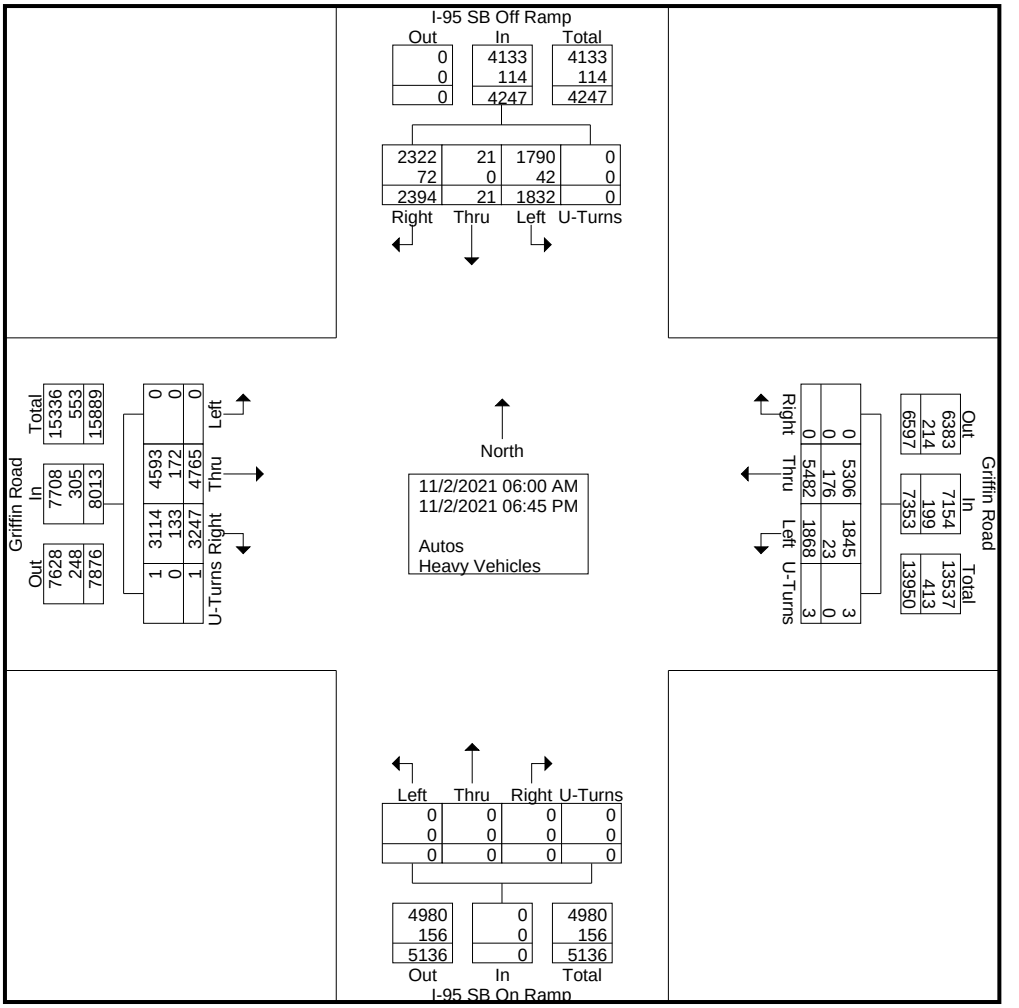
	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	74	49	123	0	38	113	0	151	0	0	0	0	0	0	23	0	36	59	333
06:15 AM	0	0	91	83	174	0	42	143	0	185	0	0	0	0	0	0	38	0	25	63	422
06:30 AM	0	0	119	83	202	0	61	141	0	202	0	0	0	0	0	0	46	1	35	82	486
06:45 AM	0	0	130	93	223	0	38	156	0	194	0	0	0	0	0	0	69	0	39	108	525
Total	0	0	414	308	722	0	179	553	0	732	0	0	0	0	0	0	176	1	135	312	1766
07:00 AM	0	0	147	146	293	0	52	182	0	234	0	0	0	0	0	0	58	0	78	136	663
07:15 AM	0	0	149	158	307	0	36	184	0	220	0	0	0	0	0	0	60	0	57	117	644
07:30 AM	0	0	314	135	449	0	54	217	0	271	0	0	0	0	0	0	61	0	90	151	871
07:45 AM	0	0	220	121	341	0	55	281	0	336	0	0	0	0	0	0	125	4	148	277	954
Total	0	0	830	560	1390	0	197	864	0	1061	0	0	0	0	0	0	304	4	373	681	3132
08:00 AM	0	0	233	175	408	0	74	254	0	328	0	0	0	0	0	0	107	3	139	249	985
08:15 AM	0	0	231	158	389	0	78	209	0	287	0	0	0	0	0	0	80	0	107	187	863
08:30 AM	0	0	250	159	409	0	77	197	0	274	0	0	0	0	0	0	84	0	95	179	862
08:45 AM	0	0	239	153	392	0	55	253	0	308	0	0	0	0	0	0	124	2	108	234	934
Total	0	0	953	645	1598	0	284	913	0	1197	0	0	0	0	0	0	395	5	449	849	3644
*** BREAK ***																					
04:00 PM	1	0	244	149	394	0	116	242	0	358	0	0	0	0	0	0	84	0	88	172	924
04:15 PM	0	0	232	139	371	1	96	188	0	285	0	0	0	0	0	0	73	1	110	184	840
04:30 PM	0	0	267	155	422	0	95	248	0	343	0	0	0	0	0	0	86	1	141	228	993
04:45 PM	0	0	208	148	356	1	100	337	0	438	0	0	0	0	0	0	80	1	126	207	1001
Total	1	0	951	591	1543	2	407	1015	0	1424	0	0	0	0	0	0	323	3	465	791	3758
05:00 PM	0	0	263	179	442	0	149	310	0	459	0	0	0	0	0	0	113	0	155	268	1169
05:15 PM	0	0	221	166	387	0	135	295	0	430	0	0	0	0	0	0	66	4	91	161	978
05:30 PM	0	0	218	158	376	0	161	345	0	506	0	0	0	0	0	0	76	2	171	249	1131
05:45 PM	0	0	207	120	327	1	100	292	0	393	0	0	0	0	0	0	96	1	100	197	917
Total	0	0	909	623	1532	1	545	1242	0	1788	0	0	0	0	0	0	351	7	517	875	4195
06:00 PM	0	0	198	159	357	0	84	269	0	353	0	0	0	0	0	0	76	0	157	233	943
06:15 PM	0	0	178	137	315	0	53	232	0	285	0	0	0	0	0	0	75	1	93	169	769
06:30 PM	0	0	184	124	308	0	67	221	0	288	0	0	0	0	0	0	66	0	108	174	770
06:45 PM	0	0	148	100	248	0	52	173	0	225	0	0	0	0	0	0	66	0	97	163	636
Total	0	0	708	520	1228	0	256	895	0	1151	0	0	0	0	0	0	283	1	455	739	3118
Grand Total	1	0	4765	3247	8013	3	1868	5482	0	7353	0	0	0	0	0	0	1832	21	2394	4247	19613
Apprch %	0	0	59.5	40.5		0	25.4	74.6	0		0	0	0	0		0	43.1	0.5	56.4		
Total %	0	0	24.3	16.6	40.9	0	9.5	28	0	37.5	0	0	0	0	0	0	9.3	0.1	12.2	21.7	
Autos	1	0	4593	3114	7708	3	1845	5306	0	7154	0	0	0	0	0	0	1790	21	2322	4133	18995
% Autos	100	0	96.4	95.9	96.2	100	98.8	96.8	0	97.3	0	0	0	0	0	0	97.7	100	97	97.3	96.8
Heavy Vehicles	0	0	172	133	305	0	23	176	0	199	0	0	0	0	0	0	42	0	72	114	618
% Heavy Vehicles	0	0	3.6	4.1	3.8	0	1.2	3.2	0	2.7	0	0	0	0	0	0	2.3	0	3	2.7	3.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2



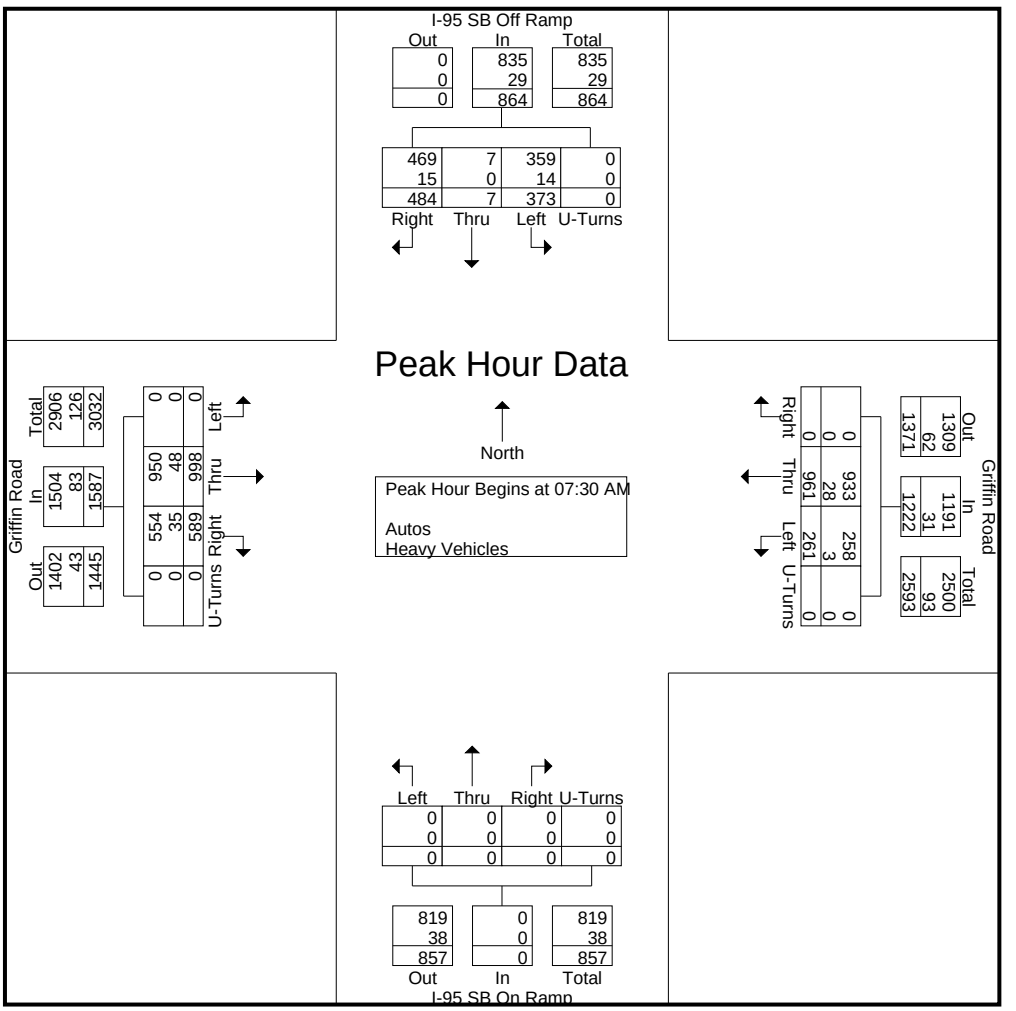
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	**314**	135	**449**	0	54	217	0	271	0	0	0	0	0	0	61	0	90	151	871
07:45 AM	0	0	220	121	341	0	55	**281**	0	**336**	0	0	0	0	0	0	**125**	**4**	**148**	**277**	954
08:00 AM	0	0	233	**175**	408	0	74	254	0	328	0	0	0	0	0	0	107	3	139	249	**985**
08:15 AM	0	0	231	158	389	0	**78**	209	0	287	0	0	0	0	0	0	80	0	107	187	863
Total Volume	0	0	998	589	1587	0	261	961	0	1222	0	0	0	0	0	0	373	7	484	864	3673
% App. Total	0	0	62.9	37.1		0	21.4	78.6	0		0	0	0	0		0	43.2	0.8	56		
PHF	.000	.000	.795	.841	.884	.000	.837	.855	.000	.909	.000	.000	.000	.000	.000	.000	.746	.438	.818	.780	.932
Autos	0	0	950	554	1504	0	258	933	0	1191	0	0	0	0	0	0	359	7	469	835	3530
% Autos	0	0	95.2	94.1	94.8	0	98.9	97.1	0	97.5	0	0	0	0	0	0	96.2	100	96.9	96.6	96.1
Heavy Vehicles	0	0	48	35	83	0	3	28	0	31	0	0	0	0	0	0	14	0	15	29	143
% Heavy Vehicles	0	0	4.8	5.9	5.2	0	1.1	2.9	0	2.5	0	0	0	0	0	0	3.8	0	3.1	3.4	3.9



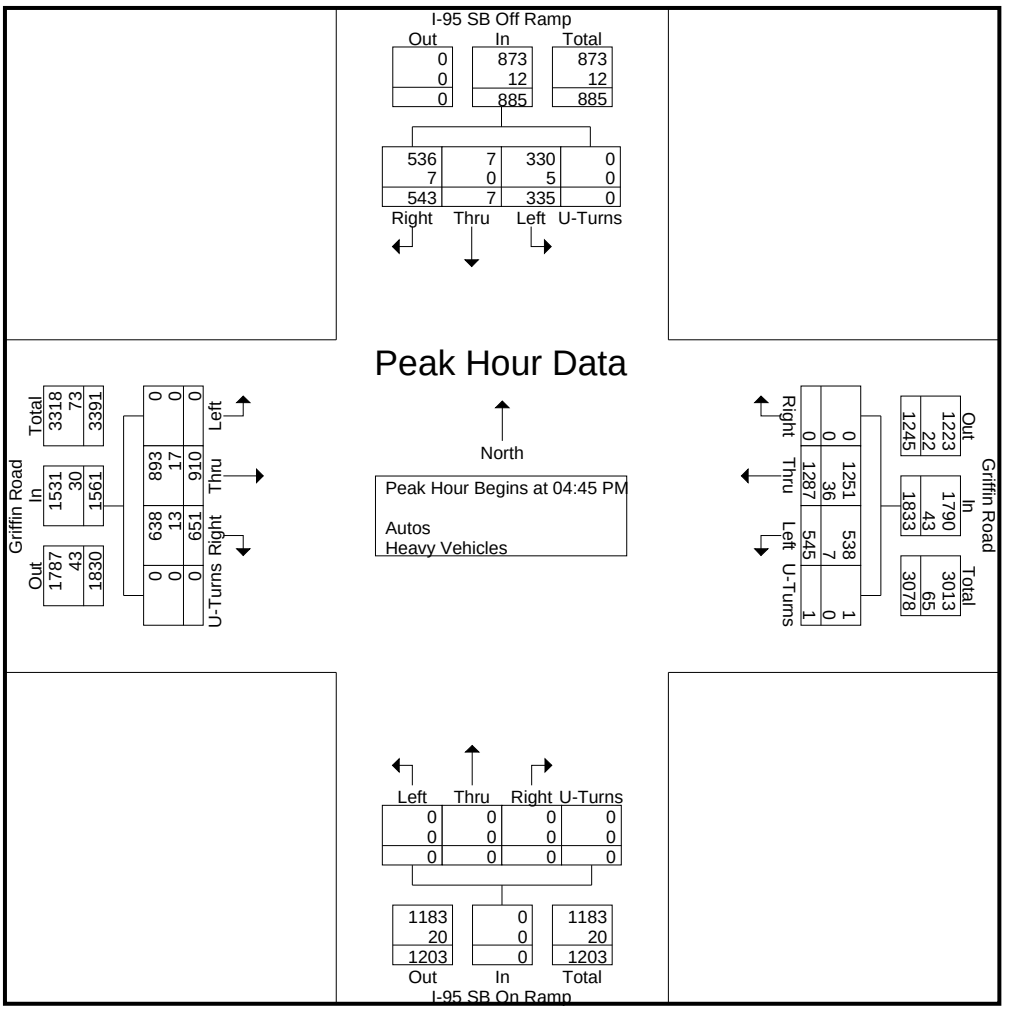
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	208	148	356	**1**	100	337	0	438	0	0	0	0	0	0	80	1	126	207	1001
05:00 PM	0	0	**263**	**179**	**442**	0	149	310	0	459	0	0	0	0	0	0	**113**	0	155	**268**	**1169**
05:15 PM	0	0	221	166	387	0	135	295	0	430	0	0	0	0	0	0	66	**4**	91	161	978
05:30 PM	0	0	218	158	376	0	**161**	**345**	0	**506**	0	0	0	0	0	0	76	2	**171**	249	1131
Total Volume	0	0	910	651	1561	1	545	1287	0	1833	0	0	0	0	0	0	335	7	543	885	4279
% App. Total	0	0	58.3	41.7		0.1	29.7	70.2	0		0	0	0	0		0	37.9	0.8	61.4		
PHF	.000	.000	.865	.909	.883	.250	.846	.933	.000	.906	.000	.000	.000	.000	.000	.000	.741	.438	.794	.826	.915
Autos	0	0	893	638	1531	1	538	1251	0	1790	0	0	0	0	0	0	330	7	536	873	4194
% Autos	0	0	98.1	98.0	98.1	100	98.7	97.2	0	97.7	0	0	0	0	0	0	98.5	100	98.7	98.6	98.0
Heavy Vehicles	0	0	17	13	30	0	7	36	0	43	0	0	0	0	0	0	5	0	7	12	85
% Heavy Vehicles	0	0	1.9	2.0	1.9	0	1.3	2.8	0	2.3	0	0	0	0	0	0	1.5	0	1.3	1.4	2.0



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	6	2	8	0	0	5	0	5	0	0	0	0	0	0	1	0	2	3	16
06:15 AM	0	0	5	10	15	0	1	4	0	5	0	0	0	0	0	0	1	0	2	3	23
06:30 AM	0	0	4	5	9	0	1	3	0	4	0	0	0	0	0	0	4	0	2	6	19
06:45 AM	0	0	9	8	17	0	0	3	0	3	0	0	0	0	0	0	1	0	1	2	22
Total	0	0	24	25	49	0	2	15	0	17	0	0	0	0	0	0	7	0	7	14	80
07:00 AM	0	0	7	8	15	0	1	7	0	8	0	0	0	0	0	0	1	0	4	5	28
07:15 AM	0	0	11	13	24	0	1	5	0	6	0	0	0	0	0	0	5	0	1	6	36
07:30 AM	0	0	14	8	22	0	1	7	0	8	0	0	0	0	0	0	2	0	2	4	34
07:45 AM	0	0	7	5	12	0	1	4	0	5	0	0	0	0	0	0	1	0	4	5	22
Total	0	0	39	34	73	0	4	23	0	27	0	0	0	0	0	0	9	0	11	20	120
08:00 AM	0	0	13	9	22	0	0	9	0	9	0	0	0	0	0	0	9	0	6	15	46
08:15 AM	0	0	14	13	27	0	1	8	0	9	0	0	0	0	0	0	2	0	3	5	41
08:30 AM	0	0	7	10	17	0	0	9	0	9	0	0	0	0	0	0	1	0	1	2	28
08:45 AM	0	0	12	7	19	0	2	18	0	20	0	0	0	0	0	0	1	0	7	8	47
Total	0	0	46	39	85	0	3	44	0	47	0	0	0	0	0	0	13	0	17	30	162
*** BREAK ***																					
04:00 PM	0	0	7	7	14	0	0	4	0	4	0	0	0	0	0	0	4	0	2	6	24
04:15 PM	0	0	5	4	9	0	3	11	0	14	0	0	0	0	0	0	0	0	8	8	31
04:30 PM	0	0	6	2	8	0	1	15	0	16	0	0	0	0	0	0	0	0	6	6	30
04:45 PM	0	0	3	4	7	0	3	9	0	12	0	0	0	0	0	0	1	0	4	5	24
Total	0	0	21	17	38	0	7	39	0	46	0	0	0	0	0	0	5	0	20	25	109
05:00 PM	0	0	6	4	10	0	1	7	0	8	0	0	0	0	0	0	1	0	1	2	20
05:15 PM	0	0	6	3	9	0	1	9	0	10	0	0	0	0	0	0	2	0	0	2	21
05:30 PM	0	0	2	2	4	0	2	11	0	13	0	0	0	0	0	0	1	0	2	3	20
05:45 PM	0	0	7	2	9	0	1	7	0	8	0	0	0	0	0	0	1	0	4	5	22
Total	0	0	21	11	32	0	5	34	0	39	0	0	0	0	0	0	5	0	7	12	83
06:00 PM	0	0	7	2	9	0	1	6	0	7	0	0	0	0	0	0	1	0	5	6	22
06:15 PM	0	0	5	2	7	0	1	5	0	6	0	0	0	0	0	0	0	0	0	0	13
06:30 PM	0	0	4	2	6	0	0	4	0	4	0	0	0	0	0	0	1	0	1	2	12
06:45 PM	0	0	5	1	6	0	0	6	0	6	0	0	0	0	0	0	1	0	4	5	17
Total	0	0	21	7	28	0	2	21	0	23	0	0	0	0	0	0	3	0	10	13	64
Grand Total	0	0	172	133	305	0	23	176	0	199	0	0	0	0	0	0	42	0	72	114	618
Apprch %	0	0	56.4	43.6		0	11.6	88.4	0		0	0	0	0		0	36.8	0	63.2		
Total %	0	0	27.8	21.5	49.4	0	3.7	28.5	0	32.2	0	0	0	0	0	0	6.8	0	11.7	18.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

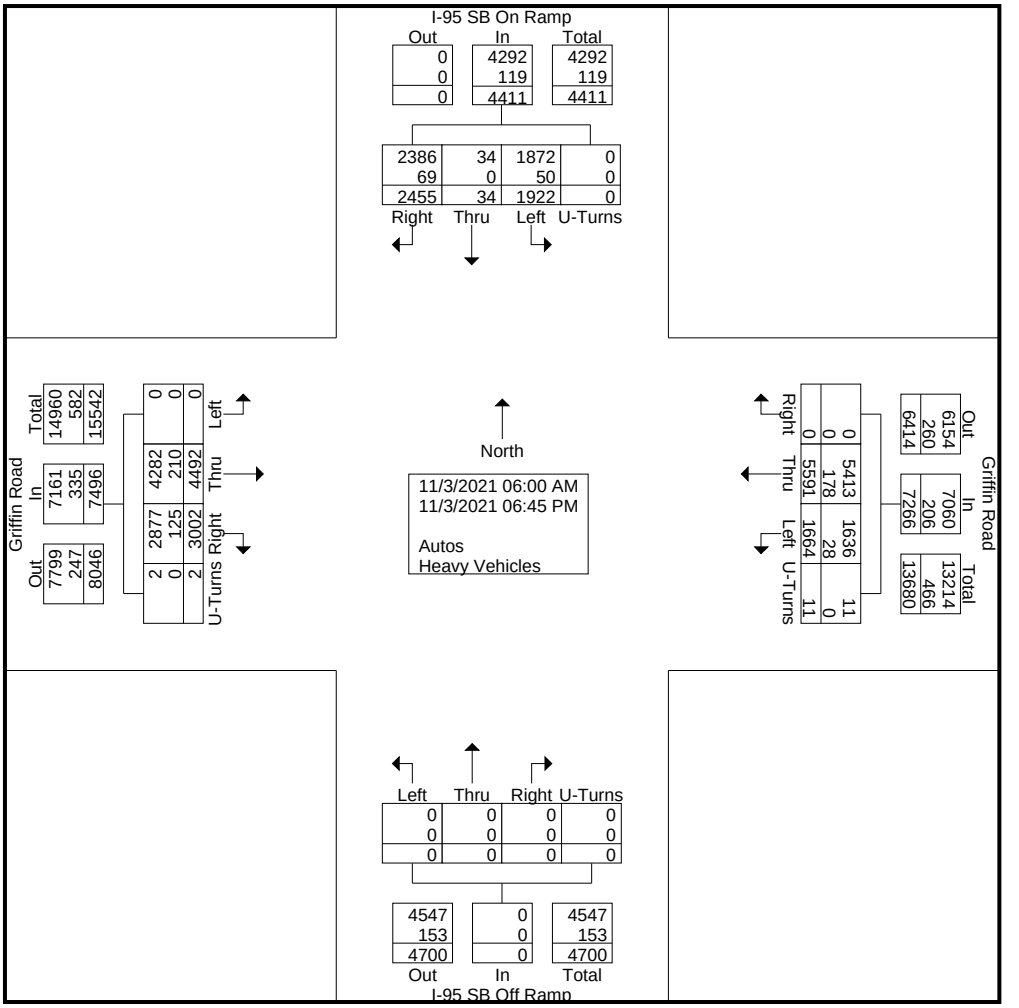
	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB Off Ramp Northbound					I-95 SB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	77	42	119	0	30	115	0	145	0	0	0	0	0	0	28	0	32	60	324
06:15 AM	0	0	93	70	163	0	36	166	0	202	0	0	0	0	0	0	36	0	34	70	435
06:30 AM	0	0	126	77	203	0	33	154	0	187	0	0	0	0	0	0	44	0	53	97	487
06:45 AM	0	0	140	98	238	0	44	161	0	205	0	0	0	0	0	0	79	1	61	141	584
Total	0	0	436	287	723	0	143	596	0	739	0	0	0	0	0	0	187	1	180	368	1830
07:00 AM	0	0	168	124	292	0	60	186	0	246	0	0	0	0	0	0	66	0	75	141	679
07:15 AM	0	0	191	137	328	0	39	159	0	198	0	0	0	0	0	0	71	0	91	162	688
07:30 AM	0	0	248	139	387	0	36	210	0	246	0	0	0	0	0	0	60	1	71	132	765
07:45 AM	0	0	215	157	372	0	35	237	0	272	0	0	0	0	0	0	96	1	123	220	864
Total	0	0	822	557	1379	0	170	792	0	962	0	0	0	0	0	0	293	2	360	655	2996
08:00 AM	0	0	188	130	318	1	59	274	0	334	0	0	0	0	0	0	77	0	78	155	807
08:15 AM	0	0	203	133	336	0	36	179	0	215	0	0	0	0	0	0	99	1	127	227	778
08:30 AM	0	0	225	145	370	1	56	174	0	231	0	0	0	0	0	0	93	0	99	192	793
08:45 AM	0	0	193	125	318	1	34	188	0	223	0	0	0	0	0	0	136	0	74	210	751
Total	0	0	809	533	1342	3	185	815	0	1003	0	0	0	0	0	0	405	1	378	784	3129
*** BREAK ***																					
04:00 PM	0	0	237	147	384	1	74	306	0	381	0	0	0	0	0	0	70	1	104	175	940
04:15 PM	0	0	190	138	328	1	97	318	0	416	0	0	0	0	0	0	92	1	154	247	991
04:30 PM	0	0	201	158	359	1	86	274	0	361	0	0	0	0	0	0	86	0	123	209	929
04:45 PM	0	0	197	153	350	0	122	301	0	423	0	0	0	0	0	0	70	1	150	221	994
Total	0	0	825	596	1421	3	379	1199	0	1581	0	0	0	0	0	0	318	3	531	852	3854
05:00 PM	0	0	221	139	360	1	131	299	0	431	0	0	0	0	0	0	104	2	130	236	1027
05:15 PM	0	0	278	155	433	0	132	358	0	490	0	0	0	0	0	0	83	1	145	229	1152
05:30 PM	0	0	212	135	347	0	112	276	0	388	0	0	0	0	0	0	81	6	126	213	948
05:45 PM	1	0	219	142	362	1	110	285	0	396	0	0	0	0	0	0	84	2	117	203	961
Total	1	0	930	571	1502	2	485	1218	0	1705	0	0	0	0	0	0	352	11	518	881	4088
06:00 PM	0	0	171	152	323	1	91	299	0	391	0	0	0	0	0	0	112	8	158	278	992
06:15 PM	0	0	179	105	284	1	85	223	0	309	0	0	0	0	0	0	109	7	143	259	852
06:30 PM	1	0	163	122	286	1	58	232	0	291	0	0	0	0	0	0	77	0	86	163	740
06:45 PM	0	0	157	79	236	0	68	217	0	285	0	0	0	0	0	0	69	1	101	171	692
Total	1	0	670	458	1129	3	302	971	0	1276	0	0	0	0	0	0	367	16	488	871	3276
Grand Total	2	0	4492	3002	7496	11	1664	5591	0	7266	0	0	0	0	0	0	1922	34	2455	4411	19173
Apprch %	0	0	59.9	40		0.2	22.9	76.9	0		0	0	0	0		0	43.6	0.8	55.7		
Total %	0	0	23.4	15.7	39.1	0.1	8.7	29.2	0	37.9	0	0	0	0	0	0	10	0.2	12.8	23	
Autos	2	0	4282	2877	7161	11	1636	5413	0	7060	0	0	0	0	0	0	1872	34	2386	4292	18513
% Autos	100	0	95.3	95.8	95.5	100	98.3	96.8	0	97.2	0	0	0	0	0	0	97.4	100	97.2	97.3	96.6
Heavy Vehicles	0	0	210	125	335	0	28	178	0	206	0	0	0	0	0	0	50	0	69	119	660
% Heavy Vehicles	0	0	4.7	4.2	4.5	0	1.7	3.2	0	2.8	0	0	0	0	0	0	2.6	0	2.8	2.7	3.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 2



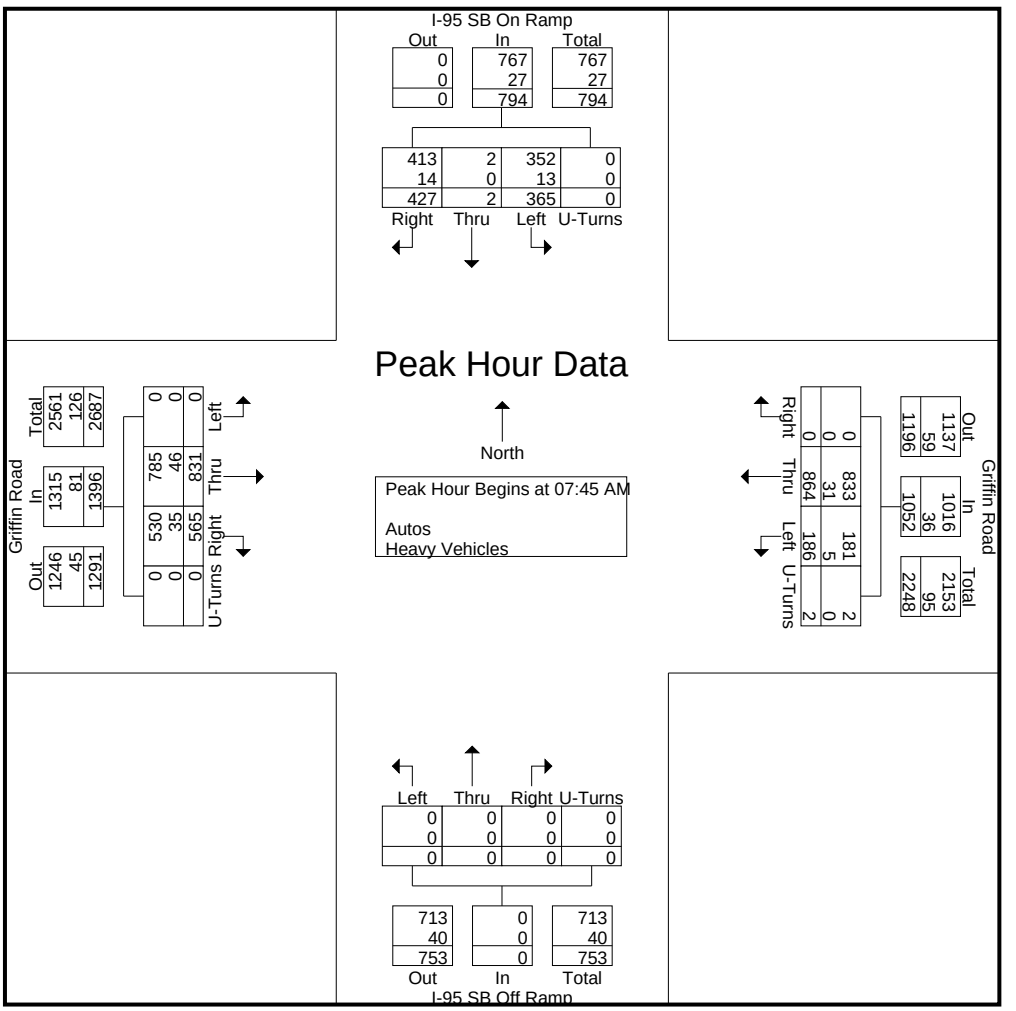
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB Off Ramp Northbound					I-95 SB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	215	**157**	**372**	0	35	237	0	272	0	0	0	0	0	0	96	**1**	123	220	**864**
08:00 AM	0	0	188	130	318	**1**	**59**	**274**	0	**334**	0	0	0	0	0	0	77	0	78	155	807
08:15 AM	0	0	203	133	336	0	36	179	0	215	0	0	0	0	0	0	**99**	1	**127**	**227**	778
08:30 AM	0	0	**225**	145	370	1	56	174	0	231	0	0	0	0	0	0	93	0	99	192	793
Total Volume	0	0	831	565	1396	2	186	864	0	1052	0	0	0	0	0	0	365	2	427	794	3242
% App. Total	0	0	59.5	40.5		0.2	17.7	82.1	0		0	0	0	0		0	46	0.3	53.8		
PHF	.000	.000	.923	.900	.938	.500	.788	.788	.000	.787	.000	.000	.000	.000	.000	.000	.922	.500	.841	.874	.938
Autos	0	0	785	530	1315	2	181	833	0	1016	0	0	0	0	0	0	352	2	413	767	3098
% Autos	0	0	94.5	93.8	94.2	100	97.3	96.4	0	96.6	0	0	0	0	0	0	96.4	100	96.7	96.6	95.6
Heavy Vehicles	0	0	46	35	81	0	5	31	0	36	0	0	0	0	0	0	13	0	14	27	144
% Heavy Vehicles	0	0	5.5	6.2	5.8	0	2.7	3.6	0	3.4	0	0	0	0	0	0	3.6	0	3.3	3.4	4.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
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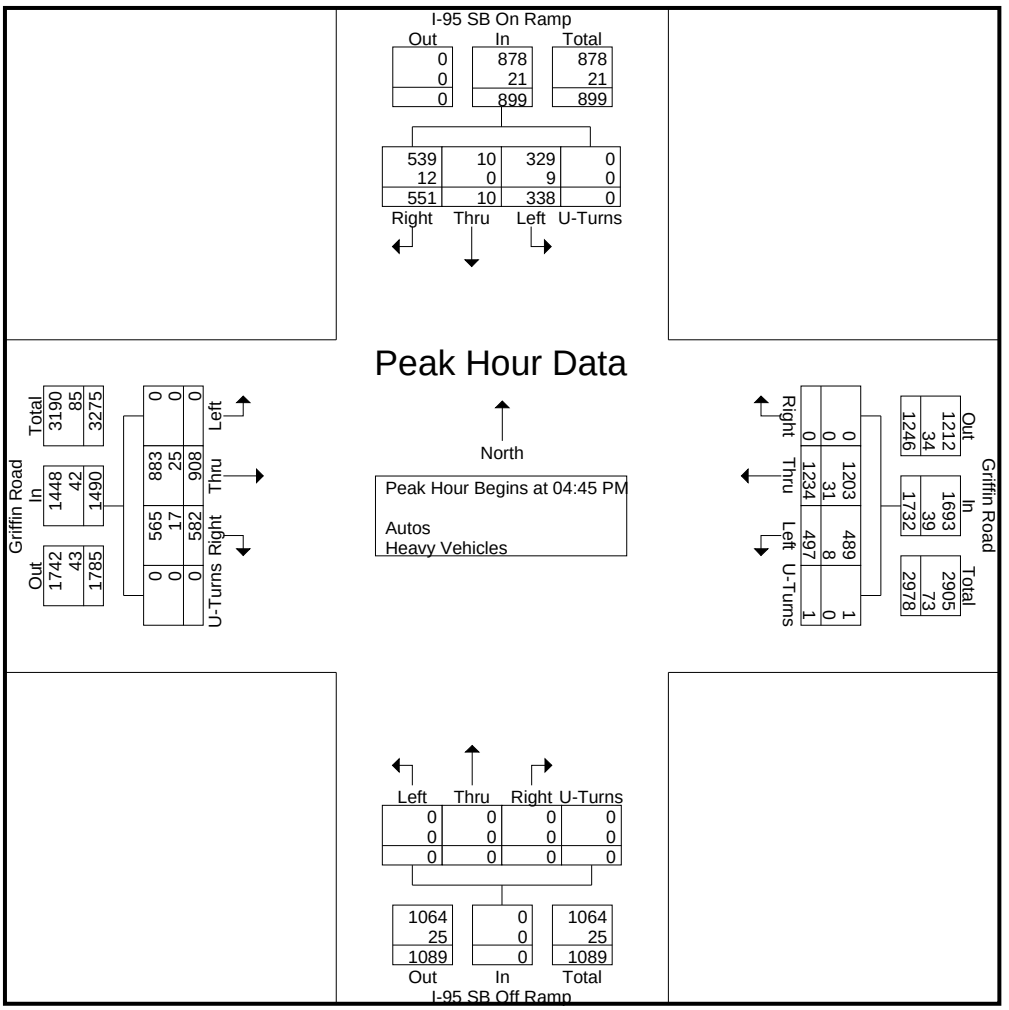
File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB Off Ramp Northbound					I-95 SB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	197	153	350	0	122	301	0	423	0	0	0	0	0	0	70	1	**150**	221	994
05:00 PM	0	0	221	139	360	**1**	131	299	0	431	0	0	0	0	0	0	**104**	2	130	**236**	1027
05:15 PM	0	0	**278**	**155**	**433**	0	**132**	**358**	0	**490**	0	0	0	0	0	0	83	1	145	229	**1152**
05:30 PM	0	0	212	135	347	0	112	276	0	388	0	0	0	0	0	0	81	**6**	126	213	948
Total Volume	0	0	908	582	1490	1	497	1234	0	1732	0	0	0	0	0	0	338	10	551	899	4121
% App. Total	0	0	60.9	39.1		0.1	28.7	71.2	0		0	0	0	0		0	37.6	1.1	61.3		
PHF	.000	.000	.817	.939	.860	.250	.941	.862	.000	.884	.000	.000	.000	.000	.000	.000	.813	.417	.918	.952	.894
Autos	0	0	883	565	1448	1	489	1203	0	1693	0	0	0	0	0	0	329	10	539	878	4019
% Autos	0	0	97.2	97.1	97.2	100	98.4	97.5	0	97.7	0	0	0	0	0	0	97.3	100	97.8	97.7	97.5
Heavy Vehicles	0	0	25	17	42	0	8	31	0	39	0	0	0	0	0	0	9	0	12	21	102
% Heavy Vehicles	0	0	2.8	2.9	2.8	0	1.6	2.5	0	2.3	0	0	0	0	0	0	2.7	0	2.2	2.3	2.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB Off Ramp Northbound					I-95 SB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	7	2	9	0	0	4	0	4	0	0	0	0	0	0	1	0	2	3	16
06:15 AM	0	0	6	4	10	0	0	6	0	6	0	0	0	0	0	0	3	0	0	3	19
06:30 AM	0	0	4	9	13	0	2	6	0	8	0	0	0	0	0	0	0	0	2	2	23
06:45 AM	0	0	7	7	14	0	0	3	0	3	0	0	0	0	0	0	1	0	5	6	23
Total	0	0	24	22	46	0	2	19	0	21	0	0	0	0	0	0	5	0	9	14	81
07:00 AM	0	0	11	8	19	0	0	9	0	9	0	0	0	0	0	0	1	0	3	4	32
07:15 AM	0	0	16	12	28	0	1	5	0	6	0	0	0	0	0	0	1	0	3	4	38
07:30 AM	0	0	9	5	14	0	1	6	0	7	0	0	0	0	0	0	0	0	3	3	24
07:45 AM	0	0	9	10	19	0	0	11	0	11	0	0	0	0	0	0	3	0	2	5	35
Total	0	0	45	35	80	0	2	31	0	33	0	0	0	0	0	0	5	0	11	16	129
08:00 AM	0	0	10	6	16	0	0	6	0	6	0	0	0	0	0	0	1	0	5	6	28
08:15 AM	0	0	9	7	16	0	2	7	0	9	0	0	0	0	0	0	5	0	1	6	31
08:30 AM	0	0	18	12	30	0	3	7	0	10	0	0	0	0	0	0	4	0	6	10	50
08:45 AM	0	0	18	8	26	0	1	14	0	15	0	0	0	0	0	0	5	0	2	7	48
Total	0	0	55	33	88	0	6	34	0	40	0	0	0	0	0	0	15	0	14	29	157
*** BREAK ***																					
04:00 PM	0	0	10	5	15	0	1	9	0	10	0	0	0	0	0	0	5	0	2	7	32
04:15 PM	0	0	6	4	10	0	3	12	0	15	0	0	0	0	0	0	2	0	3	5	30
04:30 PM	0	0	9	2	11	0	1	9	0	10	0	0	0	0	0	0	4	0	5	9	30
04:45 PM	0	0	8	4	12	0	2	10	0	12	0	0	0	0	0	0	4	0	2	6	30
Total	0	0	33	15	48	0	7	40	0	47	0	0	0	0	0	0	15	0	12	27	122
05:00 PM	0	0	2	5	7	0	2	8	0	10	0	0	0	0	0	0	2	0	2	4	21
05:15 PM	0	0	12	5	17	0	3	9	0	12	0	0	0	0	0	0	1	0	6	7	36
05:30 PM	0	0	3	3	6	0	1	4	0	5	0	0	0	0	0	0	2	0	2	4	15
05:45 PM	0	0	8	1	9	0	1	5	0	6	0	0	0	0	0	0	1	0	2	3	18
Total	0	0	25	14	39	0	7	26	0	33	0	0	0	0	0	0	6	0	12	18	90
06:00 PM	0	0	5	2	7	0	0	4	0	4	0	0	0	0	0	0	1	0	2	3	14
06:15 PM	0	0	9	3	12	0	2	9	0	11	0	0	0	0	0	0	2	0	4	6	29
06:30 PM	0	0	8	0	8	0	1	7	0	8	0	0	0	0	0	0	1	0	1	2	18
06:45 PM	0	0	6	1	7	0	1	8	0	9	0	0	0	0	0	0	0	0	4	4	20
Total	0	0	28	6	34	0	4	28	0	32	0	0	0	0	0	0	4	0	11	15	81
Grand Total	0	0	210	125	335	0	28	178	0	206	0	0	0	0	0	0	50	0	69	119	660
Apprch %	0	0	62.7	37.3		0	13.6	86.4	0		0	0	0	0		0	42	0	58		
Total %	0	0	31.8	18.9	50.8	0	4.2	27	0	31.2	0	0	0	0	0	0	7.6	0	10.5	18	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

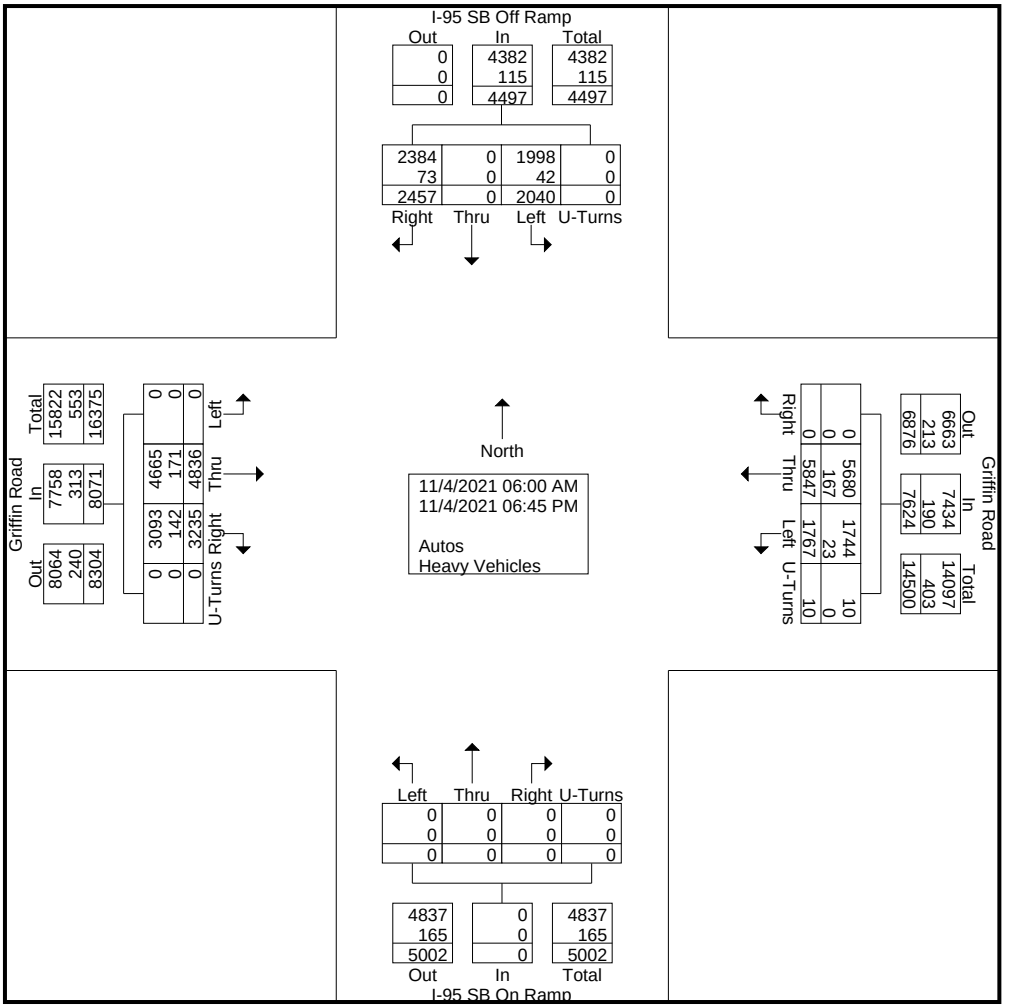
	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	83	53	136	0	32	138	0	170	0	0	0	0	0	0	23	0	42	65	371
06:15 AM	0	0	115	69	184	0	39	121	0	160	0	0	0	0	0	0	46	0	37	83	427
06:30 AM	0	0	119	94	213	1	51	197	0	249	0	0	0	0	0	0	51	0	47	98	560
06:45 AM	0	0	141	93	234	0	48	149	0	197	0	0	0	0	0	0	78	0	57	135	566
Total	0	0	458	309	767	1	170	605	0	776	0	0	0	0	0	0	198	0	183	381	1924
07:00 AM	0	0	181	138	319	0	46	181	0	227	0	0	0	0	0	0	69	0	66	135	681
07:15 AM	0	0	246	130	376	0	40	191	0	231	0	0	0	0	0	0	61	0	85	146	753
07:30 AM	0	0	236	133	369	1	42	167	0	210	0	0	0	0	0	0	111	0	53	164	743
07:45 AM	0	0	234	187	421	0	44	292	0	336	0	0	0	0	0	0	91	0	113	204	961
Total	0	0	897	588	1485	1	172	831	0	1004	0	0	0	0	0	0	332	0	317	649	3138
08:00 AM	0	0	245	178	423	0	47	231	0	278	0	0	0	0	0	0	84	0	102	186	887
08:15 AM	0	0	242	154	396	0	49	212	0	261	0	0	0	0	0	0	104	0	82	186	843
08:30 AM	0	0	241	158	399	3	64	240	0	307	0	0	0	0	0	0	110	0	98	208	914
08:45 AM	0	0	236	128	364	1	53	222	0	276	0	0	0	0	0	0	133	0	90	223	863
Total	0	0	964	618	1582	4	213	905	0	1122	0	0	0	0	0	0	431	0	372	803	3507
*** BREAK ***																					
04:00 PM	0	0	236	137	373	0	94	267	0	361	0	0	0	0	0	0	117	0	138	255	989
04:15 PM	0	0	238	146	384	1	107	288	0	396	0	0	0	0	0	0	79	0	128	207	987
04:30 PM	0	0	199	148	347	0	108	271	0	379	0	0	0	0	0	0	110	0	97	207	933
04:45 PM	0	0	248	139	387	0	126	333	0	459	0	0	0	0	0	0	86	0	133	219	1065
Total	0	0	921	570	1491	1	435	1159	0	1595	0	0	0	0	0	0	392	0	496	888	3974
05:00 PM	0	0	258	161	419	0	131	292	0	423	0	0	0	0	0	0	81	0	108	189	1031
05:15 PM	0	0	233	174	407	0	113	309	0	422	0	0	0	0	0	0	75	0	176	251	1080
05:30 PM	0	0	190	155	345	0	126	319	0	445	0	0	0	0	0	0	107	0	161	268	1058
05:45 PM	0	0	219	162	381	1	103	357	0	461	0	0	0	0	0	0	116	0	133	249	1091
Total	0	0	900	652	1552	1	473	1277	0	1751	0	0	0	0	0	0	379	0	578	957	4260
06:00 PM	0	0	222	153	375	0	101	308	0	409	0	0	0	0	0	0	81	0	187	268	1052
06:15 PM	0	0	167	116	283	0	106	291	0	397	0	0	0	0	0	0	73	0	83	156	836
06:30 PM	0	0	168	121	289	2	50	281	0	333	0	0	0	0	0	0	81	0	141	222	844
06:45 PM	0	0	139	108	247	0	47	190	0	237	0	0	0	0	0	0	73	0	100	173	657
Total	0	0	696	498	1194	2	304	1070	0	1376	0	0	0	0	0	0	308	0	511	819	3389
Grand Total	0	0	4836	3235	8071	10	1767	5847	0	7624	0	0	0	0	0	0	2040	0	2457	4497	20192
Apprch %	0	0	59.9	40.1		0.1	23.2	76.7	0		0	0	0	0		0	45.4	0	54.6		
Total %	0	0	24	16	40	0	8.8	29	0	37.8	0	0	0	0	0	0	10.1	0	12.2	22.3	
Autos	0	0	4665	3093	7758	10	1744	5680	0	7434	0	0	0	0	0	0	1998	0	2384	4382	19574
% Autos	0	0	96.5	95.6	96.1	100	98.7	97.1	0	97.5	0	0	0	0	0	0	97.9	0	97	97.4	96.9
Heavy Vehicles	0	0	171	142	313	0	23	167	0	190	0	0	0	0	0	0	42	0	73	115	618
% Heavy Vehicles	0	0	3.5	4.4	3.9	0	1.3	2.9	0	2.5	0	0	0	0	0	0	2.1	0	3	2.6	3.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 2



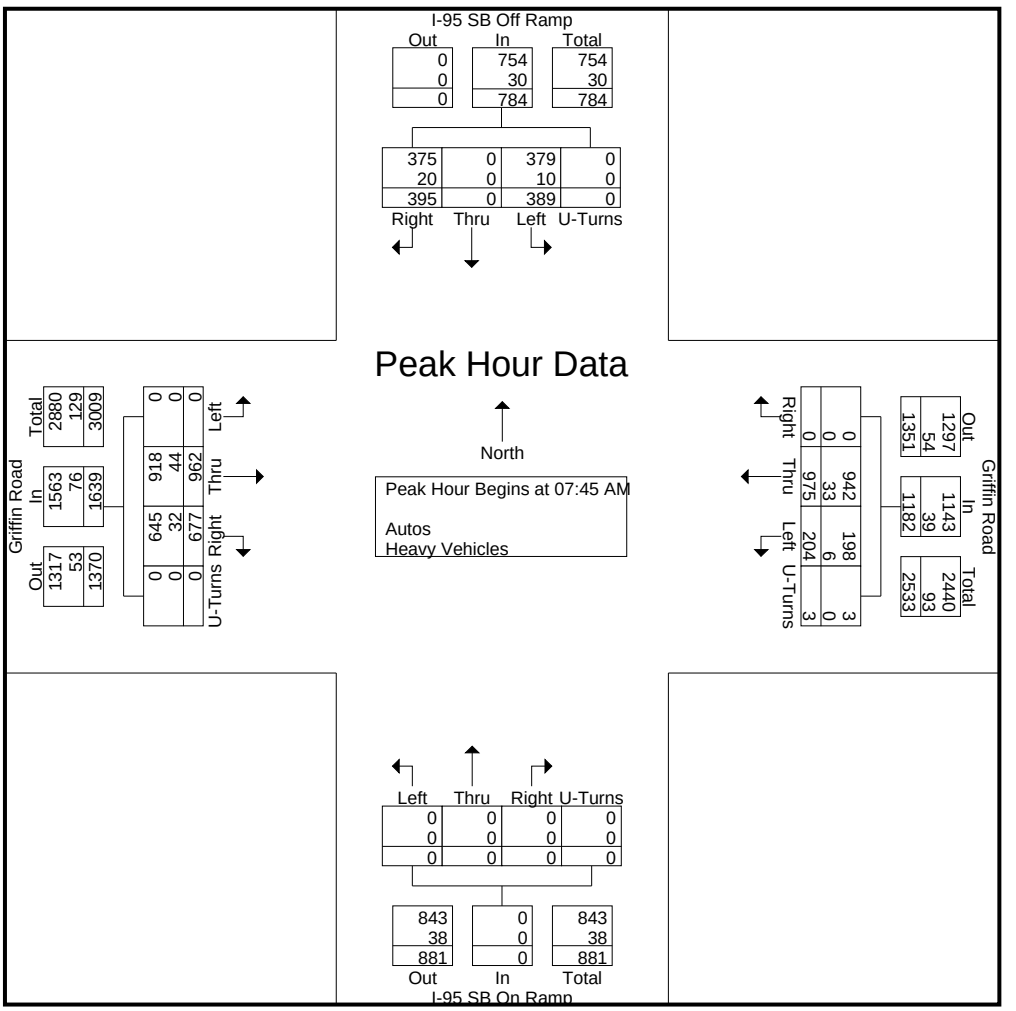
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	234	**187**	421	0	44	**292**	0	**336**	0	0	0	0	0	0	91	0	**113**	204	**961**
08:00 AM	0	0	**245**	178	**423**	0	47	231	0	278	0	0	0	0	0	0	84	0	102	186	887
08:15 AM	0	0	242	154	396	0	49	212	0	261	0	0	0	0	0	0	104	0	82	186	843
08:30 AM	0	0	241	158	399	**3**	**64**	240	0	307	0	0	0	0	0	0	**110**	0	98	**208**	914
Total Volume	0	0	962	677	1639	3	204	975	0	1182	0	0	0	0	0	0	389	0	395	784	3605
% App. Total	0	0	58.7	41.3		0.3	17.3	82.5	0		0	0	0	0		0	49.6	0	50.4		
PHF	.000	.000	.982	.905	.969	.250	.797	.835	.000	.879	.000	.000	.000	.000	.000	.000	.884	.000	.874	.942	.938
Autos	0	0	918	645	1563	3	198	942	0	1143	0	0	0	0	0	0	379	0	375	754	3460
% Autos	0	0	95.4	95.3	95.4	100	97.1	96.6	0	96.7	0	0	0	0	0	0	97.4	0	94.9	96.2	96.0
Heavy Vehicles	0	0	44	32	76	0	6	33	0	39	0	0	0	0	0	0	10	0	20	30	145
% Heavy Vehicles	0	0	4.6	4.7	4.6	0	2.9	3.4	0	3.3	0	0	0	0	0	0	2.6	0	5.1	3.8	4.0



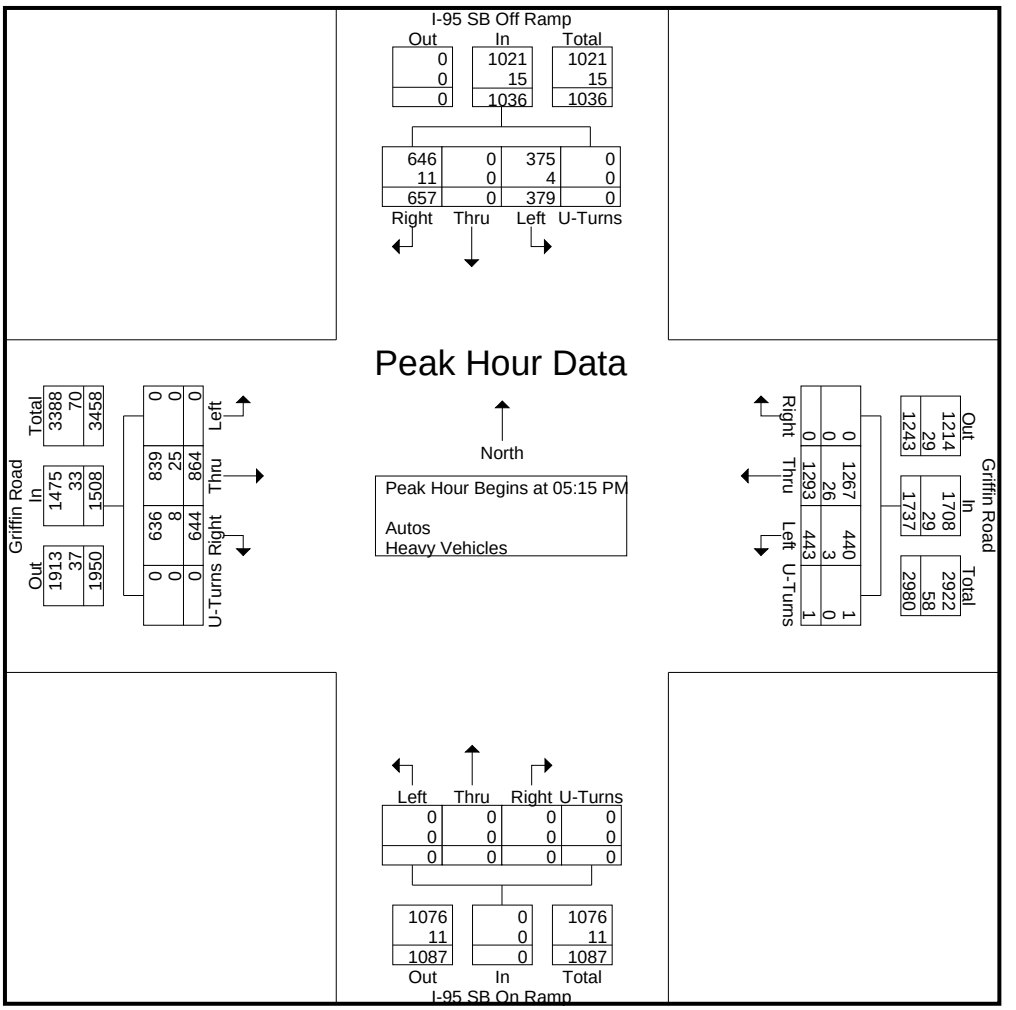
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	**233**	**174**	**407**	0	113	309	0	422	0	0	0	0	0	0	75	0	176	251	1080
05:30 PM	0	0	190	155	345	0	**126**	319	0	445	0	0	0	0	0	0	107	0	161	**268**	1058
05:45 PM	0	0	219	162	381	**1**	103	**357**	0	**461**	0	0	0	0	0	0	**116**	0	133	249	**1091**
06:00 PM	0	0	222	153	375	0	101	308	0	409	0	0	0	0	0	0	81	0	**187**	268	1052
Total Volume	0	0	864	644	1508	1	443	1293	0	1737	0	0	0	0	0	0	379	0	657	1036	4281
% App. Total	0	0	57.3	42.7		0.1	25.5	74.4	0		0	0	0	0		0	36.6	0	63.4		
PHF	.000	.000	.927	.925	.926	.250	.879	.905	.000	.942	.000	.000	.000	.000	.000	.000	.817	.000	.878	.966	.981
Autos	0	0	839	636	1475	1	440	1267	0	1708	0	0	0	0	0	0	375	0	646	1021	4204
% Autos	0	0	97.1	98.8	97.8	100	99.3	98.0	0	98.3	0	0	0	0	0	0	98.9	0	98.3	98.6	98.2
Heavy Vehicles	0	0	25	8	33	0	3	26	0	29	0	0	0	0	0	0	4	0	11	15	77
% Heavy Vehicles	0	0	2.9	1.2	2.2	0	0.7	2.0	0	1.7	0	0	0	0	0	0	1.1	0	1.7	1.4	1.8



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	6	5	11	0	0	2	0	2	0	0	0	0	0	0	0	0	3	3	16
06:15 AM	0	0	8	10	18	0	0	5	0	5	0	0	0	0	0	0	1	0	3	4	27
06:30 AM	0	0	7	11	18	0	1	7	0	8	0	0	0	0	0	0	3	0	3	6	32
06:45 AM	0	0	5	9	14	0	0	5	0	5	0	0	0	0	0	0	2	0	3	5	24
Total	0	0	26	35	61	0	1	19	0	20	0	0	0	0	0	0	6	0	12	18	99
07:00 AM	0	0	8	11	19	0	1	2	0	3	0	0	0	0	0	0	1	0	2	3	25
07:15 AM	0	0	14	11	25	0	0	4	0	4	0	0	0	0	0	0	3	0	4	7	36
07:30 AM	0	0	9	9	18	0	0	5	0	5	0	0	0	0	0	0	1	0	1	2	25
07:45 AM	0	0	6	9	15	0	2	11	0	13	0	0	0	0	0	0	3	0	5	8	36
Total	0	0	37	40	77	0	3	22	0	25	0	0	0	0	0	0	8	0	12	20	122
08:00 AM	0	0	17	13	30	0	2	5	0	7	0	0	0	0	0	0	3	0	5	8	45
08:15 AM	0	0	10	5	15	0	1	9	0	10	0	0	0	0	0	0	2	0	3	5	30
08:30 AM	0	0	11	5	16	0	1	8	0	9	0	0	0	0	0	0	2	0	7	9	34
08:45 AM	0	0	8	5	13	0	3	10	0	13	0	0	0	0	0	0	7	0	3	10	36
Total	0	0	46	28	74	0	7	32	0	39	0	0	0	0	0	0	14	0	18	32	145
*** BREAK ***																					
04:00 PM	0	0	3	4	7	0	3	7	0	10	0	0	0	0	0	0	1	0	4	5	22
04:15 PM	0	0	8	9	17	0	1	17	0	18	0	0	0	0	0	0	1	0	1	2	37
04:30 PM	0	0	4	6	10	0	4	14	0	18	0	0	0	0	0	0	3	0	2	5	33
04:45 PM	0	0	5	4	9	0	1	5	0	6	0	0	0	0	0	0	2	0	5	7	22
Total	0	0	20	23	43	0	9	43	0	52	0	0	0	0	0	0	7	0	12	19	114
05:00 PM	0	0	3	4	7	0	0	5	0	5	0	0	0	0	0	0	2	0	0	2	14
05:15 PM	0	0	8	2	10	0	1	8	0	9	0	0	0	0	0	0	1	0	3	4	23
05:30 PM	0	0	5	2	7	0	1	10	0	11	0	0	0	0	0	0	1	0	2	3	21
05:45 PM	0	0	8	3	11	0	0	3	0	3	0	0	0	0	0	0	1	0	4	5	19
Total	0	0	24	11	35	0	2	26	0	28	0	0	0	0	0	0	5	0	9	14	77
06:00 PM	0	0	4	1	5	0	1	5	0	6	0	0	0	0	0	0	1	0	2	3	14
06:15 PM	0	0	4	3	7	0	0	11	0	11	0	0	0	0	0	0	0	0	3	3	21
06:30 PM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	1	0	1	2	10
06:45 PM	0	0	5	1	6	0	0	6	0	6	0	0	0	0	0	0	0	0	4	4	16
Total	0	0	18	5	23	0	1	25	0	26	0	0	0	0	0	0	2	0	10	12	61
Grand Total	0	0	171	142	313	0	23	167	0	190	0	0	0	0	0	0	42	0	73	115	618
Apprch %	0	0	54.6	45.4		0	12.1	87.9	0		0	0	0	0		0	36.5	0	63.5		
Total %	0	0	27.7	23	50.6	0	3.7	27	0	30.7	0	0	0	0	0	0	6.8	0	11.8	18.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03A-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

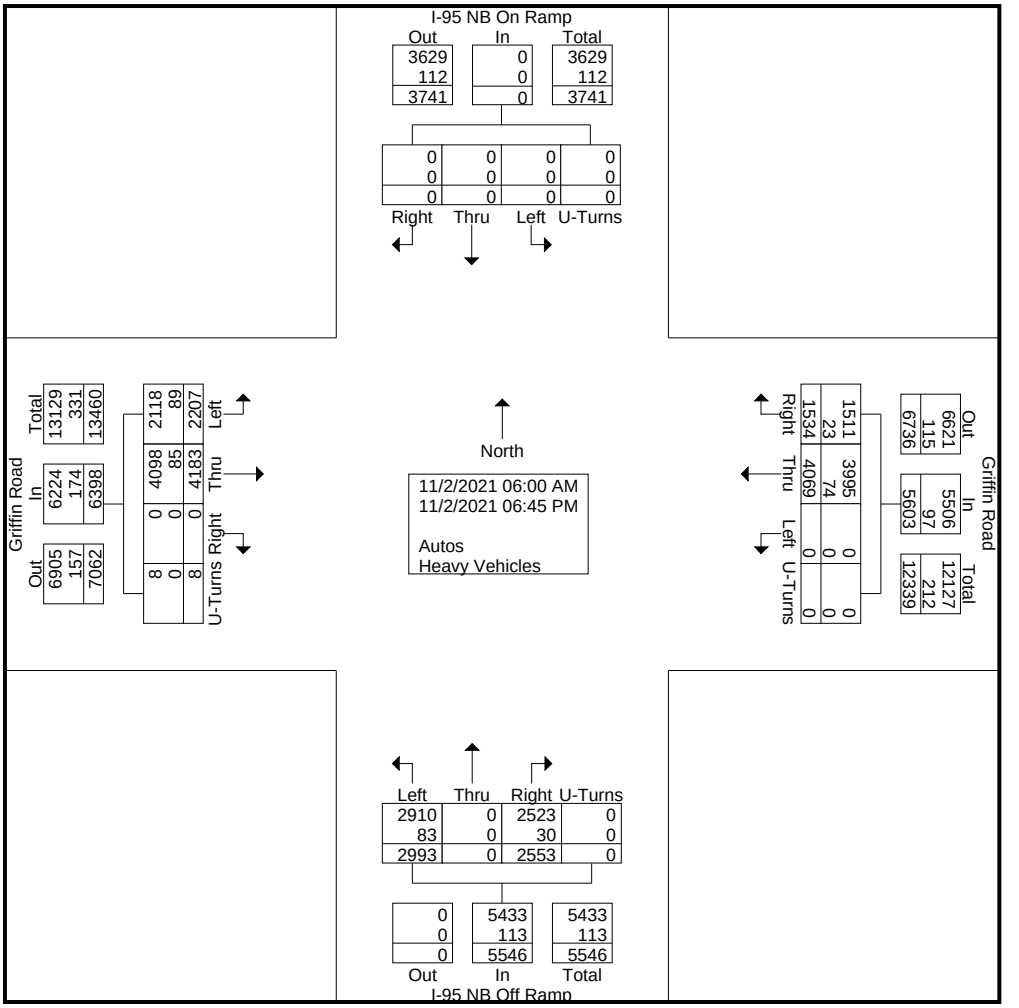
	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	36	62	0	98	0	0	70	17	87	0	91	0	105	196	0	0	0	0	0	381
06:15 AM	0	50	79	0	129	0	0	91	15	106	0	89	0	115	204	0	0	0	0	0	439
06:30 AM	0	65	90	0	155	0	0	99	36	135	0	95	0	145	240	0	0	0	0	0	530
06:45 AM	0	62	132	0	194	0	0	68	31	99	0	125	0	126	251	0	0	0	0	0	544
Total	0	213	363	0	576	0	0	328	99	427	0	400	0	491	891	0	0	0	0	0	1894
07:00 AM	0	70	131	0	201	0	0	104	35	139	0	115	0	138	253	0	0	0	0	0	593
07:15 AM	0	68	136	0	204	0	0	95	44	139	0	125	0	125	250	0	0	0	0	0	593
07:30 AM	0	116	236	0	352	0	0	106	42	148	0	137	0	137	274	0	0	0	0	0	774
07:45 AM	0	77	254	0	331	0	0	162	50	212	0	175	0	183	358	0	0	0	0	0	901
Total	0	331	757	0	1088	0	0	467	171	638	0	552	0	583	1135	0	0	0	0	0	2861
08:00 AM	1	93	244	0	338	0	0	162	57	219	0	136	0	157	293	0	0	0	0	0	850
08:15 AM	1	88	202	0	291	0	0	153	52	205	0	121	0	109	230	0	0	0	0	0	726
08:30 AM	0	84	233	0	317	0	0	141	40	181	0	103	0	116	219	0	0	0	0	0	717
08:45 AM	0	97	255	0	352	0	0	143	34	177	0	157	0	124	281	0	0	0	0	0	810
Total	2	362	934	0	1298	0	0	599	183	782	0	517	0	506	1023	0	0	0	0	0	3103
*** BREAK ***																					
04:00 PM	0	131	174	0	305	0	0	193	99	292	0	79	0	43	122	0	0	0	0	0	719
04:15 PM	0	125	183	0	308	0	0	252	121	373	0	79	0	55	134	0	0	0	0	0	815
04:30 PM	2	136	202	0	340	0	0	188	108	296	0	122	0	75	197	0	0	0	0	0	833
04:45 PM	0	97	167	0	264	0	0	253	127	380	0	159	0	91	250	0	0	0	0	0	894
Total	2	489	726	0	1217	0	0	886	455	1341	0	439	0	264	703	0	0	0	0	0	3261
05:00 PM	0	133	234	0	367	0	0	319	144	463	0	122	0	95	217	0	0	0	0	0	1047
05:15 PM	0	95	185	0	280	0	0	276	87	363	0	129	0	87	216	0	0	0	0	0	859
05:30 PM	3	97	184	0	284	0	0	286	82	368	0	184	0	116	300	0	0	0	0	0	952
05:45 PM	0	107	188	0	295	0	0	276	85	361	0	124	0	97	221	0	0	0	0	0	877
Total	3	432	791	0	1226	0	0	1157	398	1555	0	559	0	395	954	0	0	0	0	0	3735
06:00 PM	1	103	171	0	275	0	0	186	75	261	0	162	0	71	233	0	0	0	0	0	769
06:15 PM	0	109	143	0	252	0	0	159	64	223	0	141	0	78	219	0	0	0	0	0	694
06:30 PM	0	85	162	0	247	0	0	161	48	209	0	118	0	76	194	0	0	0	0	0	650
06:45 PM	0	83	136	0	219	0	0	126	41	167	0	105	0	89	194	0	0	0	0	0	580
Total	1	380	612	0	993	0	0	632	228	860	0	526	0	314	840	0	0	0	0	0	2693
Grand Total	8	2207	4183	0	6398	0	0	4069	1534	5603	0	2993	0	2553	5546	0	0	0	0	0	17547
Apprch %	0.1	34.5	65.4	0		0	0	72.6	27.4		0	54	0	46		0	0	0	0		
Total %	0	12.6	23.8	0	36.5	0	0	23.2	8.7	31.9	0	17.1	0	14.5	31.6	0	0	0	0	0	
Autos	8	2118	4098	0	6224	0	0	3995	1511	5506	0	2910	0	2523	5433	0	0	0	0	0	17163
% Autos	100	96	98	0	97.3	0	0	98.2	98.5	98.3	0	97.2	0	98.8	98	0	0	0	0	0	97.8
Heavy Vehicles	0	89	85	0	174	0	0	74	23	97	0	83	0	30	113	0	0	0	0	0	384
% Heavy Vehicles	0	4	2	0	2.7	0	0	1.8	1.5	1.7	0	2.8	0	1.2	2	0	0	0	0	0	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03A-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2



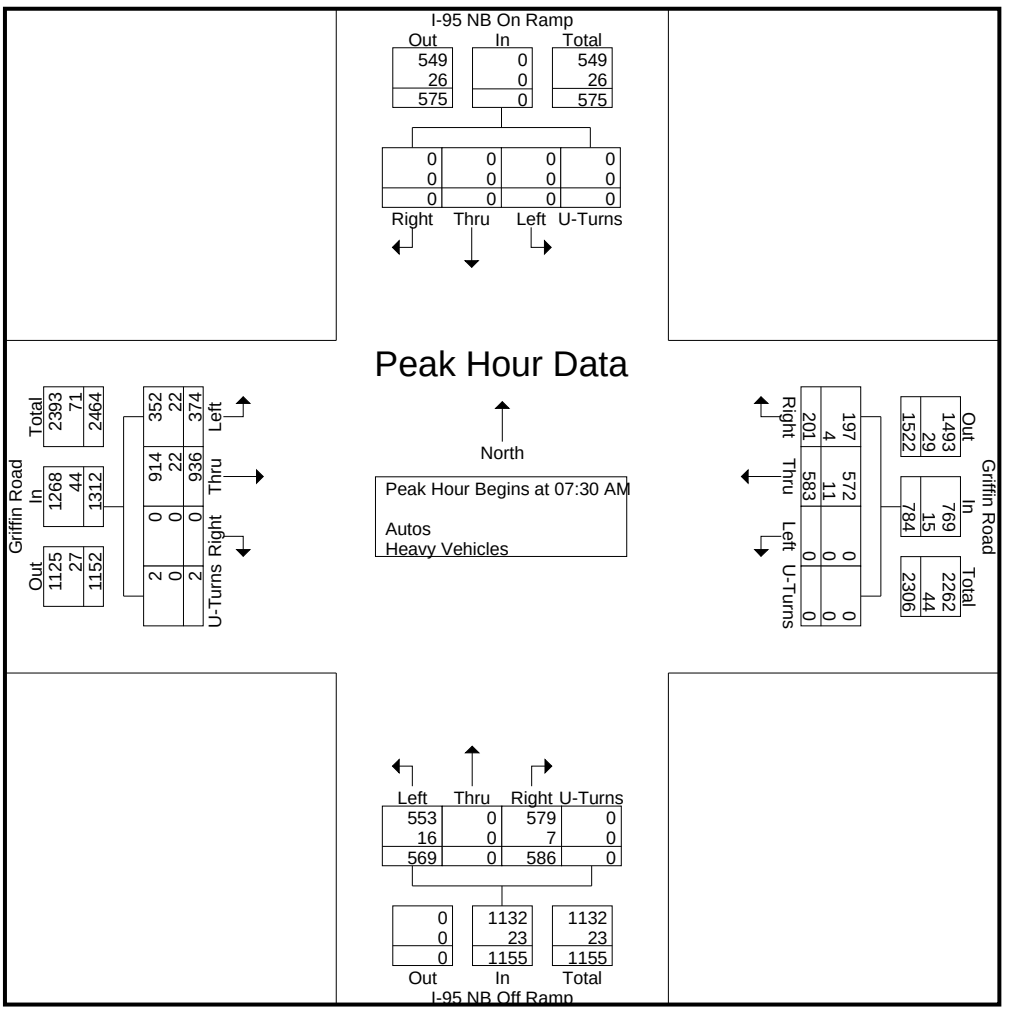
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03A-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**116**	236	0	**352**	0	0	106	42	148	0	137	0	137	274	0	0	0	0	0	774
07:45 AM	0	77	**254**	0	331	0	0	**162**	50	212	0	**175**	0	**183**	**358**	0	0	0	0	0	**901**
08:00 AM	**1**	93	244	0	338	0	0	162	**57**	**219**	0	136	0	157	293	0	0	0	0	0	850
08:15 AM	1	88	202	0	291	0	0	153	52	205	0	121	0	109	230	0	0	0	0	0	726
Total Volume	2	374	936	0	1312	0	0	583	201	784	0	569	0	586	1155	0	0	0	0	0	3251
% App. Total	0.2	28.5	71.3	0		0	0	74.4	25.6		0	49.3	0	50.7		0	0	0	0		
PHF	.500	.806	.921	.000	.932	.000	.000	.900	.882	.895	.000	.813	.000	.801	.807	.000	.000	.000	.000	.000	.902
Autos	2	352	914	0	1268	0	0	572	197	769	0	553	0	579	1132	0	0	0	0	0	3169
% Autos	100	94.1	97.6	0	96.6	0	0	98.1	98.0	98.1	0	97.2	0	98.8	98.0	0	0	0	0	0	97.5
Heavy Vehicles	0	22	22	0	44	0	0	11	4	15	0	16	0	7	23	0	0	0	0	0	82
% Heavy Vehicles	0	5.9	2.4	0	3.4	0	0	1.9	2.0	1.9	0	2.8	0	1.2	2.0	0	0	0	0	0	2.5



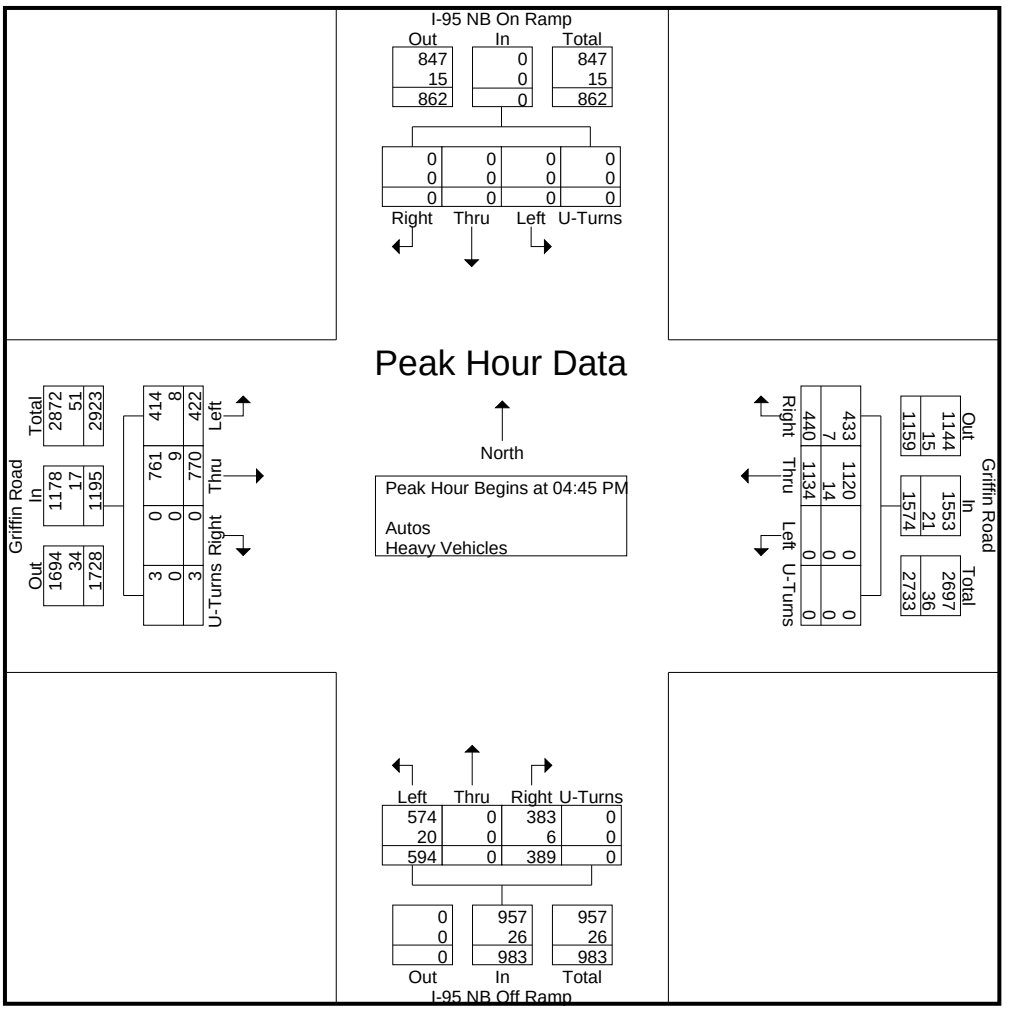
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03A-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	97	167	0	264	0	0	253	127	380	0	159	0	91	250	0	0	0	0	0	894
05:00 PM	0	**133**	**234**	0	**367**	0	0	**319**	**144**	**463**	0	122	0	95	217	0	0	0	0	0	**1047**
05:15 PM	0	95	185	0	280	0	0	276	87	363	0	129	0	87	216	0	0	0	0	0	859
05:30 PM	**3**	97	184	0	284	0	0	286	82	368	0	**184**	0	**116**	**300**	0	0	0	0	0	952
Total Volume	3	422	770	0	1195	0	0	1134	440	1574	0	594	0	389	983	0	0	0	0	0	3752
% App. Total	0.3	35.3	64.4	0		0	0	72	28		0	60.4	0	39.6		0	0	0	0		
PHF	.250	.793	.823	.000	.814	.000	.000	.889	.764	.850	.000	.807	.000	.838	.819	.000	.000	.000	.000	.000	.896
Autos	3	414	761	0	1178	0	0	1120	433	1553	0	574	0	383	957	0	0	0	0	0	3688
% Autos	100	98.1	98.8	0	98.6	0	0	98.8	98.4	98.7	0	96.6	0	98.5	97.4	0	0	0	0	0	98.3
Heavy Vehicles	0	8	9	0	17	0	0	14	7	21	0	20	0	6	26	0	0	0	0	0	64
% Heavy Vehicles	0	1.9	1.2	0	1.4	0	0	1.2	1.6	1.3	0	3.4	0	1.5	2.6	0	0	0	0	0	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03A-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	5	2	0	7	0	0	1	0	1	0	3	0	2	5	0	0	0	0	0	13
06:15 AM	0	2	3	0	5	0	0	2	1	3	0	1	0	0	1	0	0	0	0	0	9
06:30 AM	0	6	4	0	10	0	0	2	1	3	0	1	0	1	2	0	0	0	0	0	15
06:45 AM	0	3	6	0	9	0	0	1	2	3	0	0	0	1	1	0	0	0	0	0	13
Total	0	16	15	0	31	0	0	6	4	10	0	5	0	4	9	0	0	0	0	0	50
07:00 AM	0	4	4	0	8	0	0	3	0	3	0	3	0	2	5	0	0	0	0	0	16
07:15 AM	0	8	7	0	15	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	18
07:30 AM	0	6	7	0	13	0	0	3	1	4	0	5	0	1	6	0	0	0	0	0	23
07:45 AM	0	7	1	0	8	0	0	2	3	5	0	3	0	1	4	0	0	0	0	0	17
Total	0	25	19	0	44	0	0	11	4	15	0	11	0	4	15	0	0	0	0	0	74
08:00 AM	0	4	11	0	15	0	0	1	0	1	0	5	0	2	7	0	0	0	0	0	23
08:15 AM	0	5	3	0	8	0	0	5	0	5	0	3	0	3	6	0	0	0	0	0	19
08:30 AM	0	3	5	0	8	0	0	0	1	1	0	7	0	4	11	0	0	0	0	0	20
08:45 AM	0	3	4	0	7	0	0	9	0	9	0	9	0	0	9	0	0	0	0	0	25
Total	0	15	23	0	38	0	0	15	1	16	0	24	0	9	33	0	0	0	0	0	87
*** BREAK ***																					
04:00 PM	0	1	6	0	7	0	0	3	4	7	0	1	0	1	2	0	0	0	0	0	16
04:15 PM	0	1	1	0	2	0	0	6	1	7	0	2	0	2	4	0	0	0	0	0	13
04:30 PM	0	3	1	0	4	0	0	6	2	8	0	6	0	2	8	0	0	0	0	0	20
04:45 PM	0	3	1	0	4	0	0	5	5	10	0	4	0	2	6	0	0	0	0	0	20
Total	0	8	9	0	17	0	0	20	12	32	0	13	0	7	20	0	0	0	0	0	69
05:00 PM	0	1	3	0	4	0	0	3	1	4	0	5	0	1	6	0	0	0	0	0	14
05:15 PM	0	2	4	0	6	0	0	2	0	2	0	3	0	2	5	0	0	0	0	0	13
05:30 PM	0	2	1	0	3	0	0	4	1	5	0	8	0	1	9	0	0	0	0	0	17
05:45 PM	0	4	3	0	7	0	0	4	0	4	0	3	0	1	4	0	0	0	0	0	15
Total	0	9	11	0	20	0	0	13	2	15	0	19	0	5	24	0	0	0	0	0	59
06:00 PM	0	5	3	0	8	0	0	4	0	4	0	3	0	0	3	0	0	0	0	0	15
06:15 PM	0	5	0	0	5	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	10
06:30 PM	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
06:45 PM	0	3	3	0	6	0	0	3	0	3	0	3	0	1	4	0	0	0	0	0	13
Total	0	16	8	0	24	0	0	9	0	9	0	11	0	1	12	0	0	0	0	0	45
Grand Total	0	89	85	0	174	0	0	74	23	97	0	83	0	30	113	0	0	0	0	0	384
Apprch %	0	51.1	48.9	0		0	0	76.3	23.7		0	73.5	0	26.5		0	0	0	0		
Total %	0	23.2	22.1	0	45.3	0	0	19.3	6	25.3	0	21.6	0	7.8	29.4	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

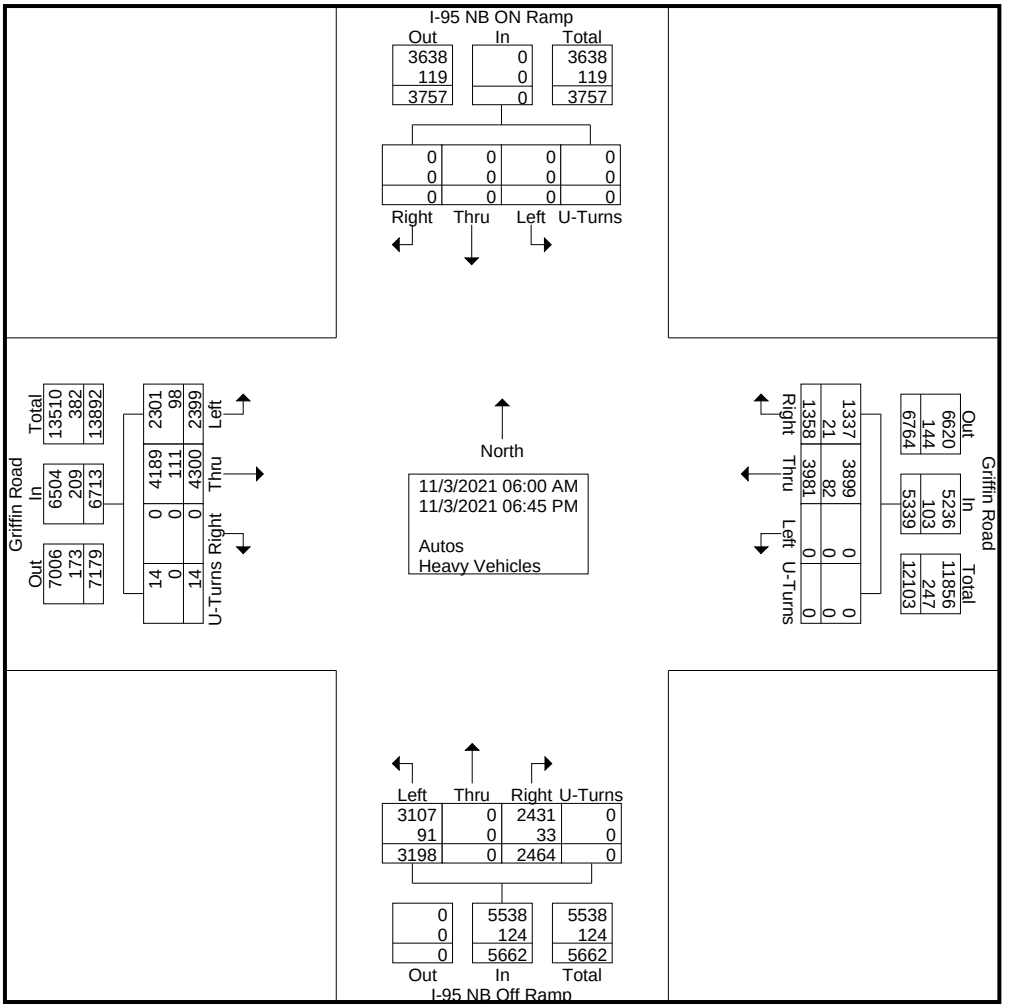
	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB ON Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	44	62	0	106	0	0	51	17	68	0	105	0	79	184	0	0	0	0	0	358
06:15 AM	0	43	93	0	136	0	0	82	28	110	0	104	0	87	191	0	0	0	0	0	437
06:30 AM	0	73	92	0	165	0	0	73	31	104	0	128	0	125	253	0	0	0	0	0	522
06:45 AM	0	84	164	0	248	0	0	75	29	104	0	132	0	152	284	0	0	0	0	0	636
Total	0	244	411	0	655	0	0	281	105	386	0	469	0	443	912	0	0	0	0	0	1953
07:00 AM	1	84	147	0	232	0	0	95	32	127	0	111	0	116	227	0	0	0	0	0	586
07:15 AM	0	119	163	0	282	0	0	104	29	133	0	115	0	114	229	0	0	0	0	0	644
07:30 AM	0	116	218	0	334	0	0	101	42	143	0	149	0	123	272	0	0	0	0	0	749
07:45 AM	0	118	217	0	335	0	0	136	42	178	0	137	0	155	292	0	0	0	0	0	805
Total	1	437	745	0	1183	0	0	436	145	581	0	512	0	508	1020	0	0	0	0	0	2784
08:00 AM	1	83	199	0	283	0	0	152	47	199	0	162	0	157	319	0	0	0	0	0	801
08:15 AM	0	100	226	0	326	0	0	121	40	161	0	98	0	110	208	0	0	0	0	0	695
08:30 AM	1	115	270	0	386	0	0	118	40	158	0	91	0	78	169	0	0	0	0	0	713
08:45 AM	2	90	227	0	319	0	0	114	41	155	0	96	0	94	190	0	0	0	0	0	664
Total	4	388	922	0	1314	0	0	505	168	673	0	447	0	439	886	0	0	0	0	0	2873
*** BREAK ***																					
04:00 PM	3	148	183	0	334	0	0	203	78	281	0	179	0	101	280	0	0	0	0	0	895
04:15 PM	0	97	170	0	267	0	0	268	74	342	0	145	0	70	215	0	0	0	0	0	824
04:30 PM	0	115	195	0	310	0	0	207	70	277	0	162	0	87	249	0	0	0	0	0	836
04:45 PM	0	104	176	0	280	0	0	263	74	337	0	153	0	89	242	0	0	0	0	0	859
Total	3	464	724	0	1191	0	0	941	296	1237	0	639	0	347	986	0	0	0	0	0	3414
05:00 PM	3	121	187	0	311	0	0	296	107	403	0	165	0	108	273	0	0	0	0	0	987
05:15 PM	0	171	220	0	391	0	0	302	90	392	0	166	0	102	268	0	0	0	0	0	1051
05:30 PM	1	100	194	0	295	0	0	307	103	410	0	127	0	109	236	0	0	0	0	0	941
05:45 PM	2	99	194	0	295	0	0	212	72	284	0	111	0	86	197	0	0	0	0	0	776
Total	6	491	795	0	1292	0	0	1117	372	1489	0	569	0	405	974	0	0	0	0	0	3755
06:00 PM	0	87	196	0	283	0	0	206	86	292	0	186	0	84	270	0	0	0	0	0	845
06:15 PM	0	109	190	0	299	0	0	226	87	313	0	118	0	67	185	0	0	0	0	0	797
06:30 PM	0	86	172	0	258	0	0	111	48	159	0	130	0	87	217	0	0	0	0	0	634
06:45 PM	0	93	145	0	238	0	0	158	51	209	0	128	0	84	212	0	0	0	0	0	659
Total	0	375	703	0	1078	0	0	701	272	973	0	562	0	322	884	0	0	0	0	0	2935
Grand Total	14	2399	4300	0	6713	0	0	3981	1358	5339	0	3198	0	2464	5662	0	0	0	0	0	17714
Apprch %	0.2	35.7	64.1	0		0	0	74.6	25.4		0	56.5	0	43.5		0	0	0	0		
Total %	0.1	13.5	24.3	0	37.9	0	0	22.5	7.7	30.1	0	18.1	0	13.9	32	0	0	0	0	0	
Autos	14	2301	4189	0	6504	0	0	3899	1337	5236	0	3107	0	2431	5538	0	0	0	0	0	17278
% Autos	100	95.9	97.4	0	96.9	0	0	97.9	98.5	98.1	0	97.2	0	98.7	97.8	0	0	0	0	0	97.5
Heavy Vehicles	0	98	111	0	209	0	0	82	21	103	0	91	0	33	124	0	0	0	0	0	436
% Heavy Vehicles	0	4.1	2.6	0	3.1	0	0	2.1	1.5	1.9	0	2.8	0	1.3	2.2	0	0	0	0	0	2.5

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 2



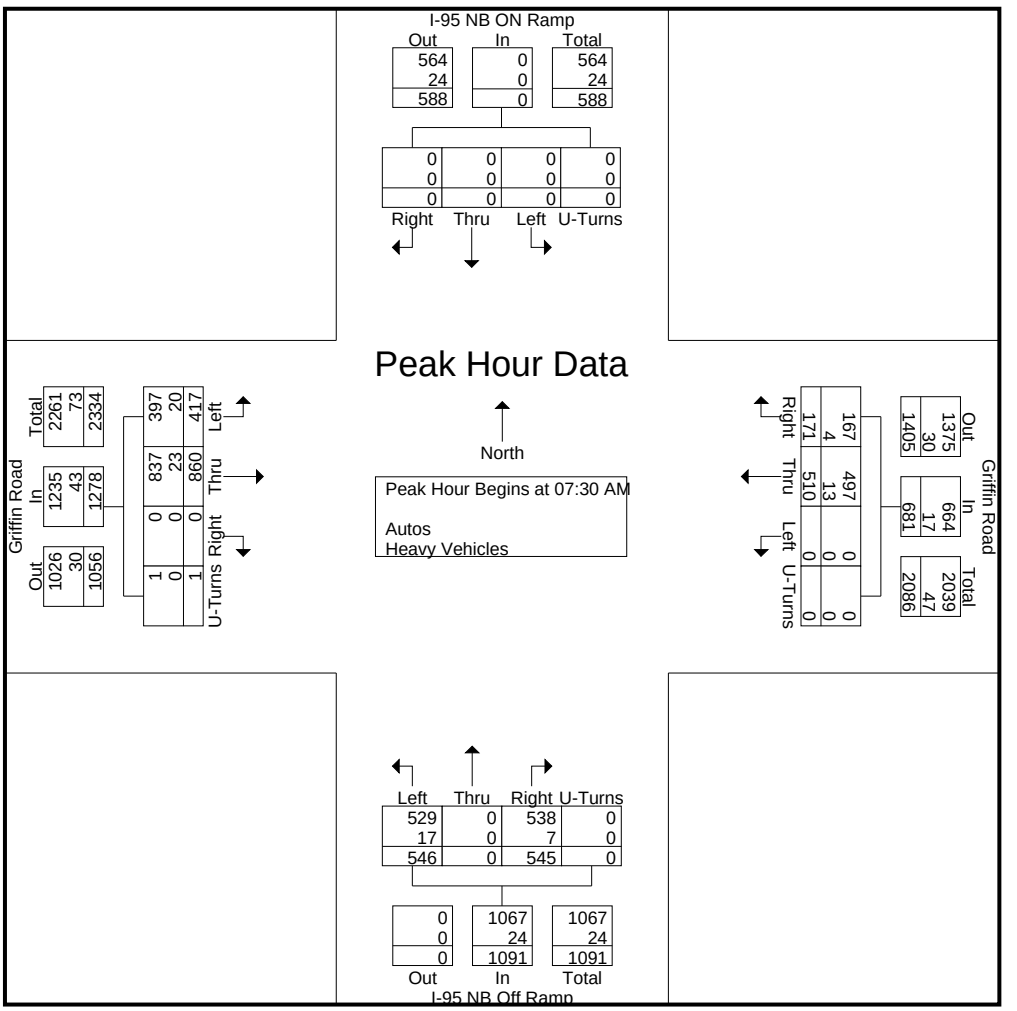
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB ON Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	116	218	0	334	0	0	101	42	143	0	149	0	123	272	0	0	0	0	0	749
07:45 AM	0	**118**	217	0	**335**	0	0	136	42	178	0	137	0	155	292	0	0	0	0	0	**805**
08:00 AM	**1**	83	199	0	283	0	0	**152**	**47**	**199**	0	**162**	0	**157**	**319**	0	0	0	0	0	801
08:15 AM	0	100	**226**	0	326	0	0	121	40	161	0	98	0	110	208	0	0	0	0	0	695
Total Volume	1	417	860	0	1278	0	0	510	171	681	0	546	0	545	1091	0	0	0	0	0	3050
% App. Total	0.1	32.6	67.3	0		0	0	74.9	25.1		0	50	0	50		0	0	0	0		
PHF	.250	.883	.951	.000	.954	.000	.000	.839	.910	.856	.000	.843	.000	.868	.855	.000	.000	.000	.000	.000	.947
Autos	1	397	837	0	1235	0	0	497	167	664	0	529	0	538	1067	0	0	0	0	0	2966
% Autos	100	95.2	97.3	0	96.6	0	0	97.5	97.7	97.5	0	96.9	0	98.7	97.8	0	0	0	0	0	97.2
Heavy Vehicles	0	20	23	0	43	0	0	13	4	17	0	17	0	7	24	0	0	0	0	0	84
% Heavy Vehicles	0	4.8	2.7	0	3.4	0	0	2.5	2.3	2.5	0	3.1	0	1.3	2.2	0	0	0	0	0	2.8



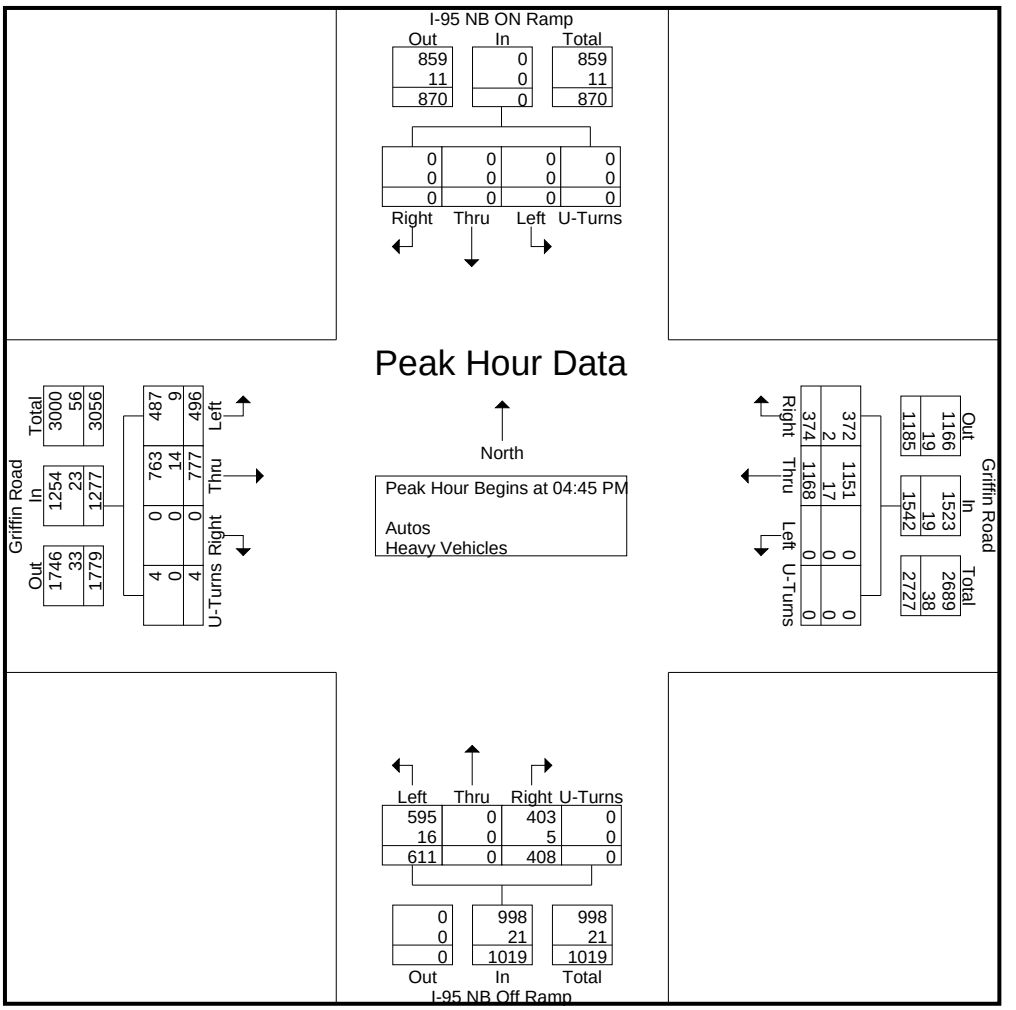
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB ON Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	104	176	0	280	0	0	263	74	337	0	153	0	89	242	0	0	0	0	0	859
05:00 PM	**3**	121	187	0	311	0	0	296	**107**	403	0	165	0	108	**273**	0	0	0	0	0	987
05:15 PM	0	**171**	**220**	0	**391**	0	0	302	90	392	0	**166**	0	102	268	0	0	0	0	0	**1051**
05:30 PM	1	100	194	0	295	0	0	**307**	103	**410**	0	127	0	**109**	236	0	0	0	0	0	941
Total Volume	4	496	777	0	1277	0	0	1168	374	1542	0	611	0	408	1019	0	0	0	0	0	3838
% App. Total	0.3	38.8	60.8	0		0	0	75.7	24.3		0	60	0	40		0	0	0	0		
PHF	.333	.725	.883	.000	.816	.000	.000	.951	.874	.940	.000	.920	.000	.936	.933	.000	.000	.000	.000	.000	.913
Autos	4	487	763	0	1254	0	0	1151	372	1523	0	595	0	403	998	0	0	0	0	0	3775
% Autos	100	98.2	98.2	0	98.2	0	0	98.5	99.5	98.8	0	97.4	0	98.8	97.9	0	0	0	0	0	98.4
Heavy Vehicles	0	9	14	0	23	0	0	17	2	19	0	16	0	5	21	0	0	0	0	0	63
% Heavy Vehicles	0	1.8	1.8	0	1.8	0	0	1.5	0.5	1.2	0	2.6	0	1.2	2.1	0	0	0	0	0	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB ON Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	5	0	8	0	0	1	0	1	0	3	0	1	4	0	0	0	0	0	13
06:15 AM	0	3	5	0	8	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	13
06:30 AM	0	2	2	0	4	0	0	3	2	5	0	5	0	4	9	0	0	0	0	0	18
06:45 AM	0	6	1	0	7	0	0	1	1	2	0	2	0	4	6	0	0	0	0	0	15
Total	0	14	13	0	27	0	0	8	3	11	0	12	0	9	21	0	0	0	0	0	59
07:00 AM	0	5	6	0	11	0	0	3	1	4	0	3	0	3	6	0	0	0	0	0	21
07:15 AM	0	6	7	0	13	0	0	2	1	3	0	2	0	0	2	0	0	0	0	0	18
07:30 AM	0	4	5	0	9	0	0	2	2	4	0	3	0	1	4	0	0	0	0	0	17
07:45 AM	0	6	6	0	12	0	0	4	1	5	0	6	0	4	10	0	0	0	0	0	27
Total	0	21	24	0	45	0	0	11	5	16	0	14	0	8	22	0	0	0	0	0	83
08:00 AM	0	5	6	0	11	0	0	3	0	3	0	4	0	2	6	0	0	0	0	0	20
08:15 AM	0	5	6	0	11	0	0	4	1	5	0	4	0	0	4	0	0	0	0	0	20
08:30 AM	0	11	9	0	20	0	0	5	3	8	0	1	0	2	3	0	0	0	0	0	31
08:45 AM	0	8	7	0	15	0	0	8	2	10	0	7	0	0	7	0	0	0	0	0	32
Total	0	29	28	0	57	0	0	20	6	26	0	16	0	4	20	0	0	0	0	0	103
*** BREAK ***																					
04:00 PM	0	4	8	0	12	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	22
04:15 PM	0	1	4	0	5	0	0	7	0	7	0	5	0	0	5	0	0	0	0	0	17
04:30 PM	0	2	7	0	9	0	0	1	0	1	0	7	0	1	8	0	0	0	0	0	18
04:45 PM	0	5	5	0	10	0	0	2	1	3	0	5	0	1	6	0	0	0	0	0	19
Total	0	12	24	0	36	0	0	12	1	13	0	25	0	2	27	0	0	0	0	0	76
05:00 PM	0	0	1	0	1	0	0	3	0	3	0	6	0	0	6	0	0	0	0	0	10
05:15 PM	0	3	6	0	9	0	0	7	0	7	0	3	0	1	4	0	0	0	0	0	20
05:30 PM	0	1	2	0	3	0	0	5	1	6	0	2	0	3	5	0	0	0	0	0	14
05:45 PM	0	4	1	0	5	0	0	2	2	4	0	4	0	1	5	0	0	0	0	0	14
Total	0	8	10	0	18	0	0	17	3	20	0	15	0	5	20	0	0	0	0	0	58
06:00 PM	0	1	4	0	5	0	0	1	1	2	0	2	0	2	4	0	0	0	0	0	11
06:15 PM	0	7	2	0	9	0	0	9	2	11	0	2	0	1	3	0	0	0	0	0	23
06:30 PM	0	3	3	0	6	0	0	1	0	1	0	1	0	1	2	0	0	0	0	0	9
06:45 PM	0	3	3	0	6	0	0	3	0	3	0	4	0	1	5	0	0	0	0	0	14
Total	0	14	12	0	26	0	0	14	3	17	0	9	0	5	14	0	0	0	0	0	57
Grand Total	0	98	111	0	209	0	0	82	21	103	0	91	0	33	124	0	0	0	0	0	436
Apprch %	0	46.9	53.1	0		0	0	79.6	20.4		0	73.4	0	26.6		0	0	0	0		
Total %	0	22.5	25.5	0	47.9	0	0	18.8	4.8	23.6	0	20.9	0	7.6	28.4	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03C-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	43	67	0	110	0	0	59	29	88	0	107	0	102	209	0	0	0	0	0	407
06:15 AM	0	60	104	0	164	0	0	70	27	97	0	87	0	99	186	0	0	0	0	0	447
06:30 AM	0	71	103	0	174	0	0	106	21	127	0	137	0	133	270	0	0	0	0	0	571
06:45 AM	0	77	148	0	225	0	0	84	37	121	0	92	0	130	222	0	0	0	0	0	568
Total	0	251	422	0	673	0	0	319	114	433	0	423	0	464	887	0	0	0	0	0	1993
07:00 AM	0	106	143	0	249	0	0	107	32	139	0	145	0	121	266	0	0	0	0	0	654
07:15 AM	0	108	189	0	297	0	0	83	33	116	0	128	0	133	261	0	0	0	0	0	674
07:30 AM	0	120	216	0	336	0	0	95	39	134	0	115	0	123	238	0	0	0	0	0	708
07:45 AM	0	97	245	0	342	0	0	157	39	196	0	164	0	166	330	0	0	0	0	0	868
Total	0	431	793	0	1224	0	0	442	143	585	0	552	0	543	1095	0	0	0	0	0	2904
08:00 AM	0	94	215	0	309	0	0	111	42	153	0	153	0	131	284	0	0	0	0	0	746
08:15 AM	0	109	234	0	343	0	0	141	47	188	0	132	0	115	247	0	0	0	0	0	778
08:30 AM	0	107	235	0	342	0	0	150	53	203	0	128	0	149	277	0	0	0	0	0	822
08:45 AM	0	96	274	0	370	0	0	122	26	148	0	154	0	146	300	0	0	0	0	0	818
Total	0	406	958	0	1364	0	0	524	168	692	0	567	0	541	1108	0	0	0	0	0	3164
*** BREAK ***																					
04:00 PM	0	123	232	0	355	0	0	227	77	304	0	135	0	97	232	0	0	0	0	0	891
04:15 PM	0	142	189	0	331	0	0	209	67	276	0	156	0	98	254	0	0	0	0	0	861
04:30 PM	0	140	224	0	364	0	0	243	69	312	0	129	0	95	224	0	0	0	0	0	900
04:45 PM	0	97	170	0	267	0	0	300	79	379	0	125	0	93	218	0	0	0	0	0	864
Total	0	502	815	0	1317	0	0	979	292	1271	0	545	0	383	928	0	0	0	0	0	3516
05:00 PM	0	135	203	0	338	0	0	274	78	352	0	169	0	109	278	0	0	0	0	0	968
05:15 PM	0	121	188	0	309	0	0	223	88	311	0	148	0	94	242	0	0	0	0	0	862
05:30 PM	0	85	205	0	290	0	0	291	68	359	0	162	0	125	287	0	0	0	0	0	936
05:45 PM	0	84	234	0	318	0	0	242	73	315	0	122	0	144	266	0	0	0	0	0	899
Total	0	425	830	0	1255	0	0	1030	307	1337	0	601	0	472	1073	0	0	0	0	0	3665
06:00 PM	0	107	193	0	300	0	0	301	70	371	0	189	0	153	342	0	0	0	0	0	1013
06:15 PM	0	65	179	0	244	0	0	218	61	279	0	125	0	148	273	0	0	0	0	0	796
06:30 PM	0	79	172	0	251	0	0	157	48	205	0	196	0	144	340	0	0	0	0	0	796
06:45 PM	0	78	133	0	211	0	0	114	44	158	0	114	0	76	190	0	0	0	0	0	559
Total	0	329	677	0	1006	0	0	790	223	1013	0	624	0	521	1145	0	0	0	0	0	3164
Grand Total	0	2344	4495	0	6839	0	0	4084	1247	5331	0	3312	0	2924	6236	0	0	0	0	0	18406
Apprch %	0	34.3	65.7	0		0	0	76.6	23.4		0	53.1	0	46.9		0	0	0	0		
Total %	0	12.7	24.4	0	37.2	0	0	22.2	6.8	29	0	18	0	15.9	33.9	0	0	0	0	0	
Autos	0	2251	4407	0	6658	0	0	3995	1220	5215	0	3223	0	2889	6112	0	0	0	0	0	17985
% Autos	0	96	98	0	97.4	0	0	97.8	97.8	97.8	0	97.3	0	98.8	98	0	0	0	0	0	97.7
Heavy Vehicles	0	93	88	0	181	0	0	89	27	116	0	89	0	35	124	0	0	0	0	0	421
% Heavy Vehicles	0	4	2	0	2.6	0	0	2.2	2.2	2.2	0	2.7	0	1.2	2	0	0	0	0	0	2.3

CTS Engineering, Inc.

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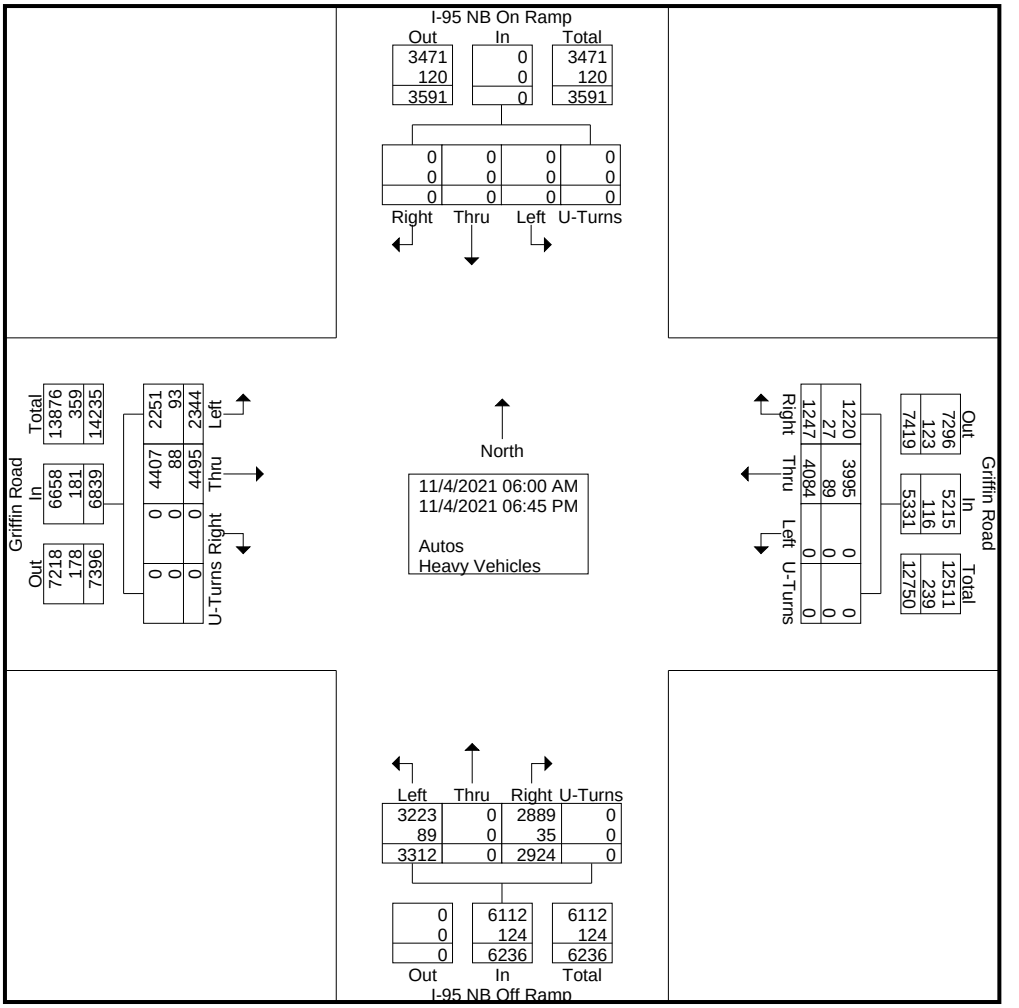
File Name : 03C-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 2



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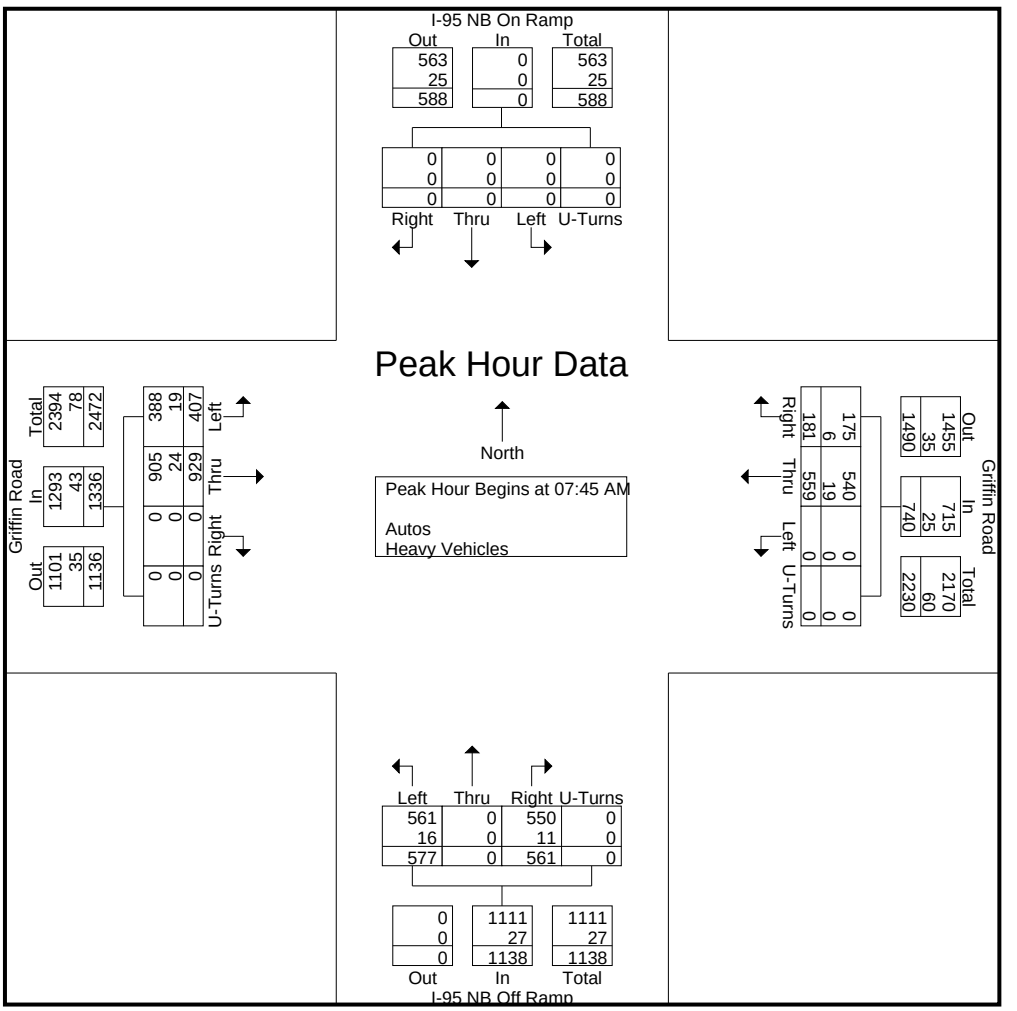
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	97	**245**	0	342	0	0	**157**	39	196	0	**164**	0	**166**	**330**	0	0	0	0	0	**868**
08:00 AM	0	94	215	0	309	0	0	111	42	153	0	153	0	131	284	0	0	0	0	0	746
08:15 AM	0	**109**	234	0	**343**	0	0	141	47	188	0	132	0	115	247	0	0	0	0	0	778
08:30 AM	0	107	235	0	342	0	0	150	**53**	**203**	0	128	0	149	277	0	0	0	0	0	822
Total Volume	0	407	929	0	1336	0	0	559	181	740	0	577	0	561	1138	0	0	0	0	0	3214
% App. Total	0	30.5	69.5	0		0	0	75.5	24.5		0	50.7	0	49.3		0	0	0	0		
PHF	.000	.933	.948	.000	.974	.000	.000	.890	.854	.911	.000	.880	.000	.845	.862	.000	.000	.000	.000	.000	.926
Autos	0	388	905	0	1293	0	0	540	175	715	0	561	0	550	1111	0	0	0	0	0	3119
% Autos	0	95.3	97.4	0	96.8	0	0	96.6	96.7	96.6	0	97.2	0	98.0	97.6	0	0	0	0	0	97.0
Heavy Vehicles	0	19	24	0	43	0	0	19	6	25	0	16	0	11	27	0	0	0	0	0	95
% Heavy Vehicles	0	4.7	2.6	0	3.2	0	0	3.4	3.3	3.4	0	2.8	0	2.0	2.4	0	0	0	0	0	3.0



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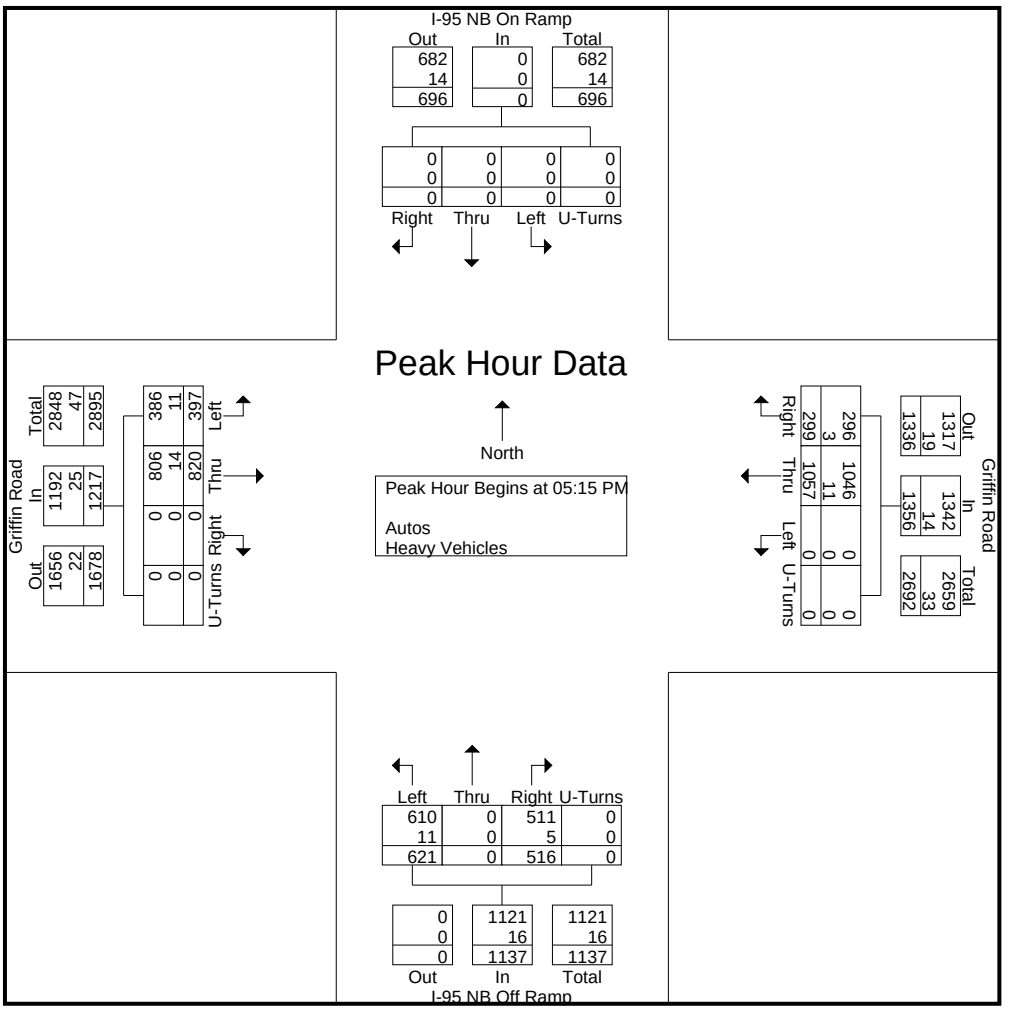
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	**121**	188	0	309	0	0	223	**88**	311	0	148	0	94	242	0	0	0	0	0	862
05:30 PM	0	85	205	0	290	0	0	291	68	359	0	162	0	125	287	0	0	0	0	0	936
05:45 PM	0	84	**234**	0	**318**	0	0	242	73	315	0	122	0	144	266	0	0	0	0	0	899
06:00 PM	0	107	193	0	300	0	0	**301**	70	**371**	0	**189**	0	**153**	**342**	0	0	0	0	0	**1013**
Total Volume	0	397	820	0	1217	0	0	1057	299	1356	0	621	0	516	1137	0	0	0	0	0	3710
% App. Total	0	32.6	67.4	0		0	0	77.9	22.1		0	54.6	0	45.4		0	0	0	0		
PHF	.000	.820	.876	.000	.957	.000	.000	.878	.849	.914	.000	.821	.000	.843	.831	.000	.000	.000	.000	.000	.916
Autos	0	386	806	0	1192	0	0	1046	296	1342	0	610	0	511	1121	0	0	0	0	0	3655
% Autos	0	97.2	98.3	0	97.9	0	0	99.0	99.0	99.0	0	98.2	0	99.0	98.6	0	0	0	0	0	98.5
Heavy Vehicles	0	11	14	0	25	0	0	11	3	14	0	11	0	5	16	0	0	0	0	0	55
% Heavy Vehicles	0	2.8	1.7	0	2.1	0	0	1.0	1.0	1.0	0	1.8	0	1.0	1.4	0	0	0	0	0	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03C-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	2	0	5	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	7
06:15 AM	0	6	3	0	9	0	0	2	1	3	0	3	0	3	6	0	0	0	0	0	18
06:30 AM	0	3	7	0	10	0	0	5	1	6	0	3	0	1	4	0	0	0	0	0	20
06:45 AM	0	4	3	0	7	0	0	1	2	3	0	3	0	1	4	0	0	0	0	0	14
Total	0	16	15	0	31	0	0	9	4	13	0	10	0	5	15	0	0	0	0	0	59
07:00 AM	0	4	4	0	8	0	0	3	2	5	0	0	0	2	2	0	0	0	0	0	15
07:15 AM	0	8	5	0	13	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	17
07:30 AM	0	7	2	0	9	0	0	5	2	7	0	0	0	1	1	0	0	0	0	0	17
07:45 AM	0	3	4	0	7	0	0	7	0	7	0	4	0	5	9	0	0	0	0	0	23
Total	0	22	15	0	37	0	0	18	4	22	0	5	0	8	13	0	0	0	0	0	72
08:00 AM	0	6	12	0	18	0	0	3	1	4	0	2	0	2	4	0	0	0	0	0	26
08:15 AM	0	8	6	0	14	0	0	4	0	4	0	6	0	2	8	0	0	0	0	0	26
08:30 AM	0	2	2	0	4	0	0	5	5	10	0	4	0	2	6	0	0	0	0	0	20
08:45 AM	0	3	8	0	11	0	0	5	1	6	0	8	0	2	10	0	0	0	0	0	27
Total	0	19	28	0	47	0	0	17	7	24	0	20	0	8	28	0	0	0	0	0	99
*** BREAK ***																					
04:00 PM	0	1	3	0	4	0	0	6	3	9	0	6	0	2	8	0	0	0	0	0	21
04:15 PM	0	5	3	0	8	0	0	4	2	6	0	13	0	1	14	0	0	0	0	0	28
04:30 PM	0	2	5	0	7	0	0	8	0	8	0	11	0	3	14	0	0	0	0	0	29
04:45 PM	0	5	1	0	6	0	0	4	3	7	0	1	0	0	1	0	0	0	0	0	14
Total	0	13	12	0	25	0	0	22	8	30	0	31	0	6	37	0	0	0	0	0	92
05:00 PM	0	3	1	0	4	0	0	4	0	4	0	3	0	2	5	0	0	0	0	0	13
05:15 PM	0	5	4	0	9	0	0	2	1	3	0	3	0	0	3	0	0	0	0	0	15
05:30 PM	0	2	3	0	5	0	0	5	0	5	0	4	0	0	4	0	0	0	0	0	14
05:45 PM	0	1	6	0	7	0	0	1	1	2	0	1	0	3	4	0	0	0	0	0	13
Total	0	11	14	0	25	0	0	12	2	14	0	11	0	5	16	0	0	0	0	0	55
06:00 PM	0	3	1	0	4	0	0	3	1	4	0	3	0	2	5	0	0	0	0	0	13
06:15 PM	0	3	0	0	3	0	0	6	0	6	0	4	0	0	4	0	0	0	0	0	13
06:30 PM	0	4	2	0	6	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	10
06:45 PM	0	2	1	0	3	0	0	2	1	3	0	2	0	0	2	0	0	0	0	0	8
Total	0	12	4	0	16	0	0	11	2	13	0	12	0	3	15	0	0	0	0	0	44
Grand Total	0	93	88	0	181	0	0	89	27	116	0	89	0	35	124	0	0	0	0	0	421
Apprch %	0	51.4	48.6	0		0	0	76.7	23.3		0	71.8	0	28.2		0	0	0	0		
Total %	0	22.1	20.9	0	43	0	0	21.1	6.4	27.6	0	21.1	0	8.3	29.5	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

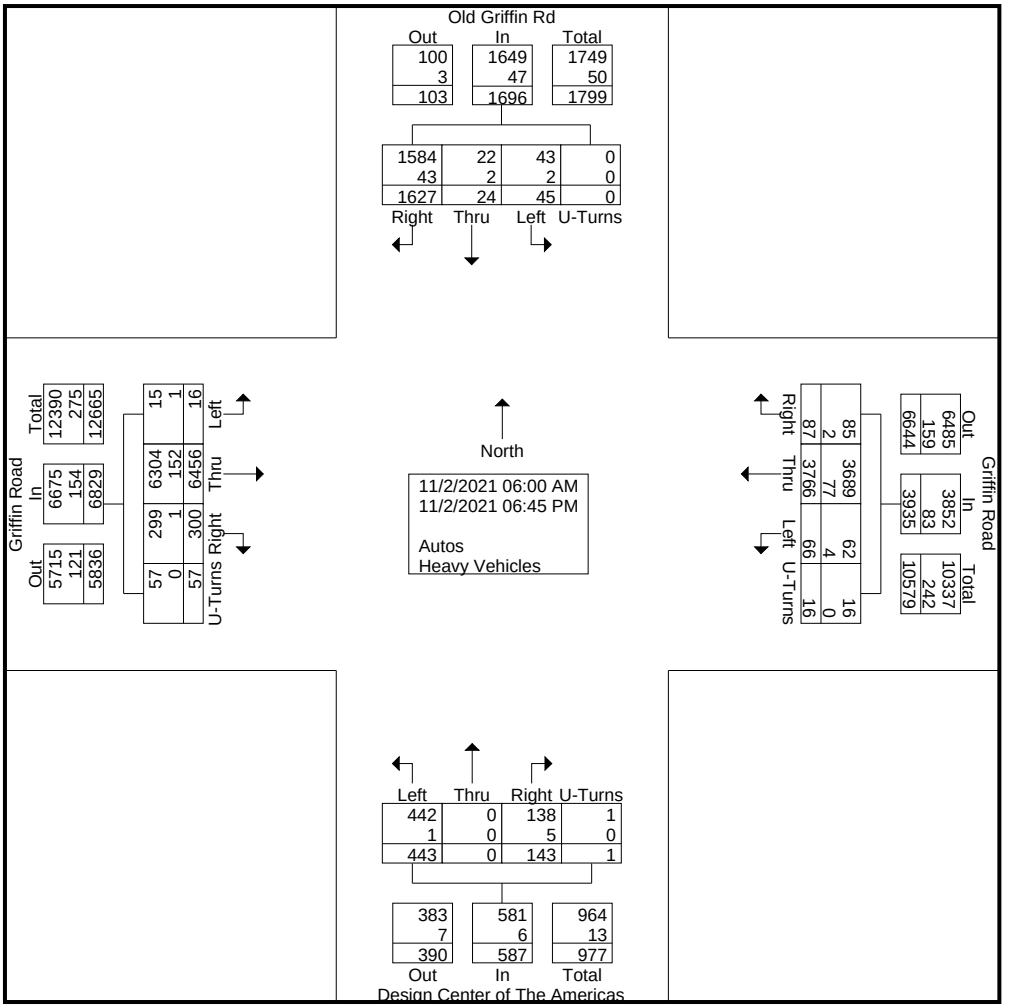
	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	0	168	0	170	2	1	60	1	64	0	1	0	1	2	0	0	0	16	16	252
06:15 AM	1	1	190	3	195	0	0	77	0	77	0	2	0	1	3	0	0	0	28	28	303
06:30 AM	0	1	228	0	229	0	0	110	0	110	0	0	0	1	1	0	1	0	34	35	375
06:45 AM	2	1	250	6	259	0	1	78	2	81	0	1	0	1	2	0	2	0	31	33	375
Total	5	3	836	9	853	2	2	325	3	332	0	4	0	4	8	0	3	0	109	112	1305
07:00 AM	1	1	248	5	255	0	0	103	2	105	0	3	0	0	3	0	0	0	46	46	409
07:15 AM	3	1	281	8	293	0	3	86	4	93	0	3	0	0	3	0	0	3	52	55	444
07:30 AM	5	3	373	20	401	2	0	126	1	129	0	1	0	1	2	0	0	3	44	47	579
07:45 AM	3	1	403	27	434	0	3	153	3	159	0	1	0	5	6	0	5	1	76	82	681
Total	12	6	1305	60	1383	2	6	468	10	486	0	8	0	6	14	0	5	7	218	230	2113
08:00 AM	4	1	350	41	396	2	5	144	2	153	0	2	0	2	4	0	0	0	72	72	625
08:15 AM	0	1	288	43	332	0	7	171	12	190	0	4	0	4	8	0	0	2	60	62	592
08:30 AM	1	0	298	43	342	0	13	129	4	146	0	7	0	3	10	0	5	2	55	62	560
08:45 AM	4	1	333	70	408	0	12	112	6	130	0	5	0	4	9	0	1	2	62	65	612
Total	9	3	1269	197	1478	2	37	556	24	619	0	18	0	13	31	0	6	6	249	261	2389
*** BREAK ***																					
04:00 PM	2	1	213	6	222	1	3	189	3	196	0	19	0	5	24	0	2	1	106	109	551
04:15 PM	2	0	226	5	233	0	2	240	1	243	0	15	0	2	17	0	5	2	135	142	635
04:30 PM	4	0	264	4	272	0	0	203	1	204	0	28	0	6	34	0	4	0	111	115	625
04:45 PM	2	0	265	2	269	1	0	218	4	223	0	24	0	12	36	0	5	2	144	151	679
Total	10	1	968	17	996	2	5	850	9	866	0	86	0	25	111	0	16	5	496	517	2490
05:00 PM	4	0	334	4	342	1	1	249	6	257	0	92	0	26	118	0	2	1	136	139	856
05:15 PM	5	0	262	4	271	0	3	287	9	299	0	42	0	14	56	0	4	2	77	83	709
05:30 PM	2	0	280	3	285	2	1	252	5	260	0	40	0	14	54	0	2	2	72	76	675
05:45 PM	6	1	295	1	303	1	1	239	9	250	0	42	0	13	55	0	2	0	80	82	690
Total	17	1	1171	12	1201	4	6	1027	29	1066	0	216	0	67	283	0	10	5	365	380	2930
06:00 PM	2	1	237	3	243	0	5	160	3	168	1	51	0	8	60	0	1	0	64	65	536
06:15 PM	0	0	219	2	221	1	3	119	4	127	0	25	0	11	36	0	2	1	47	50	434
06:30 PM	1	1	217	0	219	3	2	137	3	145	0	16	0	6	22	0	1	0	41	42	428
06:45 PM	1	0	234	0	235	0	0	124	2	126	0	19	0	3	22	0	1	0	38	39	422
Total	4	2	907	5	918	4	10	540	12	566	1	111	0	28	140	0	5	1	190	196	1820
Grand Total	57	16	6456	300	6829	16	66	3766	87	3935	1	443	0	143	587	0	45	24	1627	1696	13047
Apprch %	0.8	0.2	94.5	4.4		0.4	1.7	95.7	2.2		0.2	75.5	0	24.4		0	2.7	1.4	95.9		
Total %	0.4	0.1	49.5	2.3	52.3	0.1	0.5	28.9	0.7	30.2	0	3.4	0	1.1	4.5	0	0.3	0.2	12.5	13	
Autos	57	15	6304	299	6675	16	62	3689	85	3852	1	442	0	138	581	0	43	22	1584	1649	12757
% Autos	100	93.8	97.6	99.7	97.7	100	93.9	98	97.7	97.9	100	99.8	0	96.5	99	0	95.6	91.7	97.4	97.2	97.8
Heavy Vehicles	0	1	152	1	154	0	4	77	2	83	0	1	0	5	6	0	2	2	43	47	290
% Heavy Vehicles	0	6.2	2.4	0.3	2.3	0	6.1	2	2.3	2.1	0	0.2	0	3.5	1	0	4.4	8.3	2.6	2.8	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2



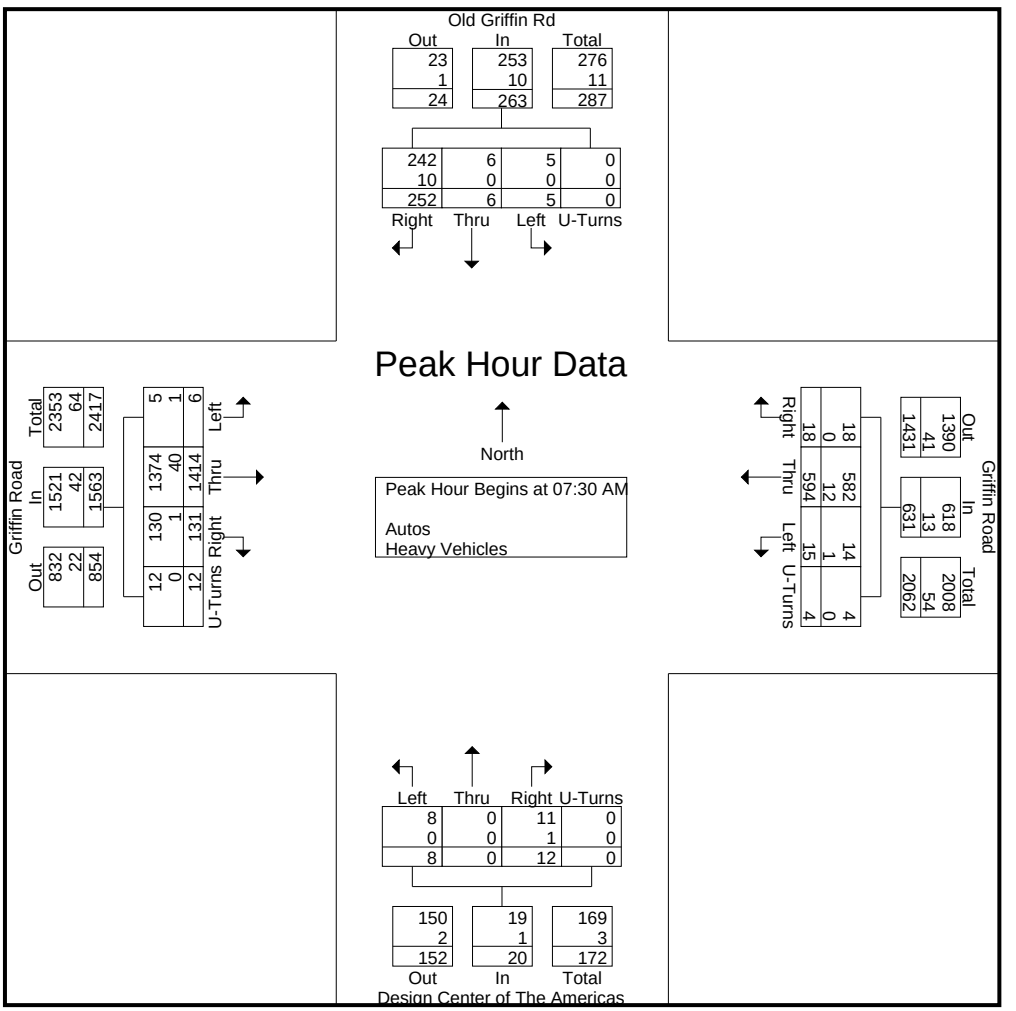
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**5**	**3**	373	20	401	**2**	0	126	1	129	0	1	0	1	2	0	0	**3**	44	47	579
07:45 AM	3	1	**403**	27	**434**	0	3	153	3	159	0	1	0	**5**	6	0	**5**	1	**76**	**82**	**681**
08:00 AM	4	1	350	41	396	2	5	144	2	153	0	2	0	2	4	0	0	0	72	72	625
08:15 AM	0	1	288	**43**	332	0	**7**	**171**	**12**	**190**	0	**4**	0	4	**8**	0	0	2	60	62	592
Total Volume	12	6	1414	131	1563	4	15	594	18	631	0	8	0	12	20	0	5	6	252	263	2477
% App. Total	0.8	0.4	90.5	8.4		0.6	2.4	94.1	2.9		0	40	0	60		0	1.9	2.3	95.8		
PHF	.600	.500	.877	.762	.900	.500	.536	.868	.375	.830	.000	.500	.000	.600	.625	.000	.250	.500	.829	.802	.909
Autos	12	5	1374	130	1521	4	14	582	18	618	0	8	0	11	19	0	5	6	242	253	2411
% Autos	100	83.3	97.2	99.2	97.3	100	93.3	98.0	100	97.9	0	100	0	91.7	95.0	0	100	100	96.0	96.2	97.3
Heavy Vehicles	0	1	40	1	42	0	1	12	0	13	0	0	0	1	1	0	0	0	10	10	66
% Heavy Vehicles	0	16.7	2.8	0.8	2.7	0	6.7	2.0	0	2.1	0	0	0	8.3	5.0	0	0	0	4.0	3.8	2.7



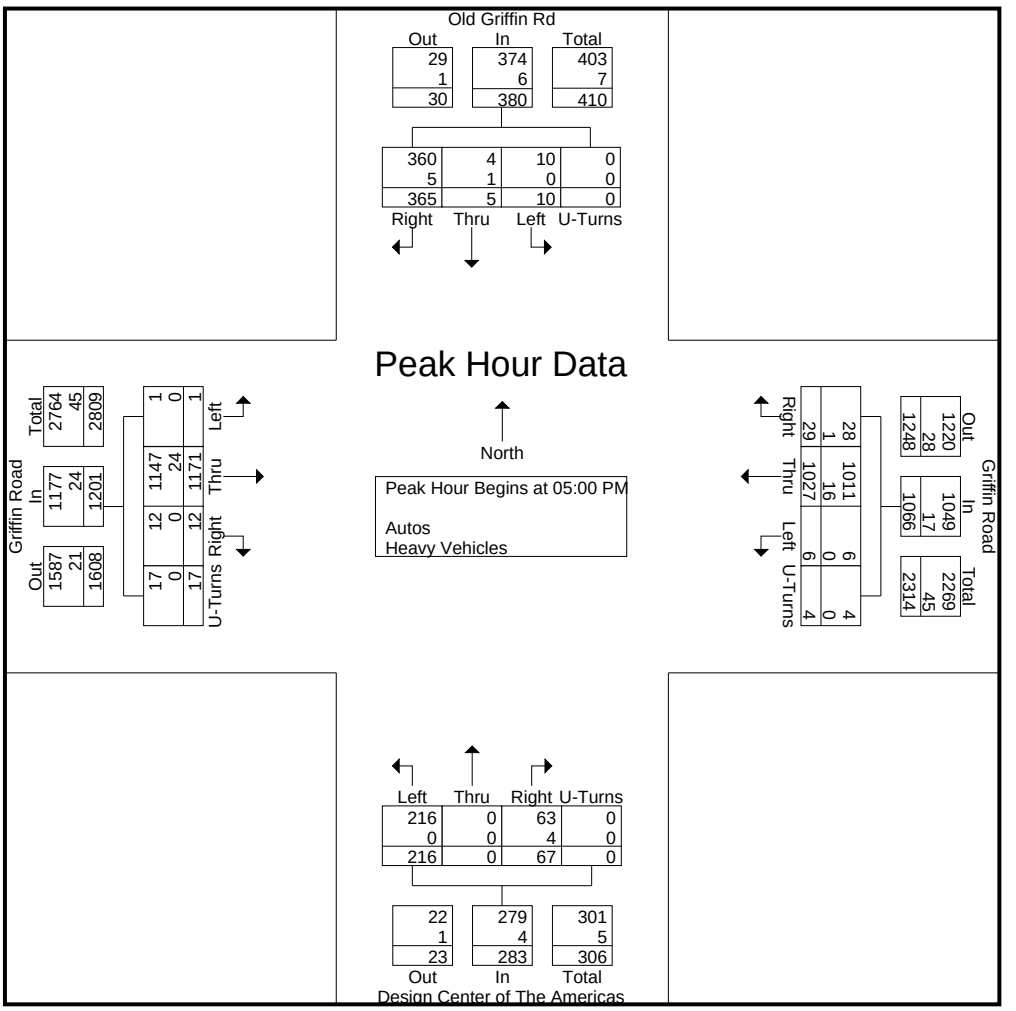
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	0	**334**	**4**	**342**	1	1	249	6	257	0	**92**	0	**26**	**118**	0	2	1	**136**	**139**	**856**
05:15 PM	5	0	262	4	271	0	**3**	**287**	**9**	**299**	0	42	0	14	56	0	**4**	**2**	77	83	709
05:30 PM	2	0	280	3	285	**2**	1	252	5	260	0	40	0	14	54	0	2	2	72	76	675
05:45 PM	**6**	**1**	295	1	303	1	1	239	9	250	0	42	0	13	55	0	2	0	80	82	690
Total Volume	17	1	1171	12	1201	4	6	1027	29	1066	0	216	0	67	283	0	10	5	365	380	2930
% App. Total	1.4	0.1	97.5	1		0.4	0.6	96.3	2.7		0	76.3	0	23.7		0	2.6	1.3	96.1		
PHF	.708	.250	.876	.750	.878	.500	.500	.895	.806	.891	.000	.587	.000	.644	.600	.000	.625	.625	.671	.683	.856
Autos	17	1	1147	12	1177	4	6	1011	28	1049	0	216	0	63	279	0	10	4	360	374	2879
% Autos	100	100	98.0	100	98.0	100	100	98.4	96.6	98.4	0	100	0	94.0	98.6	0	100	80.0	98.6	98.4	98.3
Heavy Vehicles	0	0	24	0	24	0	0	16	1	17	0	0	0	4	4	0	0	1	5	6	51
% Heavy Vehicles	0	0	2.0	0	2.0	0	0	1.6	3.4	1.6	0	0	0	6.0	1.4	0	0	20.0	1.4	1.6	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	6
06:30 AM	0	0	6	0	6	0	0	4	0	4	0	0	0	0	0	0	0	0	1	1	11
06:45 AM	0	0	7	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	3	3	11
Total	0	0	20	0	20	0	0	8	0	8	0	0	0	0	0	0	0	0	5	5	33
07:00 AM	0	0	7	0	7	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	11
07:15 AM	0	0	9	0	9	0	0	3	0	3	0	0	0	0	0	0	0	0	2	2	14
07:30 AM	0	0	10	0	10	0	0	2	0	2	0	0	0	0	0	0	0	0	2	2	14
07:45 AM	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	3	3	12
Total	0	0	30	0	30	0	0	13	0	13	0	0	0	0	0	0	0	0	8	8	51
08:00 AM	0	1	14	1	16	0	0	2	0	2	0	0	0	1	1	0	0	0	2	2	21
08:15 AM	0	0	12	0	12	0	1	3	0	4	0	0	0	0	0	0	0	0	3	3	19
08:30 AM	0	0	10	0	10	0	0	2	1	3	0	0	0	0	0	0	1	0	2	3	16
08:45 AM	0	0	12	0	12	0	0	4	0	4	0	0	0	0	0	0	0	0	4	4	20
Total	0	1	48	1	50	0	1	11	1	13	0	0	0	1	1	0	1	0	11	12	76
*** BREAK ***																					
04:00 PM	0	0	8	0	8	0	1	1	0	2	0	1	0	0	1	0	0	1	3	4	15
04:15 PM	0	0	5	0	5	0	1	5	0	6	0	0	0	0	0	0	0	0	6	6	17
04:30 PM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	1	0	1	2	14
04:45 PM	0	0	3	0	3	0	0	7	0	7	0	0	0	0	0	0	0	0	3	3	13
Total	0	0	21	0	21	0	2	20	0	22	0	1	0	0	1	0	1	1	13	15	59
05:00 PM	0	0	7	0	7	0	0	5	0	5	0	0	0	1	1	0	0	0	1	1	14
05:15 PM	0	0	8	0	8	0	0	2	0	2	0	0	0	1	1	0	0	1	1	2	13
05:30 PM	0	0	4	0	4	0	0	5	1	6	0	0	0	1	1	0	0	0	2	2	13
05:45 PM	0	0	5	0	5	0	0	4	0	4	0	0	0	1	1	0	0	0	1	1	11
Total	0	0	24	0	24	0	0	16	1	17	0	0	0	4	4	0	0	1	5	6	51
06:00 PM	0	0	2	0	2	0	1	4	0	5	0	0	0	0	0	0	0	0	1	1	8
06:15 PM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	9	0	9	0	1	9	0	10	0	0	0	0	0	0	0	0	1	1	20
Grand Total	0	1	152	1	154	0	4	77	2	83	0	1	0	5	6	0	2	2	43	47	290
Apprch %	0	0.6	98.7	0.6		0	4.8	92.8	2.4		0	16.7	0	83.3		0	4.3	4.3	91.5		
Total %	0	0.3	52.4	0.3	53.1	0	1.4	26.6	0.7	28.6	0	0.3	0	1.7	2.1	0	0.7	0.7	14.8	16.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04B-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

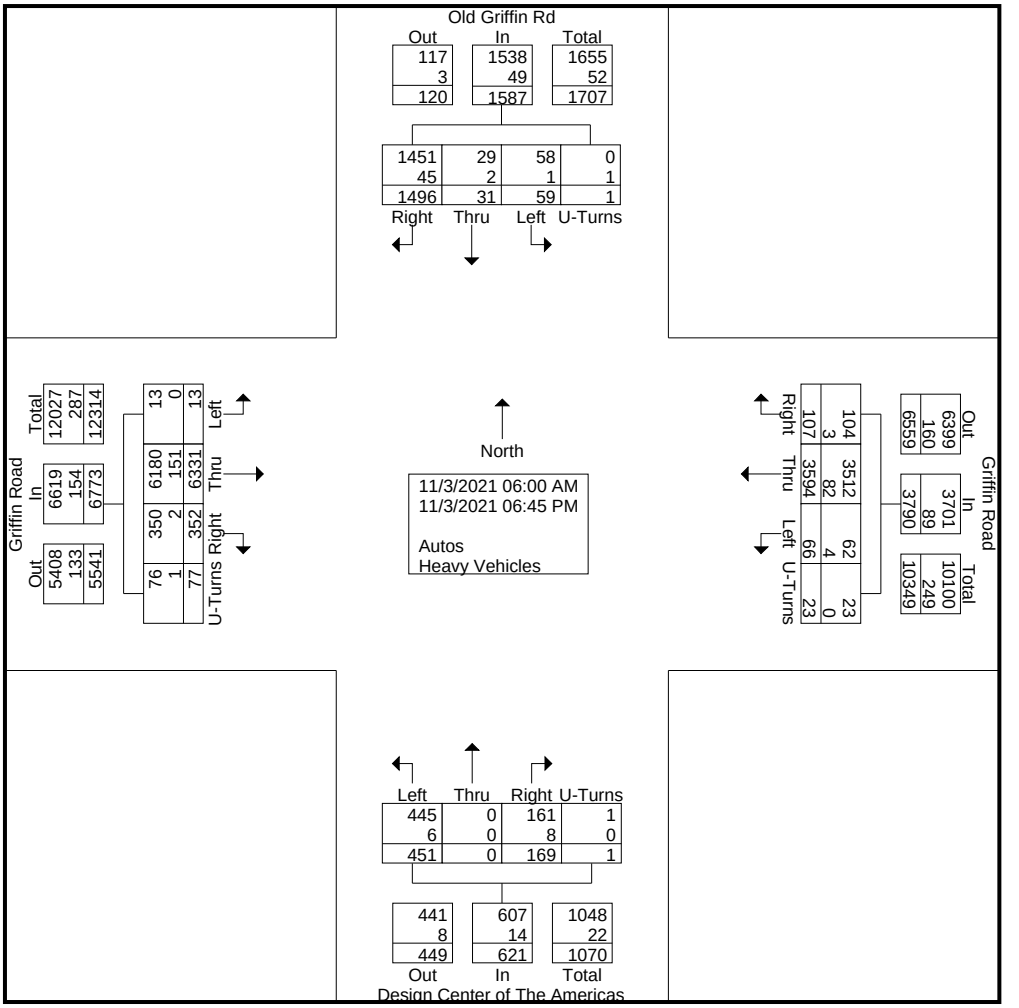
	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	136	0	137	0	0	52	4	56	0	0	0	1	1	0	1	0	16	17	211
06:15 AM	2	0	174	1	177	1	0	82	3	86	0	1	0	1	2	0	1	0	29	30	295
06:30 AM	0	1	209	0	210	0	0	78	0	78	0	1	0	1	2	0	0	0	29	29	319
06:45 AM	1	1	286	2	290	1	0	73	3	77	0	1	0	2	3	0	1	0	28	29	399
Total	4	2	805	3	814	2	0	285	10	297	0	3	0	5	8	0	3	0	102	105	1224
07:00 AM	2	2	269	7	280	0	1	116	3	120	0	1	0	0	1	0	1	1	33	35	436
07:15 AM	0	0	286	12	298	0	2	83	3	88	0	0	0	0	0	1	4	1	34	40	426
07:30 AM	0	0	314	19	333	2	1	111	6	120	0	2	0	3	5	0	3	3	57	63	521
07:45 AM	1	1	352	28	382	0	2	114	2	118	0	3	0	1	4	0	2	1	65	68	572
Total	3	3	1221	66	1293	2	6	424	14	446	0	6	0	4	10	1	10	6	189	206	1955
08:00 AM	3	1	312	38	354	0	8	118	4	130	0	6	0	3	9	0	1	1	67	69	562
08:15 AM	2	1	279	52	334	0	4	94	6	104	0	10	0	3	13	0	6	3	71	80	531
08:30 AM	2	1	244	54	301	1	13	135	2	151	0	3	0	3	6	0	4	4	40	48	506
08:45 AM	2	0	287	87	376	2	15	114	7	138	0	11	0	5	16	0	3	3	45	51	581
Total	9	3	1122	231	1365	3	40	461	19	523	0	30	0	14	44	0	14	11	223	248	2180
*** BREAK ***																					
04:00 PM	11	1	259	5	276	1	2	194	9	206	0	19	0	6	25	0	2	0	111	113	620
04:15 PM	2	0	248	5	255	0	5	223	5	233	0	22	0	9	31	0	5	2	102	109	628
04:30 PM	2	1	264	6	273	1	3	199	3	206	0	26	0	16	42	0	1	2	89	92	613
04:45 PM	6	0	239	4	249	0	0	232	4	236	0	33	0	6	39	0	2	1	83	86	610
Total	21	2	1010	20	1053	2	10	848	21	881	0	100	0	37	137	0	10	5	385	400	2471
05:00 PM	9	0	316	8	333	3	1	231	5	240	0	84	0	21	105	0	2	3	94	99	777
05:15 PM	1	0	280	2	283	1	2	280	7	290	1	39	0	10	50	0	2	2	90	94	717
05:30 PM	6	0	304	3	313	3	0	260	4	267	0	46	0	21	67	0	3	0	83	86	733
05:45 PM	3	2	266	5	276	3	0	189	4	196	0	27	0	13	40	0	4	2	88	94	606
Total	19	2	1166	18	1205	10	3	960	20	993	1	196	0	65	262	0	11	7	355	373	2833
06:00 PM	6	1	283	5	295	2	3	200	2	207	0	44	0	17	61	0	3	1	55	59	622
06:15 PM	5	0	260	6	271	0	1	161	6	168	0	42	0	19	61	0	3	1	81	85	585
06:30 PM	5	0	240	2	247	1	0	120	8	129	0	16	0	6	22	0	1	0	50	51	449
06:45 PM	5	0	224	1	230	1	3	135	7	146	0	14	0	2	16	0	4	0	56	60	452
Total	21	1	1007	14	1043	4	7	616	23	650	0	116	0	44	160	0	11	2	242	255	2108
Grand Total	77	13	6331	352	6773	23	66	3594	107	3790	1	451	0	169	621	1	59	31	1496	1587	12771
Apprch %	1.1	0.2	93.5	5.2		0.6	1.7	94.8	2.8		0.2	72.6	0	27.2		0.1	3.7	2	94.3		
Total %	0.6	0.1	49.6	2.8	53	0.2	0.5	28.1	0.8	29.7	0	3.5	0	1.3	4.9	0	0.5	0.2	11.7	12.4	
Autos	76	13	6180	350	6619	23	62	3512	104	3701	1	445	0	161	607	0	58	29	1451	1538	12465
% Autos	98.7	100	97.6	99.4	97.7	100	93.9	97.7	97.2	97.7	100	98.7	0	95.3	97.7	0	98.3	93.5	97	96.9	97.6
Heavy Vehicles	1	0	151	2	154	0	4	82	3	89	0	6	0	8	14	1	1	2	45	49	306
% Heavy Vehicles	1.3	0	2.4	0.6	2.3	0	6.1	2.3	2.8	2.3	0	1.3	0	4.7	2.3	100	1.7	6.5	3	3.1	2.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04B-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 2



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CLIENT: FDOT D4
JOB NO.: 2021012.001
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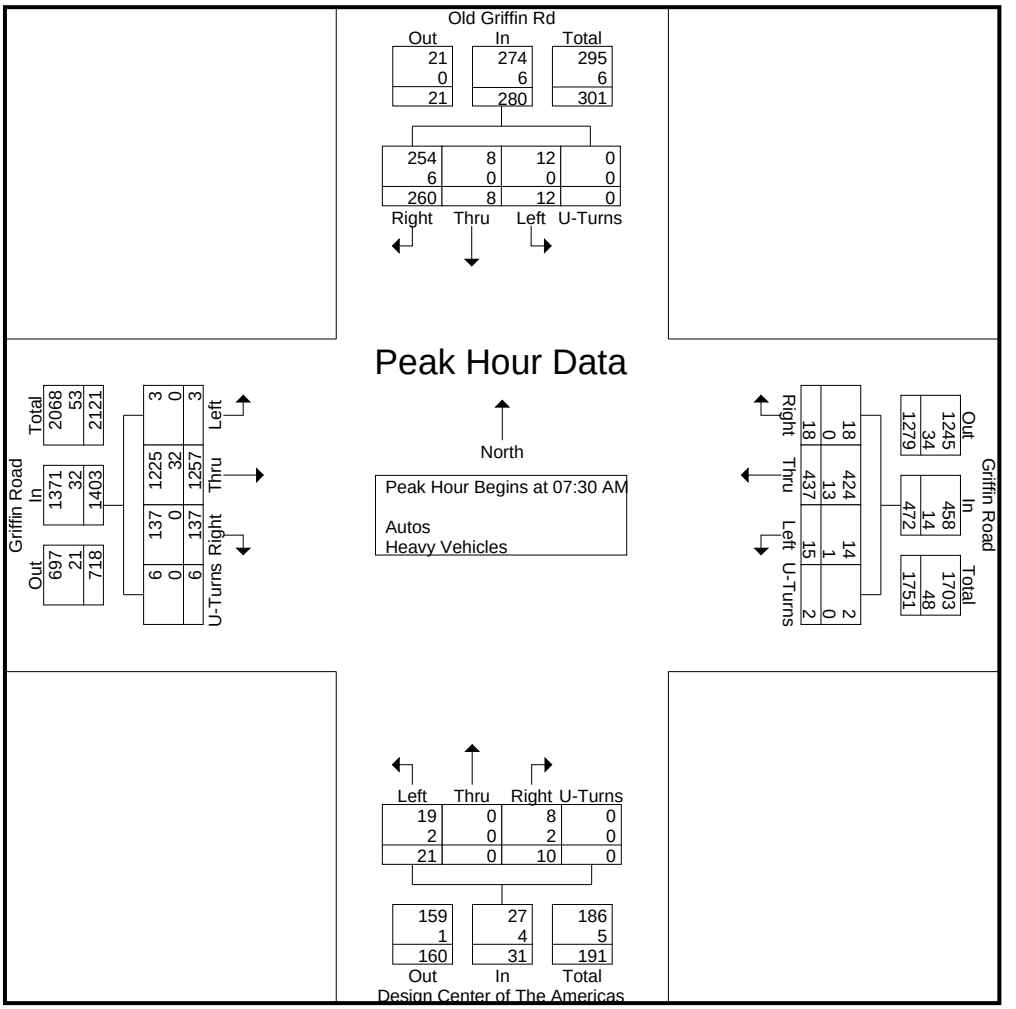
COUNTY: BROWARD

File Name : 04B-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	314	19	333	**2**	1	111	**6**	120	0	2	0	**3**	5	0	3	**3**	57	63	521
07:45 AM	1	**1**	**352**	28	**382**	0	2	114	2	118	0	3	0	1	4	0	2	1	65	68	**572**
08:00 AM	**3**	1	312	38	354	0	**8**	**118**	4	**130**	0	6	0	3	9	0	1	1	67	69	562
08:15 AM	2	1	279	**52**	334	0	4	94	6	104	0	**10**	0	3	**13**	0	**6**	3	**71**	**80**	531
Total Volume	6	3	1257	137	1403	2	15	437	18	472	0	21	0	10	31	0	12	8	260	280	2186
% App. Total	0.4	0.2	89.6	9.8		0.4	3.2	92.6	3.8		0	67.7	0	32.3		0	4.3	2.9	92.9		
PHF	.500	.750	.893	.659	.918	.250	.469	.926	.750	.908	.000	.525	.000	.833	.596	.000	.500	.667	.915	.875	.955
Autos	6	3	1225	137	1371	2	14	424	18	458	0	19	0	8	27	0	12	8	254	274	2130
% Autos	100	100	97.5	100	97.7	100	93.3	97.0	100	97.0	0	90.5	0	80.0	87.1	0	100	100	97.7	97.9	97.4
Heavy Vehicles	0	0	32	0	32	0	1	13	0	14	0	2	0	2	4	0	0	0	6	6	56
% Heavy Vehicles	0	0	2.5	0	2.3	0	6.7	3.0	0	3.0	0	9.5	0	20.0	12.9	0	0	0	2.3	2.1	2.6



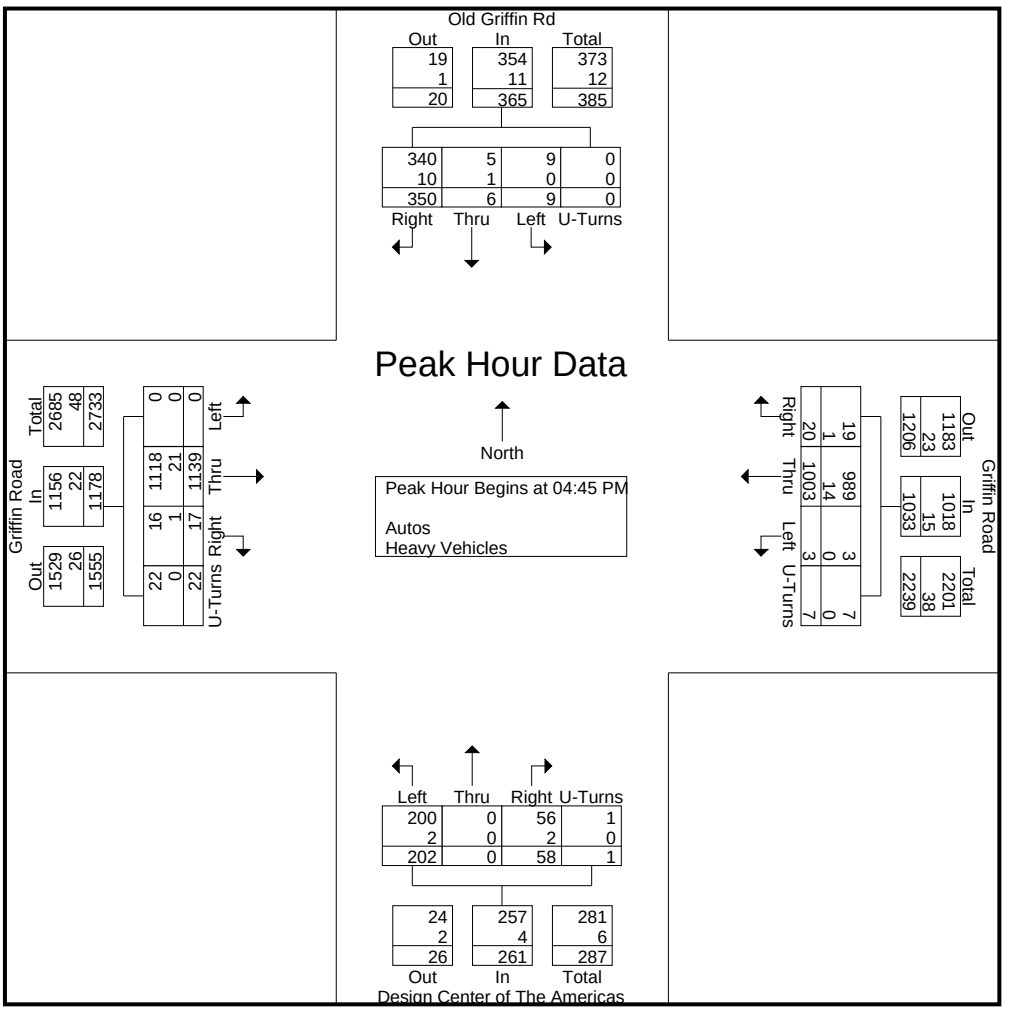
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04B-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	0	239	4	249	0	0	232	4	236	0	33	0	6	39	0	2	1	83	86	610
05:00 PM	**9**	0	**316**	**8**	**333**	**3**	1	231	5	240	0	**84**	0	**21**	**105**	0	2	**3**	**94**	**99**	**777**
05:15 PM	1	0	280	2	283	1	**2**	**280**	**7**	**290**	**1**	39	0	10	50	0	2	2	90	94	717
05:30 PM	6	0	304	3	313	3	0	260	4	267	0	46	0	21	67	0	**3**	0	83	86	733
Total Volume	22	0	1139	17	1178	7	3	1003	20	1033	1	202	0	58	261	0	9	6	350	365	2837
% App. Total	1.9	0	96.7	1.4		0.7	0.3	97.1	1.9		0.4	77.4	0	22.2		0	2.5	1.6	95.9		
PHF	.611	.000	.901	.531	.884	.583	.375	.896	.714	.891	.250	.601	.000	.690	.621	.000	.750	.500	.931	.922	.913
Autos	22	0	1118	16	1156	7	3	989	19	1018	1	200	0	56	257	0	9	5	340	354	2785
% Autos	100	0	98.2	94.1	98.1	100	100	98.6	95.0	98.5	100	99.0	0	96.6	98.5	0	100	83.3	97.1	97.0	98.2
Heavy Vehicles	0	0	21	1	22	0	0	14	1	15	0	2	0	2	4	0	0	1	10	11	52
% Heavy Vehicles	0	0	1.8	5.9	1.9	0	0	1.4	5.0	1.5	0	1.0	0	3.4	1.5	0	0	16.7	2.9	3.0	1.8



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04B-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	5	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
06:15 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	7
06:30 AM	0	0	5	0	5	0	0	3	0	3	0	1	0	0	1	0	0	0	2	2	11
06:45 AM	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	8
Total	0	0	20	0	20	0	0	6	0	6	0	2	0	0	2	0	0	0	4	4	32
07:00 AM	0	0	7	0	7	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	11
07:15 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	1	0	0	2	3	7
07:30 AM	0	0	6	0	6	0	0	5	0	5	0	1	0	0	1	0	0	0	2	2	14
07:45 AM	0	0	11	0	11	0	0	2	0	2	0	0	0	1	1	0	0	0	2	2	16
Total	0	0	26	0	26	0	0	12	0	12	0	1	0	1	2	1	0	0	7	8	48
08:00 AM	0	0	8	0	8	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	12
08:15 AM	0	0	7	0	7	0	0	4	0	4	0	0	0	1	1	0	0	0	2	2	14
08:30 AM	0	0	14	0	14	0	1	8	0	9	0	0	0	0	0	0	1	0	4	5	28
08:45 AM	0	0	10	0	10	0	0	6	0	6	0	0	0	1	1	0	0	0	2	2	19
Total	0	0	39	0	39	0	2	20	0	22	0	1	0	2	3	0	1	0	8	9	73
*** BREAK ***																					
04:00 PM	0	0	9	0	9	0	0	4	0	4	0	0	0	1	1	0	0	0	2	2	16
04:15 PM	0	0	6	0	6	0	1	8	2	11	0	0	0	0	0	0	0	0	1	1	18
04:30 PM	0	0	8	1	9	0	0	4	0	4	0	0	0	0	0	0	0	0	2	2	15
04:45 PM	0	0	7	1	8	0	0	3	0	3	0	1	0	1	2	0	0	1	2	3	16
Total	0	0	30	2	32	0	1	19	2	22	0	1	0	2	3	0	0	1	7	8	65
05:00 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	8
05:15 PM	0	0	5	0	5	0	0	4	1	5	0	1	0	0	1	0	0	0	4	4	15
05:30 PM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	4	4	13
05:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	1	1	0	0	1	4	5	11
Total	0	0	17	0	17	0	0	13	1	14	0	1	0	2	3	0	0	1	12	13	47
06:00 PM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	10
06:15 PM	1	0	3	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	5	5	14
06:30 PM	0	0	6	0	6	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	9
06:45 PM	0	0	4	0	4	0	1	2	0	3	0	0	0	0	0	0	0	0	1	1	8
Total	1	0	19	0	20	0	1	12	0	13	0	0	0	1	1	0	0	0	7	7	41
Grand Total	1	0	151	2	154	0	4	82	3	89	0	6	0	8	14	1	1	2	45	49	306
Apprch %	0.6	0	98.1	1.3		0	4.5	92.1	3.4		0	42.9	0	57.1		2	2	4.1	91.8		
Total %	0.3	0	49.3	0.7	50.3	0	1.3	26.8	1	29.1	0	2	0	2.6	4.6	0.3	0.3	0.7	14.7	16	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

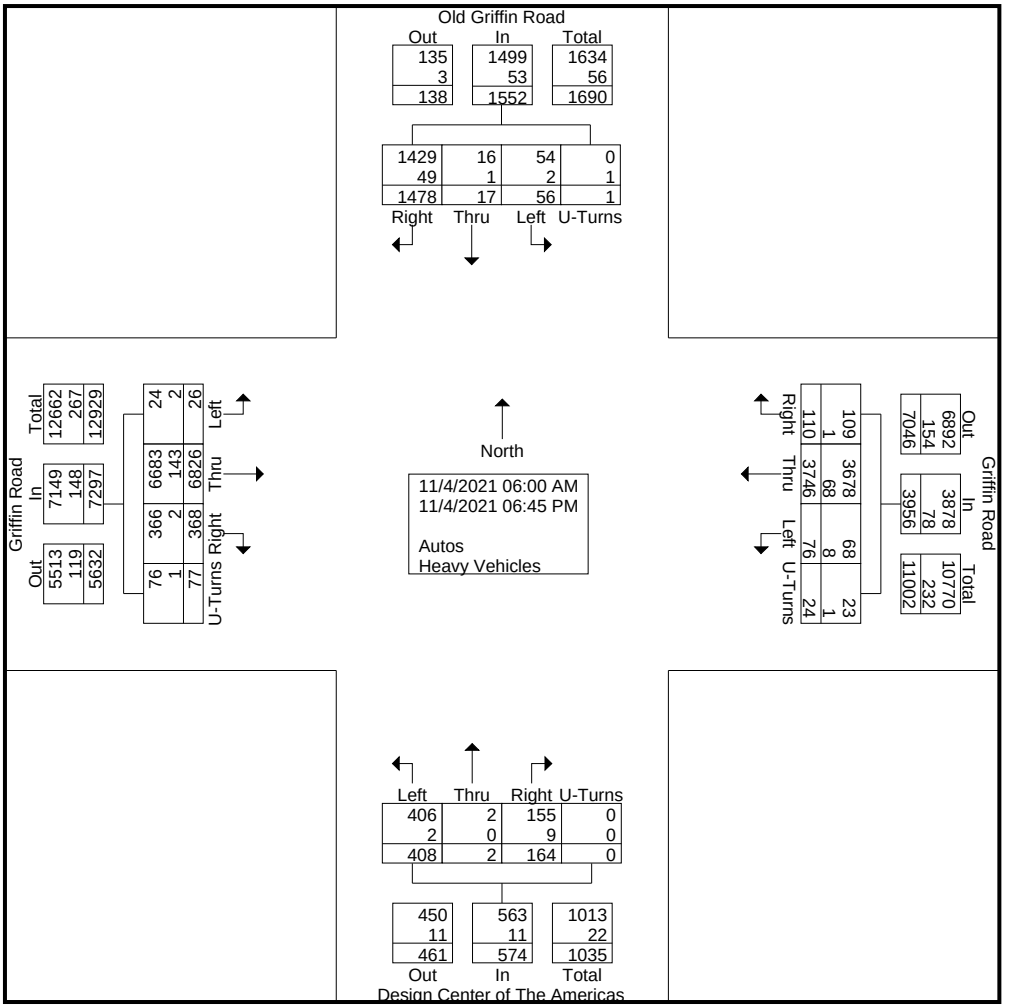
	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Road Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	0	167	0	169	0	1	68	1	70	0	0	0	2	2	0	0	0	21	21	262
06:15 AM	0	0	191	1	192	1	0	90	4	95	0	1	0	0	1	0	1	0	18	19	307
06:30 AM	1	2	223	1	227	1	0	95	1	97	0	0	1	0	1	0	2	0	30	32	357
06:45 AM	2	1	283	1	287	0	0	98	4	102	0	1	0	1	2	0	0	0	29	29	420
Total	5	3	864	3	875	2	1	351	10	364	0	2	1	3	6	0	3	0	98	101	1346
07:00 AM	1	4	246	8	259	0	0	103	3	106	0	2	0	1	3	0	2	0	33	35	403
07:15 AM	1	5	303	13	322	0	3	92	7	102	0	2	0	3	5	0	1	2	36	39	468
07:30 AM	0	1	328	31	360	0	1	95	1	97	0	1	0	1	2	0	2	1	50	53	512
07:45 AM	1	0	361	32	394	0	8	133	5	146	0	2	0	5	7	0	2	0	82	84	631
Total	3	10	1238	84	1335	0	12	423	16	451	0	7	0	10	17	0	7	3	201	211	2014
08:00 AM	1	0	299	38	338	1	3	104	3	111	0	5	0	1	6	0	3	0	64	67	522
08:15 AM	1	0	288	42	331	1	5	133	6	145	0	6	0	1	7	0	2	2	55	59	542
08:30 AM	3	1	312	76	392	2	10	134	3	149	0	9	0	3	12	0	3	2	74	79	632
08:45 AM	5	3	316	81	405	0	13	101	1	115	0	8	0	5	13	0	3	6	37	46	579
Total	10	4	1215	237	1466	4	31	472	13	520	0	28	0	10	38	0	11	10	230	251	2275
*** BREAK ***																					
04:00 PM	2	1	318	4	325	0	2	208	4	214	0	17	0	4	21	0	2	0	102	104	664
04:15 PM	1	0	242	3	246	0	1	204	5	210	0	13	0	10	23	0	3	0	88	91	570
04:30 PM	2	1	309	2	314	1	2	243	5	251	0	23	0	6	29	0	3	1	83	87	681
04:45 PM	1	2	266	8	277	3	7	241	4	255	0	25	0	20	45	1	2	0	109	112	689
Total	6	4	1135	17	1162	4	12	896	18	930	0	78	0	40	118	1	10	1	382	394	2604
05:00 PM	2	2	301	12	317	3	0	234	6	243	0	69	1	23	93	0	5	0	112	117	770
05:15 PM	4	1	281	5	291	2	7	245	8	262	0	58	0	26	84	0	2	0	71	73	710
05:30 PM	10	1	311	3	325	1	1	218	4	224	0	40	0	11	51	0	3	2	59	64	664
05:45 PM	8	0	362	1	371	3	4	230	12	249	0	36	0	16	52	0	4	0	91	95	767
Total	24	4	1255	21	1304	9	12	927	30	978	0	203	1	76	280	0	14	2	333	349	2911
06:00 PM	11	1	302	1	315	2	2	223	8	235	0	33	0	7	40	0	2	0	78	80	670
06:15 PM	2	0	315	0	317	2	1	190	5	198	0	30	0	8	38	0	2	0	67	69	622
06:30 PM	14	0	298	3	315	1	2	137	8	148	0	17	0	6	23	0	4	1	41	46	532
06:45 PM	2	0	204	2	208	0	3	127	2	132	0	10	0	4	14	0	3	0	48	51	405
Total	29	1	1119	6	1155	5	8	677	23	713	0	90	0	25	115	0	11	1	234	246	2229
Grand Total	77	26	6826	368	7297	24	76	3746	110	3956	0	408	2	164	574	1	56	17	1478	1552	13379
Apprch %	1.1	0.4	93.5	5		0.6	1.9	94.7	2.8		0	71.1	0.3	28.6		0.1	3.6	1.1	95.2		
Total %	0.6	0.2	51	2.8	54.5	0.2	0.6	28	0.8	29.6	0	3	0	1.2	4.3	0	0.4	0.1	11	11.6	
Autos	76	24	6683	366	7149	23	68	3678	109	3878	0	406	2	155	563	0	54	16	1429	1499	13089
% Autos	98.7	92.3	97.9	99.5	98	95.8	89.5	98.2	99.1	98	0	99.5	100	94.5	98.1	0	96.4	94.1	96.7	96.6	97.8
Heavy Vehicles	1	2	143	2	148	1	8	68	1	78	0	2	0	9	11	1	2	1	49	53	290
% Heavy Vehicles	1.3	7.7	2.1	0.5	2	4.2	10.5	1.8	0.9	2	0	0.5	0	5.5	1.9	100	3.6	5.9	3.3	3.4	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 2



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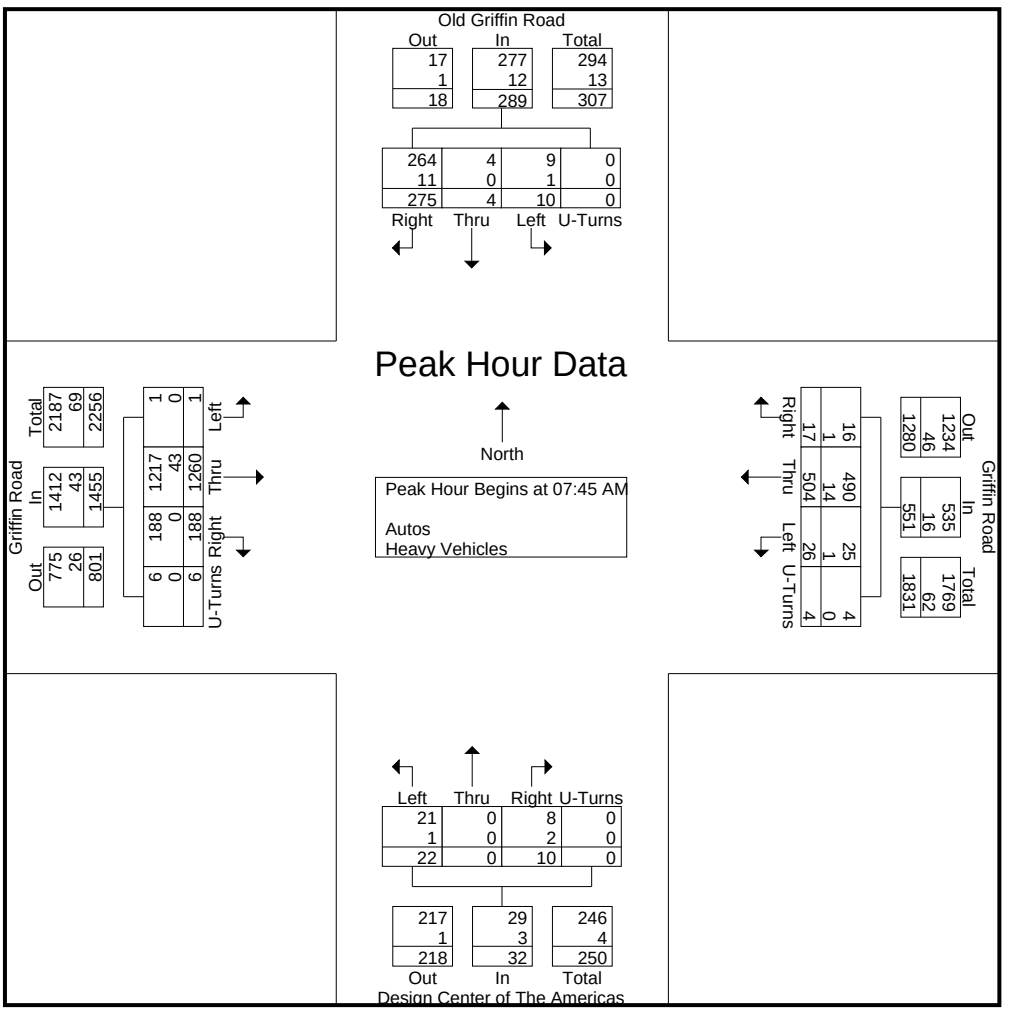
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Road Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	**361**	32	**394**	0	8	133	5	146	0	2	0	**5**	7	0	2	0	**82**	**84**	631
08:00 AM	1	0	299	38	338	1	3	104	3	111	0	5	0	1	6	0	**3**	0	64	67	522
08:15 AM	1	0	288	42	331	1	5	133	**6**	145	0	6	0	1	7	0	2	**2**	55	59	542
08:30 AM	**3**	**1**	312	**76**	392	**2**	**10**	**134**	3	**149**	0	**9**	0	3	**12**	0	3	2	74	79	**632**
Total Volume	6	1	1260	188	1455	4	26	504	17	551	0	22	0	10	32	0	10	4	275	289	2327
% App. Total	0.4	0.1	86.6	12.9		0.7	4.7	91.5	3.1		0	68.8	0	31.2		0	3.5	1.4	95.2		
PHF	.500	.250	.873	.618	.923	.500	.650	.940	.708	.924	.000	.611	.000	.500	.667	.000	.833	.500	.838	.860	.920
Autos	6	1	1217	188	1412	4	25	490	16	535	0	21	0	8	29	0	9	4	264	277	2253
% Autos	100	100	96.6	100	97.0	100	96.2	97.2	94.1	97.1	0	95.5	0	80.0	90.6	0	90.0	100	96.0	95.8	96.8
Heavy Vehicles	0	0	43	0	43	0	1	14	1	16	0	1	0	2	3	0	1	0	11	12	74
% Heavy Vehicles	0	0	3.4	0	3.0	0	3.8	2.8	5.9	2.9	0	4.5	0	20.0	9.4	0	10.0	0	4.0	4.2	3.2



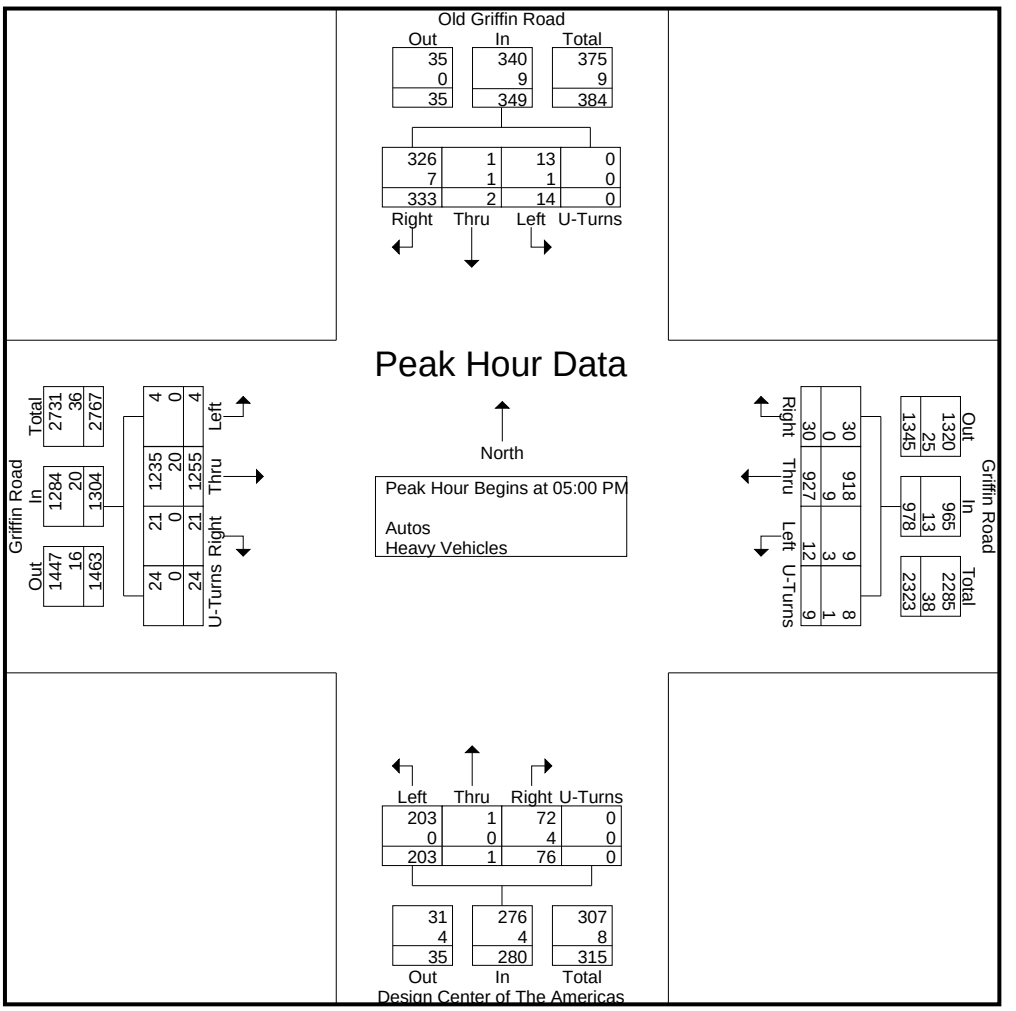
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Road Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	**2**	301	**12**	317	**3**	0	234	6	243	0	**69**	**1**	23	**93**	0	**5**	0	**112**	**117**	**770**
05:15 PM	4	1	281	5	291	2	**7**	**245**	8	**262**	0	58	0	**26**	84	0	2	0	71	73	710
05:30 PM	**10**	1	311	3	325	1	1	218	4	224	0	40	0	11	51	0	3	**2**	59	64	664
05:45 PM	8	0	**362**	1	**371**	3	4	230	**12**	249	0	36	0	16	52	0	4	0	91	95	767
Total Volume	24	4	1255	21	1304	9	12	927	30	978	0	203	1	76	280	0	14	2	333	349	2911
% App. Total	1.8	0.3	96.2	1.6		0.9	1.2	94.8	3.1		0	72.5	0.4	27.1		0	4	0.6	95.4		
PHF	.600	.500	.867	.438	.879	.750	.429	.946	.625	.933	.000	.736	.250	.731	.753	.000	.700	.250	.743	.746	.945
Autos	24	4	1235	21	1284	8	9	918	30	965	0	203	1	72	276	0	13	1	326	340	2865
% Autos	100	100	98.4	100	98.5	88.9	75.0	99.0	100	98.7	0	100	100	94.7	98.6	0	92.9	50.0	97.9	97.4	98.4
Heavy Vehicles	0	0	20	0	20	1	3	9	0	13	0	0	0	4	4	0	1	1	7	9	46
% Heavy Vehicles	0	0	1.6	0	1.5	11.1	25.0	1.0	0	1.3	0	0	0	5.3	1.4	0	7.1	50.0	2.1	2.6	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Road Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	0	6	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	8
06:30 AM	0	1	7	0	8	0	0	4	0	4	0	0	0	0	0	0	0	0	2	2	14
06:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	6
Total	0	1	18	0	19	0	0	8	0	8	0	0	0	0	0	0	0	0	5	5	32
07:00 AM	0	0	7	1	8	0	0	2	0	2	0	0	0	0	0	0	0	0	2	2	12
07:15 AM	0	0	7	0	7	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	9
07:30 AM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	4	4	12
07:45 AM	0	0	10	0	10	0	0	3	0	3	0	0	0	1	1	0	0	0	4	4	18
Total	0	0	28	1	29	0	0	11	0	11	0	0	0	1	1	0	0	0	10	10	51
08:00 AM	0	0	13	0	13	0	1	2	1	4	0	1	0	0	1	0	0	0	2	2	20
08:15 AM	0	0	9	0	9	0	0	3	0	3	0	0	0	1	1	0	0	0	1	1	14
08:30 AM	0	0	11	0	11	0	0	6	0	6	0	0	0	0	0	0	1	0	4	5	22
08:45 AM	0	0	14	0	14	0	1	4	0	5	0	0	0	0	0	0	0	0	1	1	20
Total	0	0	47	0	47	0	2	15	1	18	0	1	0	1	2	0	1	0	8	9	76
*** BREAK ***																					
04:00 PM	0	1	7	0	8	0	1	4	0	5	0	0	0	0	0	0	0	0	5	5	18
04:15 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	1	1	0	0	0	2	2	10
04:30 PM	0	0	8	0	8	0	1	4	0	5	0	0	0	1	1	0	0	0	5	5	19
04:45 PM	0	0	2	1	3	0	1	3	0	4	0	0	0	1	1	1	0	0	3	4	12
Total	0	1	20	1	22	0	3	15	0	18	0	0	0	3	3	1	0	0	15	16	59
05:00 PM	0	0	3	0	3	1	0	3	0	4	0	0	0	2	2	0	0	0	1	1	10
05:15 PM	0	0	5	0	5	0	2	1	0	3	0	0	0	1	1	0	1	0	3	4	13
05:30 PM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	1	1	2	10
05:45 PM	0	0	8	0	8	0	1	1	0	2	0	0	0	1	1	0	0	0	2	2	13
Total	0	0	20	0	20	1	3	9	0	13	0	0	0	4	4	0	1	1	7	9	46
06:00 PM	1	0	3	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	8
06:15 PM	0	0	0	0	0	0	0	5	0	5	0	1	0	0	1	0	0	0	1	1	7
06:30 PM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	6
Total	1	0	10	0	11	0	0	10	0	10	0	1	0	0	1	0	0	0	4	4	26
Grand Total	1	2	143	2	148	1	8	68	1	78	0	2	0	9	11	1	2	1	49	53	290
Apprch %	0.7	1.4	96.6	1.4		1.3	10.3	87.2	1.3		0	18.2	0	81.8		1.9	3.8	1.9	92.5		
Total %	0.3	0.7	49.3	0.7	51	0.3	2.8	23.4	0.3	26.9	0	0.7	0	3.1	3.8	0.3	0.7	0.3	16.9	18.3	

County: 86
Station: 0101
Description: ANGLERS AVE N OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	31	37	24	123	25	23	32	18	98	221
0100	23	16	6	10	55	24	29	25	19	97	152
0200	10	15	8	26	59	21	18	10	6	55	114
0300	29	44	30	25	128	12	9	8	5	34	162
0400	35	40	27	37	139	7	5	6	17	35	174
0500	48	60	45	95	248	15	17	17	30	79	327
0600	80	79	111	135	405	35	38	33	48	154	559
0700	108	161	152	205	626	46	73	88	83	290	916
0800	166	143	143	138	590	68	80	87	83	318	908
0900	132	133	103	108	476	81	103	87	81	352	828
1000	120	109	123	115	467	86	77	73	89	325	792
1100	122	112	153	132	519	79	89	110	87	365	884
1200	115	124	127	132	498	126	123	122	153	524	1022
1300	129	129	143	115	516	140	129	118	113	500	1016
1400	101	117	105	120	443	115	115	135	109	474	917
1500	107	82	112	110	411	115	114	157	124	510	921
1600	104	107	83	87	381	158	139	183	140	620	1001
1700	80	108	96	96	380	197	182	148	140	667	1047
1800	73	80	82	106	341	123	93	86	68	370	711
1900	110	66	79	65	320	73	63	50	53	239	559
2000	61	61	60	49	231	52	57	73	60	242	473
2100	41	48	32	31	152	87	47	51	45	230	382
2200	38	40	37	40	155	46	43	31	32	152	307
2300	38	37	37	25	137	42	40	27	33	142	279
24-Hour Totals:					7800					6872	14672

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	684	830	354	715	996
P.M.	1245	533	1630	702	1245	1073
Daily	715	684	1630	702	1245	1073

Generated by SPS 5.0.49P

County: 86
Station: 0101
Description: ANGLERS AVE N OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	14	14	11	56	26	17	30	28	101	157
0100	18	19	10	7	54	12	20	31	18	81	135
0200	17	13	12	22	64	15	18	10	7	50	114
0300	24	46	6	13	89	5	7	8	5	25	114
0400	52	34	28	31	145	17	10	11	10	48	193
0500	45	54	60	95	254	18	17	24	23	82	336
0600	72	107	96	141	416	35	37	45	54	171	587
0700	139	144	135	183	601	74	83	82	77	316	917
0800	154	150	135	141	580	82	96	85	100	363	943
0900	119	122	100	101	442	96	81	90	86	353	795
1000	115	115	120	95	445	90	86	90	87	353	798
1100	115	138	119	123	495	86	87	97	107	377	872
1200	126	111	122	127	486	149	143	111	119	522	1008
1300	133	130	129	129	521	169	140	117	152	578	1099
1400	111	115	124	138	488	136	122	145	79	482	970
1500	108	98	114	96	416	139	137	151	149	576	992
1600	109	102	119	98	428	163	131	187	150	631	1059
1700	104	76	102	94	376	184	202	172	149	707	1083
1800	94	101	80	89	364	136	78	86	65	365	729
1900	85	66	77	83	311	71	64	47	47	229	540
2000	89	52	64	62	267	54	60	71	66	251	518
2100	33	39	45	38	155	87	46	60	48	241	396
2200	31	31	39	38	139	47	36	29	56	168	307
2300	41	34	59	35	169	45	38	31	30	144	313
24-Hour Totals:					7761					7214	14975

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	622	815	377	745	962
P.M.	1300	521	1630	723	1630	1120
Daily	730	622	1630	723	1630	1120

Generated by SPS 5.0.49P

County: 86
Station: 0101
Description: ANGLERS AVE N OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	26	17	24	24	91	38	24	23	25	110	201
0100	17	22	20	7	66	20	24	21	21	86	152
0200	12	17	17	27	73	10	24	14	10	58	131
0300	30	34	29	32	125	14	13	11	8	46	171
0400	32	45	41	42	160	10	4	9	17	40	200
0500	47	59	69	77	252	12	14	21	27	74	326
0600	93	96	121	147	457	42	50	45	56	193	650
0700	110	144	161	178	593	45	82	77	70	274	867
0800	117	136	122	123	498	80	104	68	92	344	842
0900	122	119	111	110	462	101	101	98	77	377	839
1000	112	119	117	109	457	76	72	94	106	348	805
1100	115	122	113	121	471	97	100	103	100	400	871
1200	106	122	123	129	480	129	104	148	126	507	987
1300	128	132	129	136	525	167	121	150	108	546	1071
1400	92	121	104	112	429	135	118	154	134	541	970
1500	109	110	93	104	416	150	124	164	157	595	1011
1600	94	91	99	110	394	201	126	184	175	686	1080
1700	95	108	90	93	386	207	151	166	141	665	1051
1800	82	95	87	87	351	135	103	88	91	417	768
1900	82	73	111	66	332	75	60	71	64	270	602
2000	63	61	54	41	219	79	59	77	68	283	502
2100	34	55	44	42	175	87	57	61	42	247	422
2200	46	42	51	35	174	63	41	53	60	217	391
2300	31	32	31	30	124	45	41	43	19	148	272
24-Hour Totals:					7710					7472	15182

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	600	845	392	730	923
P.M.	1300	525	1630	717	1630	1129
Daily	715	600	1630	717	1630	1129

Generated by SPS 5.0.49P

County: 86
Station: 0105
Description: ANGLER AVE S OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	16	14	9	52	15	11	10	10	46	98
0100	12	11	4	2	29	10	7	4	9	30	59
0200	9	7	7	10	33	1	5	3	3	12	45
0300	8	9	11	11	39	7	4	10	8	29	68
0400	20	9	19	19	67	3	12	10	15	40	107
0500	30	34	34	41	139	19	25	21	33	98	237
0600	41	58	72	72	243	28	38	48	61	175	418
0700	89	121	125	130	465	69	87	88	129	373	838
0800	128	134	132	114	508	101	102	112	132	447	955
0900	97	96	86	104	383	99	109	100	79	387	770
1000	85	70	109	93	357	106	79	94	93	372	729
1100	97	89	115	93	394	108	112	108	108	436	830
1200	121	109	110	97	437	115	123	107	133	478	915
1300	115	114	102	108	439	126	112	111	97	446	885
1400	105	96	124	117	442	112	117	108	118	455	897
1500	128	103	112	138	481	111	126	117	110	464	945
1600	152	160	156	145	613	129	128	142	156	555	1168
1700	196	169	157	157	679	158	171	166	142	637	1316
1800	140	123	143	133	539	144	129	110	97	480	1019
1900	170	91	63	67	391	88	94	59	57	298	689
2000	85	72	67	49	273	48	45	52	59	204	477
2100	57	38	37	34	166	51	31	46	29	157	323
2200	33	26	23	16	98	31	38	18	25	112	210
2300	18	16	19	11	64	17	11	14	14	56	120
24-Hour Totals:					7331					6787	14118

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	524	830	452	745	968
P.M.	1700	679	1645	651	1645	1318
Daily	1700	679	1645	651	1645	1318

Generated by SPS 5.0.49P

County: 86
Station: 0105
Description: ANGLER AVE S OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	19	12	5	47	19	10	10	6	45	92
0100	10	11	8	3	32	3	4	7	5	19	51
0200	5	8	9	4	26	6	4	6	6	22	48
0300	10	10	11	11	42	8	0	12	7	27	69
0400	15	8	26	16	65	4	12	20	13	49	114
0500	30	32	37	40	139	20	22	20	38	100	239
0600	45	52	70	75	242	29	39	54	67	189	431
0700	108	107	119	140	474	71	81	83	104	339	813
0800	113	123	128	124	488	101	99	99	124	423	911
0900	89	87	101	70	347	108	84	90	82	364	711
1000	83	86	85	85	339	105	107	90	117	419	758
1100	97	89	96	103	385	112	92	104	134	442	827
1200	114	92	93	103	402	125	130	112	138	505	907
1300	137	103	135	109	484	132	109	129	126	496	980
1400	112	133	114	121	480	134	117	122	115	488	968
1500	133	106	145	120	504	115	129	147	148	539	1043
1600	156	145	169	141	611	151	157	147	153	608	1219
1700	214	179	175	153	721	160	157	178	170	665	1386
1800	161	151	109	100	521	149	121	97	105	472	993
1900	126	77	91	63	357	97	107	85	48	337	694
2000	72	72	44	52	240	69	50	47	50	216	456
2100	53	43	43	47	186	35	41	38	38	152	338
2200	26	32	16	23	97	34	23	27	20	104	201
2300	20	20	29	20	89	23	21	21	17	82	171
24-Hour Totals:					7318					7102	14420

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	504	815	430	800	911
P.M.	1700	721	1700	665	1700	1386
Daily	1700	721	1700	665	1700	1386

Generated by SPS 5.0.49P

County: 86
Station: 0105
Description: ANGLER AVE S OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	19	11	11	72	14	8	6	10	38	110
0100	15	9	7	5	36	10	6	8	5	29	65
0200	12	3	4	8	27	6	8	10	3	27	54
0300	9	9	20	14	52	8	5	6	7	26	78
0400	10	12	22	22	66	5	16	17	17	55	121
0500	27	31	41	30	129	23	19	21	29	92	221
0600	44	55	72	66	237	24	34	41	61	160	397
0700	94	101	117	122	434	68	79	89	94	330	764
0800	118	120	107	104	449	108	87	94	109	398	847
0900	83	89	97	77	346	106	111	81	99	397	743
1000	82	103	90	83	358	84	87	101	96	368	726
1100	105	103	114	132	454	96	115	101	139	451	905
1200	111	125	128	132	496	127	115	129	143	514	1010
1300	155	128	132	134	549	127	127	136	127	517	1066
1400	126	144	111	131	512	132	114	115	115	476	988
1500	143	122	125	126	516	130	128	129	155	542	1058
1600	132	120	137	119	508	139	154	133	131	557	1065
1700	190	154	135	135	614	156	165	158	142	621	1235
1800	177	110	81	99	467	132	132	101	107	472	939
1900	85	88	65	64	302	95	79	99	74	347	649
2000	71	61	57	55	244	73	44	45	50	212	456
2100	36	58	36	30	160	30	37	41	33	141	301
2200	27	24	32	22	105	34	36	28	30	128	233
2300	26	20	18	20	84	17	17	21	10	65	149
24-Hour Totals:					7217					6963	14180

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	477	830	420	730	855
P.M.	1700	614	1700	621	1700	1235
Daily	1700	614	1700	621	1700	1235

Generated by SPS 5.0.49P

County: 86
Station: 0107
Description: GRIFFIN RD W OF ANGLERS AVE
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	36	37	28	20	121	44	43	40	43	170	291
0100	26	20	15	20	81	41	26	18	14	99	180
0200	19	15	11	10	55	22	17	13	13	65	120
0300	17	23	22	29	91	10	21	19	18	68	159
0400	16	20	27	55	118	18	13	29	34	94	212
0500	48	62	67	89	266	39	43	56	86	224	490
0600	111	144	200	244	699	87	113	128	118	446	1145
0700	274	315	375	363	1327	113	192	221	271	797	2124
0800	344	351	331	330	1356	215	235	225	246	921	2277
0900	282	253	289	247	1071	246	238	188	227	899	1970
1000	270	254	250	254	1028	204	209	238	200	851	1879
1100	248	231	254	269	1002	186	228	237	238	889	1891
1200	242	247	247	247	983	248	268	274	257	1047	2030
1300	250	220	266	234	970	252	255	242	244	993	1963
1400	244	265	235	247	991	224	289	301	246	1060	2051
1500	260	247	254	255	1016	314	295	345	325	1279	2295
1600	270	294	231	245	1040	367	327	343	425	1462	2502
1700	289	251	307	291	1138	385	517	486	376	1764	2902
1800	250	241	217	176	884	366	309	313	268	1256	2140
1900	207	178	160	164	709	374	230	223	184	1011	1720
2000	159	159	152	128	598	160	164	137	149	610	1208
2100	141	118	115	98	472	126	135	121	101	483	955
2200	102	110	81	60	353	97	87	89	79	352	705
2300	47	60	41	43	191	75	67	96	54	292	483
24-Hour Totals:					16560					17132	33692

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1433	830	955	730	2375
P.M.	1700	1138	1645	1813	1645	2905
Daily	730	1433	1645	1813	1645	2905

Generated by SPS 5.0.49P

County: 86
Station: 0107
Description: GRIFFIN RD W OF ANGLERS AVE
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	41	32	31	28	132	52	34	36	40	162	294
0100	17	28	20	19	84	34	34	32	17	117	201
0200	16	17	13	16	62	16	24	17	12	69	131
0300	17	21	26	24	88	17	21	6	26	70	158
0400	18	26	34	53	131	21	22	36	34	113	244
0500	53	66	81	108	308	33	40	70	82	225	533
0600	114	150	199	248	711	85	128	139	126	478	1189
0700	268	310	385	375	1338	202	154	204	233	793	2131
0800	350	341	346	331	1368	225	231	203	226	885	2253
0900	302	272	273	246	1093	238	201	220	233	892	1985
1000	265	248	243	245	1001	197	211	210	192	810	1811
1100	244	237	257	267	1005	206	238	222	249	915	1920
1200	269	263	268	263	1063	251	223	248	236	958	2021
1300	266	247	266	257	1036	259	216	258	260	993	2029
1400	243	246	246	241	976	242	280	304	269	1095	2071
1500	251	240	274	263	1028	299	276	328	318	1221	2249
1600	275	276	246	256	1053	399	436	456	457	1748	2801
1700	308	279	308	288	1183	437	415	495	460	1807	2990
1800	262	259	229	192	942	413	329	324	242	1308	2250
1900	233	191	169	166	759	300	201	200	151	852	1611
2000	175	158	163	139	635	168	145	149	130	592	1227
2100	139	131	123	116	509	170	143	127	130	570	1079
2200	104	107	89	73	373	95	95	79	89	358	731
2300	63	70	57	51	241	129	114	104	65	412	653
24-Hour Totals:					17119					17443	34562

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1451	815	898	730	2344
P.M.	1700	1183	1700	1807	1700	2990
Daily	730	1451	1700	1807	1700	2990

Generated by SPS 5.0.49P

County: 86
Station: 0107
Description: GRIFFIN RD W OF ANGLERS AVE
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	42	38	32	22	134	56	58	35	34	183	317
0100	17	26	20	19	82	40	29	32	21	122	204
0200	16	14	12	17	59	20	18	11	20	69	128
0300	20	22	28	20	90	23	13	26	22	84	174
0400	19	27	45	51	142	20	26	33	38	117	259
0500	58	67	85	113	323	38	48	78	85	249	572
0600	129	171	224	253	777	99	146	132	120	497	1274
0700	301	358	370	380	1409	171	165	206	233	775	2184
0800	380	351	356	328	1415	224	250	235	257	966	2381
0900	278	281	260	258	1077	238	195	224	219	876	1953
1000	260	249	249	247	1005	203	225	205	189	822	1827
1100	238	246	263	255	1002	217	238	230	249	934	1936
1200	260	265	249	241	1015	221	257	248	240	966	1981
1300	250	264	256	258	1028	244	228	243	260	975	2003
1400	245	237	236	262	980	253	254	279	287	1073	2053
1500	223	251	243	267	984	271	307	329	297	1204	2188
1600	226	243	276	230	975	332	390	312	378	1412	2387
1700	285	265	303	295	1148	400	469	483	388	1740	2888
1800	248	227	218	170	863	435	352	335	309	1431	2294
1900	185	150	154	156	645	330	207	236	187	960	1605
2000	139	148	122	128	537	162	119	161	122	564	1101
2100	96	92	110	84	382	96	135	98	84	413	795
2200	89	78	72	60	299	77	82	87	78	324	623
2300	52	55	72	63	242	84	81	122	83	370	612
24-Hour Totals:					16613					17126	33739

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1488	815	980	745	2409
P.M.	1700	1148	1715	1775	1700	2888
Daily	715	1488	1715	1775	1700	2888

Generated by SPS 5.0.49P

County: 86
Station: 0201
Description: I-95 SB OFF RAMP N OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	40	36	30	34	140
0100	26	33	20	16	95
0200	12	16	16	17	61
0300	18	19	19	14	70
0400	25	33	37	31	126
0500	31	43	48	47	169
0600	56	74	104	124	358
0700	149	140	160	185	634
0800	195	186	212	212	805
0900	197	184	161	167	709
1000	171	158	156	170	655
1100	150	191	187	179	707
1200	159	171	166	171	667
1300	155	191	196	178	720
1400	166	183	177	150	676
1500	144	208	171	220	743
1600	181	198	187	207	773
1700	191	220	216	202	829
1800	211	187	192	129	719
1900	157	146	132	109	544
2000	104	108	93	87	392
2100	73	78	94	65	310
2200	62	56	58	43	219
2300	49	66	58	66	239
24-Hour Totals:					11360

Peak Volume Information

	Hour	Volume
A.M.	815	807
P.M.	1715	849
Daily	1715	849

Truck Percentage	9.25	NaN	9.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	27	7448	2834	113	621	72	36	111	79	11	4	1	3	0	0	1051	11360

Generated by SPS 5.0.49P

County: 86
Station: 0201
Description: I-95 SB OFF RAMP N OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	45	42	36	39	162
0100	39	36	16	16	107
0200	14	19	20	23	76
0300	22	29	28	15	94
0400	33	34	45	30	142
0500	35	48	41	52	176
0600	51	88	120	135	394
0700	139	148	161	215	663
0800	197	189	233	232	851
0900	182	184	157	161	684
1000	161	148	157	169	635
1100	176	174	177	180	707
1200	156	170	166	179	671
1300	149	173	175	170	667
1400	156	163	177	189	685
1500	204	168	199	176	747
1600	184	180	192	243	799
1700	224	236	247	252	959
1800	225	217	221	163	826
1900	178	176	140	101	595
2000	115	112	95	103	425
2100	82	68	76	69	295
2200	77	71	46	65	259
2300	46	60	44	35	185
24-Hour Totals:					11804

Peak Volume Information

	Hour	Volume
A.M.	800	851
P.M.	1715	960
Daily	1715	960

Truck Percentage	11.80	NaN	11.80

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	45	6789	3577	129	931	64	45	130	72	12	1	0	9	0	0	1393	11804

Generated by SPS 5.0.49P

County: 86
Station: 0201
Description: I-95 SB OFF RAMP N OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	29	19	28	13	89
0100	25	24	14	10	73
0200	10	9	9	14	42
0300	11	12	12	16	51
0400	29	29	28	21	107
0500	40	56	45	65	206
0600	65	96	112	157	430
0700	130	153	152	190	625
0800	178	186	187	210	761
0900	179	161	168	176	684
1000	164	151	164	169	648
1100	163	151	196	184	694
1200	185	171	156	193	705
1300	173	154	159	141	627
1400	145	148	150	160	603
1500	120	147	135	196	598
1600	223	260	228	234	945
1700	218	247	253	275	993
1800	283	255	144	155	837
1900	164	154	135	129	582
2000	133	83	92	106	414
2100	88	83	85	74	330
2200	66	62	65	83	276
2300	58	83	53	50	244
24-Hour Totals:					11564

Peak Volume Information

	Hour	Volume
A.M.	815	762
P.M.	1730	1066
Daily	1730	1066

Truck Percentage	10.77	NaN	10.77

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	26	6857	3436	106	863	83	42	90	48	5	1	0	7	0	0	1245	11564

Generated by SPS 5.0.49P

County: 86
Station: 0203
Description: GRIFFN RD E OF I-95 SB RAMPS
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	27	38	43	31	139	100	70	70	79	319	458
0100	21	19	24	18	82	71	60	39	27	197	279
0200	16	17	19	15	67	28	19	33	25	105	172
0300	8	22	17	13	60	28	49	40	47	164	224
0400	28	22	28	52	130	43	58	50	79	230	360
0500	59	85	88	79	311	79	81	100	145	405	716
0600	106	146	173	233	658	146	176	204	198	724	1382
0700	253	317	290	313	1173	234	214	258	319	1025	2198
0800	263	331	364	309	1267	304	270	270	296	1140	2407
0900	295	292	303	231	1121	242	224	219	221	906	2027
1000	221	265	273	248	1007	200	190	213	252	855	1862
1100	264	261	258	288	1071	260	254	250	292	1056	2127
1200	276	282	221	304	1083	265	254	269	293	1081	2164
1300	232	280	246	303	1061	286	312	281	317	1196	2257
1400	261	282	323	296	1162	255	327	316	310	1208	2370
1500	320	285	256	303	1164	291	339	321	301	1252	2416
1600	276	273	275	328	1152	357	299	341	427	1424	2576
1700	260	403	318	342	1323	418	452	488	377	1735	3058
1800	317	279	291	191	1078	369	310	323	256	1258	2336
1900	207	232	189	202	830	239	259	255	180	933	1763
2000	177	153	143	170	643	173	198	178	171	720	1363
2100	155	136	107	141	539	195	130	140	143	608	1147
2200	101	71	119	70	361	134	151	150	131	566	927
2300	54	39	53	31	177	135	183	156	105	579	756
24-Hour Totals:					17659					19686	37345

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1299	745	1163	745	2434
P.M.	1715	1380	1645	1785	1645	3094
Daily	1715	1380	1645	1785	1645	3094

Generated by SPS 5.0.49P

County: 86
Station: 0203
Description: GRIFFN RD E OF I-95 SB RAMPS
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	45	43	43	30	161	103	102	73	74	352	513
0100	25	24	23	24	96	48	51	70	45	214	310
0200	24	30	22	10	86	28	22	33	33	116	202
0300	17	14	33	25	89	39	50	49	43	181	270
0400	56	45	81	64	246	42	57	64	61	224	470
0500	69	73	72	113	327	75	83	108	123	389	716
0600	110	128	163	220	621	144	176	194	200	714	1335
0700	233	277	316	365	1191	232	213	239	263	947	2138
0800	286	329	390	328	1333	276	240	216	226	958	2291
0900	323	287	229	304	1143	202	200	214	209	825	1968
1000	230	228	266	232	956	189	228	192	266	875	1831
1100	271	242	262	258	1033	227	243	245	224	939	1972
1200	292	254	322	273	1141	270	275	247	324	1116	2257
1300	301	303	282	290	1176	264	291	301	255	1111	2287
1400	249	290	255	245	1039	270	256	246	305	1077	2116
1500	261	275	282	285	1103	266	274	346	301	1187	2290
1600	307	289	287	328	1211	338	392	342	384	1456	2667
1700	342	323	354	330	1349	407	465	352	440	1664	3013
1800	279	313	233	212	1037	380	313	303	290	1286	2323
1900	219	226	197	191	833	286	207	253	201	947	1780
2000	171	166	150	146	633	189	219	187	188	783	1416
2100	177	148	125	118	568	182	193	171	182	728	1296
2200	112	104	93	115	424	159	160	147	126	592	1016
2300	85	53	51	45	234	154	142	109	99	504	738
24-Hour Totals:					18030					19185	37215

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1370	730	1018	745	2365
P.M.	1700	1349	1700	1664	1700	3013
Daily	745	1370	1700	1664	1700	3013

Generated by SPS 5.0.49P

County: 86
Station: 0203
Description: GRIFFN RD E OF I-95 SB RAMPS
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	39	37	33	140	113	95	80	67	355	495
0100	30	17	20	22	89	80	62	53	39	234	323
0200	13	22	37	10	82	24	26	41	42	133	215
0300	8	14	24	29	75	49	39	49	44	181	256
0400	25	31	56	42	154	50	50	64	67	231	385
0500	59	76	87	97	319	85	79	120	135	419	738
0600	98	151	169	204	622	159	165	227	206	757	1379
0700	230	279	296	315	1120	214	222	232	304	972	2092
0800	277	268	374	312	1231	254	249	258	282	1043	2274
0900	283	286	305	205	1079	229	207	206	256	898	1977
1000	282	273	256	240	1051	198	242	234	270	944	1995
1100	282	255	288	277	1102	229	236	239	231	935	2037
1200	305	282	303	290	1180	294	267	282	270	1113	2293
1300	298	268	323	346	1235	251	296	295	236	1078	2313
1400	337	326	319	289	1271	270	260	329	291	1150	2421
1500	296	275	342	290	1203	289	308	323	300	1220	2423
1600	261	321	323	273	1178	366	375	333	388	1462	2640
1700	310	312	286	261	1169	377	405	399	412	1593	2762
1800	310	218	275	228	1031	381	374	317	333	1405	2436
1900	276	240	219	181	916	239	229	193	217	878	1794
2000	182	175	186	179	722	203	187	165	172	727	1449
2100	149	170	158	122	599	149	154	140	141	584	1183
2200	121	99	93	76	389	128	135	109	109	481	870
2300	86	80	60	41	267	134	115	113	126	488	755
24-Hour Totals:					18224					19281	37505

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1255	745	1065	745	2299
P.M.	1330	1332	1715	1597	1715	2766
Daily	1330	1332	1715	1597	1715	2766

Generated by SPS 5.0.49P

County: 86
Station: 0205
Description: I-95 SB ON RAMP S OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	80	77	42	40	239
0100	60	43	26	22	151
0200	31	16	18	18	83
0300	16	17	25	16	74
0400	24	24	36	37	121
0500	53	51	37	58	199
0600	72	113	113	148	446
0700	194	208	188	199	789
0800	201	209	266	193	869
0900	216	194	186	138	734
1000	161	170	194	181	706
1100	158	170	175	179	682
1200	175	190	236	205	806
1300	190	204	205	213	812
1400	192	217	229	217	855
1500	223	236	265	228	952
1600	250	276	280	319	1125
1700	291	353	292	275	1211
1800	284	226	183	151	844
1900	195	157	167	149	668
2000	140	128	150	123	541
2100	127	101	104	99	431
2200	99	130	179	152	560
2300	161	148	139	93	541
24-Hour Totals:					14439

Peak Volume Information

	Hour	Volume
A.M.	815	884
P.M.	1645	1255
Daily	1645	1255

Truck Percentage 5.10 NaN 5.10

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	22	10980	2700	159	386	45	3	73	64	1	0	0	6	0	0	737	14439

Generated by SPS 5.0.49P

County: 86
Station: 0205
Description: I-95 SB ON RAMP S OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	129	101	82	85	397
0100	91	91	55	51	288
0200	34	20	27	23	104
0300	23	38	29	28	118
0400	38	38	67	67	210
0500	74	78	75	66	293
0600	83	110	149	140	482
0700	196	176	190	218	780
0800	205	193	217	183	798
0900	168	167	183	154	672
1000	185	203	190	153	731
1100	182	184	183	183	732
1200	226	175	192	187	780
1300	209	190	175	196	770
1400	216	257	225	215	913
1500	230	235	293	183	941
1600	226	278	243	270	1017
1700	292	332	279	255	1158
1800	271	205	198	161	835
1900	187	140	198	133	658
2000	189	139	146	112	586
2100	166	134	122	116	538
2200	132	121	126	145	524
2300	131	107	129	129	496
24-Hour Totals:					14821

Peak Volume Information

	Hour	Volume
A.M.	745	833
P.M.	1645	1173
Daily	1645	1173

Truck Percentage	5.47	NaN	5.47

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	19	11347	2645	150	416	42	0	68	130	3	0	0	1	0	0	810	14821

Generated by SPS 5.0.49P

County: 86
Station: 0205
Description: I-95 SB ON RAMP S OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	116	77	62	55	310
0100	50	59	70	47	226
0200	41	40	36	26	143
0300	24	17	22	29	92
0400	28	32	35	45	140
0500	58	59	61	72	250
0600	74	97	105	148	424
0700	187	187	157	167	698
0800	178	203	214	151	746
0900	156	178	180	137	651
1000	172	156	170	186	684
1100	156	203	193	154	706
1200	220	208	183	206	817
1300	216	191	254	187	848
1400	224	231	220	208	883
1500	245	219	223	213	900
1600	238	244	210	268	960
1700	279	289	281	271	1120
1800	223	201	210	146	780
1900	171	138	198	156	663
2000	143	163	108	153	567
2100	147	137	132	132	548
2200	140	104	127	104	475
2300	148	101	99	113	461
24-Hour Totals:					14092

Peak Volume Information

	Hour	Volume
A.M.	745	762
P.M.	1700	1120
Daily	1700	1120

Truck Percentage	4.26	NaN	4.26

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	11	10997	2484	135	348	29	0	39	45	1	0	0	3	0	0	600	14092

Generated by SPS 5.0.49P

County: 86
Station: 0207
Description: GRIFFIN RD W OF I-95 SB RAMPS
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	59	62	59	45	225	62	47	48	53	210	435
0100	45	51	44	37	177	42	38	24	22	126	303
0200	37	37	24	18	116	21	23	24	23	91	207
0300	32	28	31	35	126	27	43	30	42	142	268
0400	25	25	43	75	168	40	44	34	66	184	352
0500	68	92	110	110	380	85	82	109	148	424	804
0600	150	185	187	224	746	131	165	201	259	756	1502
0700	239	376	431	383	1429	223	253	252	336	1064	2493
0800	397	391	394	358	1540	301	290	272	294	1157	2697
0900	336	305	331	317	1289	323	249	259	269	1100	2389
1000	315	305	304	308	1232	244	279	273	298	1094	2326
1100	305	274	325	334	1238	262	329	317	338	1246	2484
1200	353	326	334	346	1359	262	345	295	316	1218	2577
1300	370	326	374	329	1399	312	377	302	361	1352	2751
1400	316	339	320	337	1312	256	349	323	342	1270	2582
1500	351	314	354	370	1389	319	340	372	315	1346	2735
1600	406	407	426	357	1596	387	352	306	448	1493	3089
1700	440	433	400	378	1651	297	445	417	384	1543	3194
1800	353	309	283	241	1186	452	371	366	301	1490	2676
1900	272	253	221	216	962	240	263	253	262	1018	1980
2000	215	214	244	205	878	181	206	186	173	746	1624
2100	202	172	153	140	667	180	139	154	134	607	1274
2200	139	144	128	89	500	131	142	143	102	518	1018
2300	100	97	71	66	334	87	129	127	74	417	751
24-Hour Totals:					21899					20612	42511

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1602	745	1199	730	2781
P.M.	1630	1656	1715	1698	1715	3262
Daily	1630	1656	1715	1698	1715	3262

Truck Percentage 5.68 3.62 4.68

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	112	17842	2701	176	540	282	87	93	38	24	2	2	0	0	0	1244	21899
W	201	17775	1890	97	307	80	113	67	24	11	3	0	44	0	0	746	20612

Generated by SPS 5.0.49P

County: 86
Station: 0207
Description: GRIFFIN RD W OF I-95 SB RAMPS
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	82	53	72	56	263	69	71	55	45	240	503
0100	42	46	54	31	173	33	32	48	37	150	323
0200	36	33	19	21	109	18	17	26	38	99	208
0300	29	29	45	16	119	29	53	44	42	168	287
0400	44	38	41	55	178	39	68	57	64	228	406
0500	77	83	105	116	381	80	94	119	130	423	804
0600	151	169	214	248	782	161	150	195	219	725	1507
0700	308	414	414	385	1521	216	255	254	328	1053	2574
0800	381	382	353	386	1502	264	329	258	270	1121	2623
0900	328	362	401	342	1433	279	245	230	263	1017	2450
1000	281	301	277	310	1169	201	282	242	277	1002	2171
1100	287	258	319	301	1165	307	290	288	283	1168	2333
1200	396	354	316	344	1410	311	301	313	337	1262	2672
1300	412	352	400	354	1518	287	303	340	305	1235	2753
1400	363	387	386	344	1480	270	358	286	344	1258	2738
1500	372	414	360	384	1530	293	298	362	329	1282	2812
1600	384	381	406	382	1553	308	424	393	385	1510	3063
1700	414	421	376	412	1623	393	436	378	433	1640	3263
1800	417	316	293	240	1266	414	351	332	317	1414	2680
1900	302	263	250	193	1008	286	252	246	232	1016	2024
2000	208	203	206	205	822	237	212	191	190	830	1652
2100	205	177	164	178	724	154	180	177	156	667	1391
2200	140	118	127	137	522	158	159	132	124	573	1095
2300	122	96	93	99	410	100	84	79	64	327	737
24-Hour Totals:					22661					20408	43069

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1594	745	1179	730	2737
P.M.	1715	1626	1715	1661	1715	3287
Daily	1715	1626	1715	1661	1715	3287

Truck Percentage 5.31 4.09 4.73

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	121	18436	2900	206	497	286	66	92	38	18	1	0	0	0	0	1204	22661
W	185	17415	1974	141	346	85	118	53	20	24	1	0	46	0	0	834	20408

Generated by SPS 5.0.49P

County: 86
Station: 0207
Description: GRIFFIN RD W OF I-95 SB RAMPS
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	92	68	57	49	266	70	58	55	42	225	491
0100	54	52	41	42	189	46	39	26	30	141	330
0200	28	39	27	31	125	24	20	27	30	101	226
0300	31	25	38	32	126	36	40	51	35	162	288
0400	37	31	50	61	179	56	70	59	61	246	425
0500	73	71	115	110	369	98	68	119	137	422	791
0600	152	192	230	219	793	157	188	206	236	787	1580
0700	298	332	362	370	1362	231	258	269	313	1071	2433
0800	340	372	322	364	1398	295	276	253	295	1119	2517
0900	329	298	336	334	1297	248	234	250	273	1005	2302
1000	245	309	293	365	1212	202	292	258	309	1061	2273
1100	276	288	327	318	1209	275	286	299	290	1150	2359
1200	316	342	351	341	1350	351	291	362	346	1350	2700
1300	379	335	379	328	1421	288	366	324	344	1322	2743
1400	358	345	366	375	1444	293	300	367	361	1321	2765
1500	367	378	346	372	1463	326	357	369	333	1385	2848
1600	432	340	379	420	1571	383	395	383	387	1548	3119
1700	426	350	396	390	1562	381	456	440	451	1728	3290
1800	389	315	325	282	1311	409	377	445	365	1596	2907
1900	291	228	245	212	976	287	258	246	223	1014	1990
2000	246	214	206	188	854	206	209	190	178	783	1637
2100	202	159	186	164	711	171	172	155	156	654	1365
2200	173	138	157	128	596	85	133	103	107	428	1024
2300	110	96	38	48	292	107	104	71	80	362	654
24-Hour Totals:					22076					20981	43057

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1444	730	1153	730	2597
P.M.	1645	1592	1715	1756	1700	3290
Daily	1645	1592	1715	1756	1700	3290

Truck Percentage 5.49 3.48 4.51

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	99	17938	2827	194	520	291	65	85	35	19	3	0	0	0	0	1212	22076
W	161	17994	2096	81	329	82	102	52	25	10	4	0	45	0	0	730	20981

Generated by SPS 5.0.49P

County: 86
Station: 0301
Description: I-95 NB ON RAMP N OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	67	53	42	48	210
0100	40	41	27	31	139
0200	22	23	7	13	65
0300	27	25	11	12	75
0400	29	37	72	61	199
0500	37	42	37	57	173
0600	50	90	93	86	319
0700	113	141	156	125	535
0800	142	139	168	146	595
0900	134	150	148	138	570
1000	111	144	154	144	553
1100	153	199	159	144	655
1200	134	188	192	171	685
1300	147	155	149	175	626
1400	198	146	195	160	699
1500	151	171	154	200	676
1600	212	189	227	177	805
1700	257	238	225	194	914
1800	205	155	101	135	596
1900	161	157	111	91	520
2000	113	103	97	78	391
2100	72	85	65	56	278
2200	68	55	58	57	238
2300	42	68	48	47	205
24-Hour Totals:					10721

Peak Volume Information

	Hour	Volume
A.M.	830	598
P.M.	1700	914
Daily	1700	914

Truck Percentage	6.82	NaN	6.82

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	21	8095	1874	106	360	67	2	68	105	17	1	0	5	0	0	731	10721

Generated by SPS 5.0.49P

County: 86
Station: 0301
Description: I-95 NB ON RAMP N OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	49	44	42	47	182
0100	44	41	34	19	138
0200	26	30	32	29	117
0300	30	26	31	29	116
0400	31	32	35	31	129
0500	30	32	43	55	160
0600	61	80	110	143	394
0700	134	149	164	153	600
0800	143	141	153	138	575
0900	147	132	134	137	550
1000	130	121	150	151	552
1100	158	121	126	153	558
1200	148	154	169	137	608
1300	133	154	176	174	637
1400	159	192	211	149	711
1500	223	171	201	180	775
1600	206	192	214	171	783
1700	211	229	186	155	781
1800	170	137	125	121	553
1900	145	120	104	124	493
2000	115	111	111	119	456
2100	103	69	60	66	298
2200	72	59	66	35	232
2300	59	77	63	37	236
24-Hour Totals:					10634

Peak Volume Information

	Hour	Volume
A.M.	715	609
P.M.	1630	825
Daily	1630	825

Truck Percentage	7.28	NaN	7.28

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	34	7856	1970	108	366	81	4	82	119	9	0	0	5	0	0	774	10634

Generated by SPS 5.0.49P

County: 86
Station: 0301
Description: I-95 NB ON RAMP N OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	42	33	45	34	154
0100	28	27	25	15	95
0200	18	14	13	17	62
0300	148	98	16	11	273
0400	13	21	24	27	85
0500	33	46	47	60	186
0600	71	69	109	103	352
0700	162	137	182	154	635
0800	150	134	152	144	580
0900	129	151	147	137	564
1000	135	130	152	154	571
1100	124	150	163	133	570
1200	166	159	161	166	652
1300	175	159	201	159	694
1400	140	188	196	182	706
1500	180	198	197	171	746
1600	216	187	192	192	787
1700	235	214	198	175	822
1800	188	180	149	105	622
1900	125	93	110	105	433
2000	95	101	99	87	382
2100	111	88	78	93	370
2200	74	67	66	68	275
2300	127	182	227	158	694
24-Hour Totals:					11310

Peak Volume Information

	Hour	Volume
A.M.	700	635
P.M.	1645	839
Daily	1645	839

Truck Percentage 6.85 NaN 6.85

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	29	8503	2003	120	372	92	11	64	95	12	2	0	7	0	0	775	11310

Generated by SPS 5.0.49P

County: 86
Station: 0303
Description: GRIFFIN RD E OF I-95 NB RAMPS
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	67	46	37	27	177	85	79	97	66	327	504
0100	29	13	5	20	67	55	30	23	25	133	200
0200	13	16	10	18	57	18	16	22	15	71	128
0300	8	23	37	47	115	21	11	20	27	79	194
0400	49	43	66	85	243	36	29	38	37	140	383
0500	80	93	121	158	452	62	57	59	78	256	708
0600	145	182	226	286	839	81	110	130	124	445	1284
0700	250	324	322	367	1263	163	130	205	212	710	1973
0800	338	350	374	346	1408	187	167	183	155	692	2100
0900	286	269	240	208	1003	176	164	151	167	658	1661
1000	230	215	200	209	854	159	173	187	164	683	1537
1100	223	213	235	223	894	171	156	210	200	737	1631
1200	233	254	235	242	964	188	216	238	225	867	1831
1300	260	222	268	235	985	222	210	232	253	917	1902
1400	241	209	230	254	934	208	227	244	247	926	1860
1500	246	209	234	240	929	248	259	288	286	1081	2010
1600	247	245	271	247	1010	350	315	353	321	1339	2349
1700	306	289	314	313	1222	428	373	361	326	1488	2710
1800	239	229	311	240	1019	271	250	189	167	877	1896
1900	209	191	174	139	713	176	185	166	151	678	1391
2000	143	136	113	104	496	169	135	126	97	527	1023
2100	102	97	99	94	392	99	98	83	107	387	779
2200	107	91	77	93	368	87	90	130	93	400	768
2300	58	53	51	44	206	120	117	83	76	396	602
24-Hour Totals:					16610					14814	31424

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1429	730	771	745	2178
P.M.	1700	1222	1700	1488	1700	2710
Daily	745	1429	1700	1488	1700	2710

Truck Percentage 7.12 2.72 5.05

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	76	12880	2471	140	594	119	8	269	48	5	0	0	0	0	0	1183	16610
W	109	12871	1431	34	187	71	48	36	19	6	2	0	0	0	0	403	14814

Generated by SPS 5.0.49P

County: 86
Station: 0303
Description: GRIFFIN RD E OF I-95 NB RAMPS
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	34	22	28	14	98	72	57	45	54	228	326
0100	27	19	15	17	78	63	46	27	17	153	231
0200	13	12	17	14	56	24	18	19	15	76	132
0300	51	34	12	4	101	58	23	14	25	120	221
0400	45	48	56	76	225	19	37	31	44	131	356
0500	72	106	96	139	413	50	52	64	71	237	650
0600	140	191	249	273	853	78	102	114	118	412	1265
0700	250	321	331	391	1293	138	123	169	187	617	1910
0800	341	375	371	354	1441	193	170	178	178	719	2160
0900	279	261	308	254	1102	148	182	163	184	677	1779
1000	248	219	201	228	896	152	170	174	190	686	1582
1100	225	191	239	214	869	181	203	194	234	812	1681
1200	272	242	206	234	954	214	211	254	228	907	1861
1300	259	251	250	230	990	221	187	240	242	890	1880
1400	237	221	262	236	956	229	302	285	283	1099	2055
1500	264	252	226	299	1041	326	260	379	313	1278	2319
1600	251	290	305	339	1185	308	318	339	337	1302	2487
1700	275	333	340	324	1272	376	356	373	347	1452	2724
1800	332	302	253	250	1137	316	254	250	232	1052	2189
1900	236	217	175	185	813	223	158	157	146	684	1497
2000	160	116	123	130	529	178	115	97	100	490	1019
2100	94	104	112	109	419	131	101	98	111	441	860
2200	97	90	124	106	417	103	111	144	122	480	897
2300	106	66	71	68	311	160	205	185	142	692	1003
24-Hour Totals:					17449					15635	33084

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1478	745	728	745	2206
P.M.	1715	1329	1700	1452	1645	2729
Daily	745	1478	1700	1452	1645	2729

Truck Percentage 6.54 2.76 4.75

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	60	13700	2548	141	555	109	2	267	53	12	0	0	2	0	0	1141	17449
W	86	13667	1451	38	179	79	60	43	18	13	1	0	0	0	0	431	15635

Generated by SPS 5.0.49P

County: 86
Station: 0303
Description: GRIFFIN RD E OF I-95 NB RAMPS
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	30	38	28	21	117	107	73	67	78	325	442
0100	18	17	19	17	71	73	54	53	36	216	287
0200	13	14	10	18	55	33	26	9	19	87	142
0300	27	21	61	52	161	33	34	22	18	107	268
0400	53	59	86	105	303	30	60	62	62	214	517
0500	93	97	120	143	453	73	58	60	74	265	718
0600	154	191	222	255	822	79	137	120	116	452	1274
0700	244	308	301	353	1206	139	124	158	189	610	1816
0800	276	329	309	364	1278	170	148	181	183	682	1960
0900	271	277	256	221	1025	208	202	167	217	794	1819
1000	230	245	229	255	959	178	208	213	211	810	1769
1100	222	270	294	294	1080	418	396	395	325	1534	2614
1200	297	286	252	329	1164	261	364	389	432	1446	2610
1300	302	233	295	307	1137	366	365	403	245	1379	2516
1400	258	245	244	245	992	321	258	241	242	1062	2054
1500	269	232	251	276	1028	289	287	276	271	1123	2151
1600	292	260	268	265	1085	368	275	347	313	1303	2388
1700	262	302	353	285	1202	362	335	339	330	1366	2568
1800	305	250	297	291	1143	314	279	250	236	1079	2222
1900	303	288	194	182	967	210	206	190	178	784	1751
2000	158	144	137	118	557	151	134	178	146	609	1166
2100	127	126	97	128	478	159	105	113	138	515	993
2200	113	118	114	99	444	127	121	125	117	490	934
2300	81	68	73	68	290	147	124	130	111	512	802
24-Hour Totals:					18017					17764	35781

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1278	830	774	830	1995
P.M.	1715	1245	1245	1566	1245	2725
Daily	800	1278	1245	1566	1245	2725

Truck Percentage 6.50 2.57 4.55

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	47	14165	2634	137	571	122	3	283	46	9	0	0	0	0	0	1171	18017
W	74	15684	1549	37	181	68	76	58	28	8	1	0	0	0	0	457	17764

Generated by SPS 5.0.49P

County: 86
Station: 0305
Description: I-95 NB OFF RAMP S OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	65	53	67	41	226
0100	47	39	29	27	142
0200	24	19	26	37	106
0300	43	47	79	70	239
0400	63	75	77	116	331
0500	96	114	152	176	538
0600	169	178	237	275	859
0700	250	224	238	258	970
0800	254	229	215	237	935
0900	239	222	202	209	872
1000	176	185	217	218	796
1100	200	201	230	210	841
1200	208	244	235	232	919
1300	212	228	231	236	907
1400	205	232	212	197	846
1500	196	202	209	177	784
1600	180	197	215	202	794
1700	234	232	214	209	889
1800	221	202	225	196	844
1900	192	192	180	196	760
2000	164	156	119	131	570
2100	113	117	96	102	428
2200	87	95	97	91	370
2300	83	90	80	58	311
24-Hour Totals:					15277

Peak Volume Information

	Hour	Volume
A.M.	645	987
P.M.	1215	923
Daily	645	987

Truck Percentage 4.20 NaN 4.20

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	12472	2133	132	301	51	3	40	89	18	1	0	6	0	0	641	15277

Generated by SPS 5.0.49P

County: 86
Station: 0305
Description: I-95 NB OFF RAMP S OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	48	35	43	24	150
0100	28	32	23	26	109
0200	21	14	26	35	96
0300	43	40	72	62	217
0400	50	65	63	114	292
0500	96	117	152	173	538
0600	182	194	253	268	897
0700	237	243	253	308	1041
0800	287	202	170	232	891
0900	250	196	201	195	842
1000	174	180	174	198	726
1100	203	194	244	208	849
1200	206	231	228	226	891
1300	205	236	229	247	917
1400	216	226	250	255	947
1500	266	253	249	192	960
1600	214	222	245	200	881
1700	234	259	245	213	951
1800	216	203	204	204	827
1900	213	180	190	183	766
2000	173	149	146	122	590
2100	112	124	111	94	441
2200	86	85	91	95	357
2300	90	81	72	101	344
24-Hour Totals:					15520

Peak Volume Information

	Hour	Volume
A.M.	715	1091
P.M.	1430	1024
Daily	715	1091

Truck Percentage 4.13 NaN 4.13

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	66	12520	2293	132	262	59	13	52	93	22	0	0	8	0	0	641	15520

Generated by SPS 5.0.49P

County: 86
Station: 0305
Description: I-95 NB OFF RAMP S OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	75	41	57	49	222
0100	67	38	25	18	148
0200	21	15	21	46	103
0300	41	54	78	75	248
0400	85	84	91	111	371
0500	103	105	160	195	563
0600	198	196	268	245	907
0700	233	255	244	315	1047
0800	263	254	306	274	1097
0900	227	219	218	212	876
1000	196	213	206	187	802
1100	227	213	242	243	925
1200	217	244	231	237	929
1300	235	221	242	249	947
1400	200	186	222	251	859
1500	228	246	225	212	911
1600	247	221	224	241	933
1700	252	251	270	246	1019
1800	260	298	247	208	1013
1900	206	177	166	187	736
2000	179	172	168	151	670
2100	115	111	138	119	483
2200	113	120	114	113	460
2300	103	115	105	90	413
24-Hour Totals:					16682

Peak Volume Information

	Hour	Volume
A.M.	745	1138
P.M.	1730	1074
Daily	745	1138

Truck Percentage	4.23	NaN	4.23

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	38	13613	2325	145	313	61	7	63	82	30	0	0	5	0	0	706	16682

Generated by SPS 5.0.49P

County: 86
Station: 0401
Description: OLD DIXIE HWY N OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	2	1	1	1	5	12	12	11	10	45	50
0100	5	1	1	0	7	6	4	10	7	27	34
0200	0	0	0	0	0	1	7	6	3	17	17
0300	0	0	0	0	0	3	2	3	4	12	12
0400	1	0	3	2	6	3	5	8	9	25	31
0500	1	1	2	3	7	8	12	15	21	56	63
0600	2	1	0	3	6	19	27	40	31	117	123
0700	2	4	5	4	15	49	38	72	81	240	255
0800	4	7	5	7	23	75	72	50	55	252	275
0900	4	2	1	3	10	61	53	54	45	213	223
1000	5	3	2	5	15	38	49	53	53	193	208
1100	7	6	9	7	29	46	43	47	71	207	236
1200	5	4	7	3	19	43	52	64	69	228	247
1300	9	8	4	4	25	72	71	78	84	305	330
1400	7	7	12	7	33	68	83	75	83	309	342
1500	3	8	5	3	19	90	76	104	94	364	383
1600	4	1	1	4	10	114	130	107	123	474	484
1700	7	9	5	9	30	114	84	84	86	368	398
1800	4	4	3	2	13	68	54	41	38	201	214
1900	2	1	3	2	8	51	47	38	32	168	176
2000	3	0	3	1	7	53	27	34	30	144	151
2100	1	0	1	5	7	29	42	27	26	124	131
2200	5	2	1	5	13	24	21	26	12	83	96
2300	5	2	1	3	11	23	15	18	20	76	87
24-Hour Totals:					318					4248	4566

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	23	730	300	730	320
P.M.	1400	33	1600	474	1615	487
Daily	1400	33	1600	474	1615	487

Generated by SPS 5.0.49P

County: 86
Station: 0401
Description: OLD DIXIE HWY N OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	2	1	0	4	19	9	5	5	38	42
0100	3	2	1	0	6	6	5	8	3	22	28
0200	0	1	0	0	1	6	4	4	4	18	19
0300	0	0	0	0	0	3	1	1	1	6	6
0400	0	0	2	1	3	3	5	10	9	27	30
0500	3	2	4	1	10	8	9	17	18	52	62
0600	4	3	1	3	11	20	20	32	38	110	121
0700	4	3	5	3	15	41	30	68	78	217	232
0800	5	6	3	7	21	78	60	65	57	260	281
0900	2	4	5	7	18	57	60	50	50	217	235
1000	5	4	6	5	20	65	47	39	52	203	223
1100	8	11	3	9	31	57	60	52	56	225	256
1200	6	9	10	6	31	66	68	82	70	286	317
1300	7	16	8	7	38	75	96	72	58	301	339
1400	8	7	9	5	29	90	101	87	74	352	381
1500	5	3	13	11	32	109	86	98	90	383	415
1600	10	6	4	3	23	114	103	123	92	432	455
1700	5	6	4	6	21	120	111	79	86	396	417
1800	3	5	7	8	23	92	56	64	64	276	299
1900	4	3	7	6	20	59	40	43	33	175	195
2000	3	5	2	2	12	48	34	23	28	133	145
2100	1	2	0	8	11	36	31	23	25	115	126
2200	2	3	2	7	14	17	37	26	19	99	113
2300	3	5	2	3	13	25	22	20	13	80	93
24-Hour Totals:					407					4423	4830

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	21	730	284	730	303
P.M.	1530	40	1630	446	1630	464
Daily	1530	40	1630	446	1630	464

Generated by SPS 5.0.49P

County: 86
Station: 0401
Description: OLD DIXIE HWY N OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	0	2	2	5	16	3	9	16	44	49
0100	5	2	1	0	8	6	4	10	7	27	35
0200	1	0	0	0	1	3	4	0	4	11	12
0300	0	0	1	2	3	6	4	5	2	17	20
0400	1	0	2	3	6	3	9	9	5	26	32
0500	3	2	1	1	7	10	8	7	18	43	50
0600	1	3	4	5	13	19	20	36	27	102	115
0700	6	11	2	5	24	40	36	48	71	195	219
0800	3	5	4	3	15	63	54	71	46	234	249
0900	2	3	1	7	13	66	68	50	58	242	255
1000	7	4	3	7	21	49	50	55	49	203	224
1100	4	8	6	11	29	63	79	62	66	270	299
1200	5	7	10	11	33	59	59	89	75	282	315
1300	9	3	9	7	28	82	77	71	83	313	341
1400	7	14	5	9	35	83	69	74	83	309	344
1500	7	7	8	6	28	85	90	84	100	359	387
1600	5	5	6	5	21	116	83	102	87	388	409
1700	8	9	6	13	36	98	94	80	68	340	376
1800	9	5	9	2	25	85	53	41	53	232	257
1900	3	3	10	2	18	51	47	39	37	174	192
2000	6	6	3	3	18	32	32	37	26	127	145
2100	2	0	2	1	5	41	32	30	41	144	149
2200	4	0	2	0	6	25	33	31	18	107	113
2300	1	3	2	0	6	27	17	18	11	73	79
24-Hour Totals:					404					4262	4666

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	24	745	259	745	276
P.M.	1215	37	1545	401	1545	423
Daily	1215	37	1545	401	1545	423

Generated by SPS 5.0.49P

County: 86
Station: 0403
Description: GRIFFIN RD E OF OLD DIXIE HWY
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	66	54	46	28	194	72	60	75	56	263	457
0100	32	14	4	21	71	49	20	16	17	102	173
0200	18	16	10	17	61	16	10	13	9	48	109
0300	11	24	35	53	123	18	10	15	22	65	188
0400	53	48	69	90	260	31	22	30	33	116	376
0500	79	100	129	163	471	55	38	47	65	205	676
0600	146	186	236	296	864	66	80	84	86	316	1180
0700	220	339	326	367	1252	109	102	147	128	486	1738
0800	333	264	331	304	1232	138	156	130	130	554	1786
0900	262	258	234	236	990	122	109	115	100	446	1436
1000	233	230	210	230	903	121	122	127	120	490	1393
1100	222	226	252	244	944	119	132	148	128	527	1471
1200	265	273	245	248	1031	142	149	170	165	626	1657
1300	258	249	286	253	1046	135	144	158	154	591	1637
1400	230	240	225	262	957	146	146	169	165	626	1583
1500	273	218	247	269	1007	142	189	198	183	712	1719
1600	258	240	287	274	1059	211	213	245	211	880	1939
1700	351	323	332	356	1362	260	301	274	260	1095	2457
1800	270	255	272	264	1061	182	151	151	129	613	1674
1900	283	221	174	152	830	125	126	88	99	438	1268
2000	156	151	117	109	533	114	93	90	68	365	898
2100	102	109	113	100	424	57	61	67	65	250	674
2200	115	99	88	89	391	63	84	81	75	303	694
2300	64	59	53	47	223	110	91	67	53	321	544
24-Hour Totals:					17289					10438	27727

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1365	730	569	715	1880
P.M.	1700	1362	1700	1095	1700	2457
Daily	715	1365	1700	1095	1700	2457

Generated by SPS 5.0.49P

County: 86
Station: 0403
Description: GRIFFIN RD E OF OLD DIXIE HWY
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	40	25	31	16	112	54	41	32	45	172	284
0100	28	32	25	24	109	49	34	20	10	113	222
0200	16	20	17	22	75	17	16	11	11	55	130
0300	22	38	56	59	175	17	19	13	25	74	249
0400	72	87	98	104	361	16	31	24	33	104	465
0500	121	124	156	168	569	36	37	56	51	180	749
0600	159	200	245	305	909	65	82	81	88	316	1225
0700	260	299	329	362	1250	106	116	147	140	509	1759
0800	328	284	284	292	1188	121	118	120	127	486	1674
0900	243	259	250	239	991	100	121	127	120	468	1459
1000	253	227	219	246	945	104	132	135	136	507	1452
1100	259	240	259	259	1017	153	163	146	155	617	1634
1200	297	300	250	244	1091	167	158	172	156	653	1744
1300	254	305	268	257	1084	148	102	201	160	611	1695
1400	252	283	273	256	1064	170	199	210	203	782	1846
1500	279	274	259	303	1115	204	185	261	213	863	1978
1600	271	276	287	275	1109	219	249	245	243	956	2065
1700	340	297	332	331	1300	256	310	286	217	1069	2369
1800	332	324	267	252	1175	228	187	151	151	717	1892
1900	281	236	208	192	917	164	107	119	106	496	1413
2000	156	144	139	128	567	119	65	74	64	322	889
2100	137	109	131	115	492	90	67	72	79	308	800
2200	108	86	108	103	405	88	77	106	107	378	783
2300	82	74	54	78	288	139	181	159	113	592	880
24-Hour Totals:					18308					11348	29656

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1318	730	526	715	1842
P.M.	1730	1319	1645	1095	1700	2369
Daily	1730	1319	1645	1095	1700	2369

Generated by SPS 5.0.49P

County: 86
Station: 0403
Description: GRIFFIN RD E OF OLD DIXIE HWY
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	46	42	44	30	162	92	56	51	61	260	422
0100	29	24	18	28	99	64	50	33	25	172	271
0200	21	22	16	29	88	26	21	7	16	70	158
0300	26	37	53	57	173	26	31	14	18	89	262
0400	75	76	106	107	364	29	50	57	50	186	550
0500	110	129	154	177	570	50	51	46	54	201	771
0600	162	213	231	266	872	81	104	84	92	361	1233
0700	233	308	306	361	1208	91	95	120	134	440	1648
0800	294	261	282	307	1144	120	117	119	144	500	1644
0900	248	237	241	217	943	158	156	121	162	597	1540
1000	236	231	232	237	936	145	168	159	160	632	1568
1100	234	237	280	235	986	372	361	337	246	1316	2302
1200	273	286	283	305	1147	200	309	323	334	1166	2313
1300	286	254	281	262	1083	308	290	306	147	1051	2134
1400	254	268	247	256	1025	255	188	183	171	797	1822
1500	290	233	242	301	1066	204	215	179	222	820	1886
1600	271	255	288	288	1102	230	195	238	228	891	1993
1700	293	319	326	354	1292	234	244	284	256	1018	2310
1800	317	285	345	324	1271	242	194	186	155	777	2048
1900	264	261	189	175	889	150	153	143	137	583	1472
2000	163	152	145	103	563	115	111	135	114	475	1038
2100	139	120	124	101	484	98	69	80	88	335	819
2200	105	102	108	93	408	96	83	99	78	356	764
2300	73	69	61	69	272	119	96	109	83	407	679
24-Hour Totals:					18147					13500	31647

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1269	845	579	715	1738
P.M.	1715	1316	1215	1274	1215	2434
Daily	1715	1316	1100	1316	1215	2434

Generated by SPS 5.0.49P

County: 86
Station: 0405
Description: DCOTA ENTRANCE S OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	1	7	1	12	1	0	0	1	2	14
0100	0	0	0	0	0	0	0	1	0	1	1
0200	2	0	0	0	2	0	0	0	0	0	2
0300	1	0	1	1	3	0	0	1	0	1	4
0400	1	0	1	0	2	0	1	0	0	1	3
0500	0	0	0	1	1	0	1	1	0	2	3
0600	2	3	1	2	8	1	2	1	6	10	18
0700	3	3	3	5	14	6	16	22	30	74	88
0800	4	8	11	9	32	41	47	54	73	215	247
0900	12	7	13	8	40	46	20	20	10	96	136
1000	9	14	9	9	41	10	10	8	8	36	77
1100	11	18	20	26	75	8	6	6	11	31	106
1200	29	43	28	26	126	11	8	15	25	59	185
1300	30	26	26	20	102	15	10	17	13	55	157
1400	23	25	25	24	97	7	6	11	11	35	132
1500	22	15	25	22	84	8	7	8	8	31	115
1600	33	23	40	31	127	10	10	5	5	30	157
1700	111	74	62	49	296	7	9	6	4	26	322
1800	65	36	20	12	133	8	6	3	1	18	151
1900	13	22	7	8	50	2	3	1	0	6	56
2000	10	7	2	3	22	3	2	2	3	10	32
2100	4	3	3	6	16	0	3	2	1	6	22
2200	3	2	3	8	16	0	2	1	1	4	20
2300	5	3	2	0	10	2	1	0	1	4	14
24-Hour Totals:					1309					753	2062

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	41	815	220	815	260
P.M.	1700	296	1245	67	1700	322
Daily	1700	296	815	220	1700	322

Generated by SPS 5.0.49P

County: 86
Station: 0405
Description: DCOTA ENTRANCE S OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	1	8	0	10	0	1	1	0	2	12
0100	4	1	0	0	5	0	0	0	1	1	6
0200	0	0	0	0	0	1	0	0	0	1	1
0300	0	1	0	1	2	0	0	0	0	0	2
0400	0	0	1	1	2	0	0	0	0	0	2
0500	0	1	2	1	4	0	2	1	0	3	7
0600	1	2	2	3	8	0	1	1	1	3	11
0700	1	0	5	5	11	9	15	23	29	76	87
0800	10	12	8	15	45	41	50	78	95	264	309
0900	16	7	11	15	49	52	20	20	16	108	157
1000	15	17	16	22	70	11	8	7	6	32	102
1100	12	12	23	26	73	5	9	4	4	22	95
1200	33	24	27	21	105	6	8	18	14	46	151
1300	32	25	11	27	95	9	17	17	13	56	151
1400	15	20	15	22	72	8	6	14	8	36	108
1500	21	11	33	13	78	4	9	7	8	28	106
1600	30	28	43	39	140	8	13	10	5	36	176
1700	90	58	70	39	257	11	7	3	6	27	284
1800	50	49	24	19	142	8	8	3	3	22	164
1900	15	14	9	12	50	1	3	2	3	9	59
2000	9	5	4	7	25	1	1	1	0	3	28
2100	3	3	3	3	12	0	0	1	1	2	14
2200	5	6	3	7	21	4	2	1	2	9	30
2300	5	8	4	2	19	2	3	1	0	6	25
24-Hour Totals:					1295					792	2087

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	51	815	275	815	326
P.M.	1645	257	1230	58	1700	284
Daily	1645	257	815	275	815	326

Generated by SPS 5.0.49P

County: 86
Station: 0405
Description: DCOTA ENTRANCE S OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	1	6	1	11	1	0	0	1	2	13
0100	0	0	0	4	4	0	0	1	0	1	5
0200	0	0	1	0	1	0	1	0	0	1	2
0300	0	0	0	2	2	0	0	0	0	0	2
0400	0	1	1	0	2	0	1	1	1	3	5
0500	3	2	2	1	8	1	0	1	0	2	10
0600	2	1	1	2	6	1	2	0	1	4	10
0700	3	5	2	6	16	8	18	29	37	92	108
0800	7	8	13	10	38	47	47	91	93	278	316
0900	14	5	9	7	35	31	14	13	13	71	106
1000	10	13	13	9	45	12	10	7	9	38	83
1100	13	18	26	30	87	3	8	10	9	30	117
1200	45	27	30	27	129	11	10	15	15	51	180
1300	19	20	22	17	78	19	13	7	10	49	127
1400	24	16	20	14	74	11	6	10	11	38	112
1500	21	16	34	25	96	8	10	7	8	33	129
1600	21	25	37	49	132	7	5	6	14	32	164
1700	96	74	50	41	261	11	12	7	6	36	297
1800	48	34	23	19	124	3	2	5	5	15	139
1900	17	8	6	5	36	1	2	1	3	7	43
2000	5	7	0	7	19	3	1	3	1	8	27
2100	8	2	4	5	19	1	1	1	3	6	25
2200	11	9	8	9	37	2	1	4	0	7	44
2300	6	9	2	8	25	2	2	3	1	8	33
24-Hour Totals:					1285					812	2097

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	45	800	278	800	316
P.M.	1645	269	1230	62	1645	313
Daily	1645	269	800	278	800	316

Generated by SPS 5.0.49P

Appendix A-2
Interchange 72-Hour Classification Counts

County: 86
Station: 3501
Description: I-95 SB OFF RAMP TO IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	99	98	87	67	351
0100	59	65	53	50	227
0200	49	36	38	31	154
0300	24	38	29	30	121
0400	31	27	38	45	141
0500	54	72	101	134	361
0600	159	217	279	307	962
0700	311	253	307	335	1206
0800	269	250	233	276	1028
0900	237	354	305	339	1235
1000	295	358	363	364	1380
1100	353	340	369	364	1426
1200	377	382	379	385	1523
1300	374	395	387	324	1480
1400	356	357	384	375	1472
1500	377	363	395	413	1548
1600	395	340	401	371	1507
1700	391	440	397	433	1661
1800	397	419	392	356	1564
1900	401	436	400	431	1668
2000	385	378	354	329	1446
2100	297	288	276	278	1139
2200	248	229	217	161	855
2300	145	147	134	110	536
24-Hour Totals:					24991

Peak Volume Information

	Hour	Volume
A.M.	700	1206
P.M.	1715	1667
Daily	1900	1668

Truck Percentage	3.63	NaN	3.63

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	77	21610	2398	67	171	109	333	115	38	18	2	0	53	0	0	906	24991

Generated by SPS 5.0.49P

County: 86
Station: 3501
Description: I-95 SB OFF RAMP TO IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	93	91	84	60	328
0100	52	57	42	42	193
0200	51	31	29	29	140
0300	19	40	23	31	113
0400	32	27	44	48	151
0500	58	79	105	145	387
0600	178	243	298	349	1068
0700	345	247	352	376	1320
0800	277	240	219	294	1030
0900	225	411	336	398	1370
1000	341	428	375	398	1542
1100	374	334	380	377	1465
1200	380	401	385	405	1571
1300	412	420	401	334	1567
1400	374	371	408	419	1572
1500	404	371	422	468	1665
1600	440	366	380	346	1532
1700	371	439	376	421	1607
1800	363	386	350	310	1409
1900	362	415	370	383	1530
2000	358	331	328	304	1321
2100	277	265	248	258	1048
2200	220	205	226	219	870
2300	197	192	174	133	696
24-Hour Totals:					25495

Peak Volume Information

	Hour	Volume
A.M.	700	1320
P.M.	1515	1701
Daily	1515	1701

Truck Percentage	4.48	NaN	4.48

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	118	21802	2434	71	256	110	272	170	45	32	3	3	179	0	0	1141	25495

Generated by SPS 5.0.49P

County: 86
Station: 3501
Description: I-95 SB OFF RAMP TO IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	134	124	106	88	452
0100	74	86	78	61	299
0200	45	52	55	29	181
0300	39	34	41	34	148
0400	26	33	46	42	147
0500	51	70	112	146	379
0600	160	226	309	279	974
0700	306	348	309	306	1269
0800	366	396	388	345	1495
0900	346	335	397	404	1482
1000	363	387	440	422	1612
1100	416	429	454	419	1718
1200	427	451	453	452	1783
1300	420	409	443	348	1620
1400	362	414	416	336	1528
1500	371	408	402	368	1549
1600	348	363	375	346	1432
1700	389	318	358	350	1415
1800	387	408	428	399	1622
1900	404	376	425	448	1653
2000	376	393	342	293	1404
2100	271	263	275	241	1050
2200	255	211	231	223	920
2300	207	221	189	166	783
24-Hour Totals:					26915

Peak Volume Information

	Hour	Volume
A.M.	800	1495
P.M.	1200	1783
Daily	1200	1783

Truck Percentage	4.06	NaN	4.06

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	110	23228	2484	82	282	122	237	179	52	24	1	1	113	0	0	1093	26915

Generated by SPS 5.0.49P

County: 86
Station: 3502
Description: I-95 SB ON RAMP FROM IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	68	69	61	48	246
0100	48	24	27	35	134
0200	29	28	28	23	108
0300	20	14	30	28	92
0400	29	37	31	42	139
0500	49	60	117	121	347
0600	163	216	247	239	865
0700	263	313	266	224	1066
0800	241	215	250	186	892
0900	206	224	222	231	883
1000	235	262	253	266	1016
1100	248	248	245	212	953
1200	221	253	234	244	952
1300	254	299	301	314	1168
1400	333	266	228	219	1046
1500	290	286	313	290	1179
1600	293	287	305	253	1138
1700	328	338	283	281	1230
1800	264	235	260	219	978
1900	181	197	184	176	738
2000	189	179	181	210	759
2100	136	175	144	137	592
2200	126	117	115	93	451
2300	101	85	69	50	305
24-Hour Totals:					17277

Peak Volume Information

	Hour	Volume
A.M.	645	1081
P.M.	1315	1247
Daily	1315	1247

Truck Percentage	2.77	NaN	2.77

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	52	14714	2032	117	213	83	15	31	18	2	0	0	0	0	0	479	17277

Generated by SPS 5.0.49P

County: 86
Station: 3502
Description: I-95 SB ON RAMP FROM IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	58	45	40	32	175
0100	21	34	21	22	98
0200	15	26	15	11	67
0300	15	13	10	22	60
0400	31	33	38	42	144
0500	46	62	117	109	334
0600	171	236	282	272	961
0700	278	353	262	213	1106
0800	216	201	179	169	765
0900	196	213	226	242	877
1000	245	227	264	266	1002
1100	268	235	232	199	934
1200	209	234	241	233	917
1300	243	269	278	216	1006
1400	287	271	305	295	1158
1500	324	317	321	290	1252
1600	322	281	301	292	1196
1700	321	324	303	248	1196
1800	260	252	263	249	1024
1900	243	196	239	203	881
2000	214	205	178	181	778
2100	175	175	174	166	690
2200	136	141	129	116	522
2300	96	105	84	62	347
24-Hour Totals:					17490

Peak Volume Information

	Hour	Volume
A.M.	645	1165
P.M.	1445	1257
Daily	1445	1257

Truck Percentage	2.71	NaN	2.71

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	31	14981	2004	108	213	93	7	25	24	3	0	0	1	0	0	474	17490

Generated by SPS 5.0.49P

County: 86
Station: 3502
Description: I-95 SB ON RAMP FROM IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	77	45	48	33	203
0100	32	22	30	21	105
0200	24	23	21	18	86
0300	15	20	26	16	77
0400	29	38	44	40	151
0500	48	65	113	128	354
0600	165	220	261	244	890
0700	261	349	301	215	1126
0800	252	206	259	230	947
0900	195	197	225	237	854
1000	241	246	260	226	973
1100	260	224	255	255	994
1200	222	228	268	219	937
1300	253	263	271	278	1065
1400	281	271	311	218	1081
1500	286	299	242	264	1091
1600	279	274	285	263	1101
1700	350	297	307	313	1267
1800	310	227	245	153	935
1900	190	208	271	194	863
2000	232	211	232	183	858
2100	195	192	182	162	731
2200	169	159	119	94	541
2300	100	88	77	69	334
24-Hour Totals:					17564

Peak Volume Information

	Hour	Volume
A.M.	645	1155
P.M.	1700	1267
Daily	1700	1267

Truck Percentage	2.74	NaN	2.74

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	27	15099	1956	116	247	65	5	33	14	0	0	1	1	0	0	482	17564

Generated by SPS 5.0.49P

County: 86
Station: 3503
Description: I-95 NB ON RAMP FROM EB IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	23	21	17	17	78
0100	20	19	14	10	63
0200	12	10	14	12	48
0300	17	18	23	15	73
0400	15	23	33	27	98
0500	27	40	55	39	161
0600	64	91	90	92	337
0700	123	147	151	135	556
0800	125	116	120	124	485
0900	113	105	98	86	402
1000	93	97	89	82	361
1100	86	96	88	96	366
1200	106	96	90	88	380
1300	100	107	96	92	395
1400	95	91	113	124	423
1500	113	112	99	111	435
1600	106	97	105	134	442
1700	122	131	114	119	486
1800	116	108	124	90	438
1900	107	98	76	84	365
2000	75	69	69	71	284
2100	55	56	54	64	229
2200	52	53	55	34	194
2300	43	40	24	14	121
24-Hour Totals:					7220

Peak Volume Information

	Hour	Volume
A.M.	715	558
P.M.	1645	501
Daily	715	558

Truck Percentage	2.63	NaN	2.63

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	20	6340	670	17	129	18	1	9	11	3	0	0	2	0	0	190	7220

Generated by SPS 5.0.49P

County: 86
Station: 3503
Description: I-95 NB ON RAMP FROM EB IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	34	29	17	17	97
0100	19	9	23	20	71
0200	7	13	8	17	45
0300	14	17	16	18	65
0400	10	25	30	24	89
0500	22	37	46	67	172
0600	49	86	114	114	363
0700	121	157	153	135	566
0800	128	98	130	113	469
0900	115	98	106	84	403
1000	90	90	92	79	351
1100	77	88	84	91	340
1200	105	102	90	73	370
1300	111	109	109	93	422
1400	103	97	125	114	439
1500	113	100	119	83	415
1600	125	91	108	104	428
1700	138	122	140	123	523
1800	112	87	144	77	420
1900	120	92	92	84	388
2000	80	60	95	64	299
2100	56	49	55	46	206
2200	52	57	47	36	192
2300	39	42	32	42	155
24-Hour Totals:					7288

Peak Volume Information

	Hour	Volume
A.M.	715	573
P.M.	1700	523
Daily	715	573

Truck Percentage	2.11	NaN	2.11

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	21	6471	642	8	118	13	0	6	5	2	1	0	1	0	0	154	7288

Generated by SPS 5.0.49P

County: 86
Station: 3503
Description: I-95 NB ON RAMP FROM EB IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	24	25	18	14	81
0100	14	14	6	18	52
0200	16	9	16	13	54
0300	13	13	15	22	63
0400	14	22	27	38	101
0500	34	43	61	53	191
0600	53	90	107	121	371
0700	151	152	151	136	590
0800	133	118	132	107	490
0900	131	110	107	86	434
1000	87	96	104	84	371
1100	82	89	100	91	362
1200	98	102	87	88	375
1300	98	90	102	82	372
1400	90	86	82	98	356
1500	130	109	124	79	442
1600	133	85	99	98	415
1700	163	102	135	86	486
1800	114	118	126	101	459
1900	100	93	101	58	352
2000	79	68	77	39	263
2100	78	51	61	52	242
2200	79	50	45	60	234
2300	30	44	37	33	144
24-Hour Totals:					7300

Peak Volume Information

	Hour	Volume
A.M.	700	590
P.M.	1645	498
Daily	700	590

Truck Percentage 2.07 NaN 2.07

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	12	6497	640	15	111	9	0	4	9	1	0	0	2	0	0	151	7300

Generated by SPS 5.0.49P

County: 86
Station: 3504
Description: I-95 NB ON RAMP FROM WB IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	109	89	93	71	362
0100	74	46	36	30	186
0200	33	20	22	22	97
0300	17	19	34	21	91
0400	25	24	38	37	124
0500	46	50	71	97	264
0600	107	144	151	213	615
0700	208	209	268	257	942
0800	225	243	225	273	966
0900	268	277	242	261	1048
1000	221	247	276	284	1028
1100	274	315	289	275	1153
1200	303	326	316	325	1270
1300	328	295	327	341	1291
1400	295	313	284	324	1216
1500	309	311	294	307	1221
1600	290	329	324	361	1304
1700	291	271	326	341	1229
1800	302	353	250	263	1168
1900	287	367	298	319	1271
2000	268	258	216	259	1001
2100	230	242	277	225	974
2200	196	213	189	129	727
2300	118	102	81	81	382
24-Hour Totals:					19930

Peak Volume Information

	Hour	Volume
A.M.	845	1060
P.M.	1730	1322
Daily	1730	1322

Truck Percentage 7.25 NaN 7.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	84	15959	2443	119	339	334	2	36	184	334	1	0	95	0	0	1444	19930

Generated by SPS 5.0.49P

County: 86
Station: 3504
Description: I-95 NB ON RAMP FROM WB IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	62	45	45	38	190
0100	32	29	27	18	106
0200	24	13	15	17	69
0300	16	16	21	24	77
0400	21	26	31	34	112
0500	47	29	83	93	252
0600	138	164	189	253	744
0700	298	339	343	293	1273
0800	380	297	322	252	1251
0900	262	306	309	290	1167
1000	302	304	295	297	1198
1100	292	297	264	296	1149
1200	310	316	266	299	1191
1300	306	283	324	303	1216
1400	257	284	262	330	1133
1500	299	323	322	293	1237
1600	235	334	337	341	1247
1700	316	309	289	255	1169
1800	281	329	366	364	1340
1900	320	314	302	296	1232
2000	250	271	233	219	973
2100	234	263	175	196	868
2200	192	196	133	147	668
2300	133	140	73	93	439
24-Hour Totals:					20301

Peak Volume Information

	Hour	Volume
A.M.	715	1355
P.M.	1800	1340
Daily	1815	1379

Truck Percentage	5.95	NaN	5.95

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	77	16752	2265	112	330	172	9	62	287	177	1	0	57	0	0	1207	20301

Generated by SPS 5.0.49P

County: 86
Station: 3504
Description: I-95 NB ON RAMP FROM WB IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	78	66	64	52	260
0100	47	40	20	31	138
0200	22	19	13	16	70
0300	16	22	22	19	79
0400	18	25	37	43	123
0500	45	53	86	98	282
0600	108	148	184	248	688
0700	294	284	308	333	1219
0800	340	310	353	276	1279
0900	295	334	302	275	1206
1000	276	300	280	305	1161
1100	302	296	292	291	1181
1200	319	336	305	335	1295
1300	286	333	322	316	1257
1400	325	321	309	305	1260
1500	297	281	284	295	1157
1600	252	304	315	313	1184
1700	323	294	287	303	1207
1800	330	312	313	328	1283
1900	340	370	311	277	1298
2000	263	341	225	247	1076
2100	231	266	220	182	899
2200	178	199	165	179	721
2300	141	166	109	95	511
24-Hour Totals:					20834

Peak Volume Information

	Hour	Volume
A.M.	745	1336
P.M.	1315	1296
Daily	1830	1351

Truck Percentage 6.36 NaN 6.36

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	45	16928	2536	143	347	197	9	66	286	201	0	0	76	0	0	1325	20834

Generated by SPS 5.0.49P

County: 86
Station: 3505
Description: I-95 NB OFF RAMP TO IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	72	70	61	49	252
0100	37	43	29	32	141
0200	31	22	23	27	103
0300	18	23	20	15	76
0400	15	21	32	38	106
0500	34	46	63	88	231
0600	96	128	187	263	674
0700	227	254	278	272	1031
0800	271	249	231	202	953
0900	239	225	222	223	909
1000	236	243	255	247	981
1100	224	256	241	240	961
1200	250	255	267	260	1032
1300	250	259	279	271	1059
1400	264	252	259	250	1025
1500	250	241	230	233	954
1600	230	265	263	285	1043
1700	260	264	266	273	1063
1800	260	274	273	288	1095
1900	293	269	267	250	1079
2000	219	200	197	171	787
2100	156	157	146	158	617
2200	149	156	153	149	607
2300	122	115	107	102	446
24-Hour Totals:					17225

Peak Volume Information

	Hour	Volume
A.M.	715	1075
P.M.	1800	1095
Daily	1815	1128

Truck Percentage	3.15	NaN	3.15

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	13	13991	2679	150	332	18	1	18	21	2	0	0	0	0	0	542	17225

Generated by SPS 5.0.49P

County: 86
Station: 3505
Description: I-95 NB OFF RAMP TO IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	72	64	47	34	217
0100	30	39	22	32	123
0200	24	21	17	23	85
0300	13	14	15	10	52
0400	15	17	33	35	100
0500	36	43	71	93	243
0600	124	154	192	270	740
0700	266	230	322	307	1125
0800	281	272	281	181	1015
0900	238	220	240	222	920
1000	230	203	259	256	948
1100	236	253	210	243	942
1200	210	272	291	244	1017
1300	238	266	298	282	1084
1400	303	268	271	254	1096
1500	254	261	248	273	1036
1600	237	269	279	295	1080
1700	229	266	240	290	1025
1800	253	235	316	304	1108
1900	289	258	282	279	1108
2000	264	222	202	171	859
2100	159	154	152	160	625
2200	137	151	152	141	581
2300	106	120	110	96	432
24-Hour Totals:					17561

Peak Volume Information

	Hour	Volume
A.M.	730	1182
P.M.	1330	1151
Daily	730	1182

Truck Percentage	3.65	NaN	3.65

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	37	14301	2582	153	371	40	5	45	24	2	0	0	1	0	0	641	17561

Generated by SPS 5.0.49P

County: 86
Station: 3505
Description: I-95 NB OFF RAMP TO IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	72	74	52	47	245
0100	34	39	26	31	130
0200	30	18	20	27	95
0300	18	24	18	11	71
0400	17	24	32	36	109
0500	39	45	70	99	253
0600	102	131	215	254	702
0700	242	268	302	272	1084
0800	273	280	168	232	953
0900	213	222	204	233	872
1000	270	269	250	250	1039
1100	228	263	262	272	1025
1200	275	256	280	294	1105
1300	290	292	286	256	1124
1400	209	241	250	261	961
1500	259	226	234	216	935
1600	227	293	263	298	1081
1700	260	247	280	262	1049
1800	235	294	256	292	1077
1900	272	277	289	280	1118
2000	230	212	236	174	852
2100	153	137	134	157	581
2200	165	161	148	140	614
2300	124	101	114	129	468
24-Hour Totals:					17543

Peak Volume Information

	Hour	Volume
A.M.	730	1127
P.M.	1245	1162
Daily	1245	1162

Truck Percentage	3.57	NaN	3.57

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	27	14163	2726	169	335	46	2	43	26	2	0	0	4	0	0	627	17543

Generated by SPS 5.0.49P

County: 86
Station: 3401
Description: I-95 SB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	99	96	82	71	348
0100	61	63	47	49	220
0200	61	57	43	51	212
0300	35	39	44	42	160
0400	43	43	61	77	224
0500	68	63	90	94	315
0600	103	141	207	273	724
0700	252	318	357	365	1292
0800	330	361	313	347	1351
0900	318	225	85	62	690
1000	91	217	202	252	762
1100	259	286	326	316	1187
1200	345	331	343	345	1364
1300	318	379	347	313	1357
1400	328	334	332	302	1296
1500	316	318	332	343	1309
1600	375	370	336	340	1421
1700	347	347	320	324	1338
1800	316	338	330	303	1287
1900	347	345	353	379	1424
2000	326	282	275	311	1194
2100	228	235	237	220	920
2200	248	256	233	189	926
2300	172	188	223	171	754
24-Hour Totals:					22075

Peak Volume Information

	Hour	Volume
A.M.	730	1413
P.M.	1545	1424
Daily	1545	1424

Truck Percentage	8.37	NaN	8.37

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	28	17168	3031	135	420	1108	3	57	121	4	0	0	0	0	0	1848	22075

Generated by SPS 5.0.49P

County: 86
Station: 3401
Description: I-95 SB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	89	73	71	51	284
0100	55	49	36	47	187
0200	33	43	27	30	133
0300	27	37	32	38	134
0400	35	42	43	63	183
0500	48	76	83	99	306
0600	112	148	215	279	754
0700	283	313	407	352	1355
0800	321	385	356	314	1376
0900	332	283	346	369	1330
1000	301	308	315	304	1228
1100	296	287	297	319	1199
1200	268	291	322	344	1225
1300	307	317	351	321	1296
1400	325	331	340	350	1346
1500	304	357	334	326	1321
1600	254	358	330	334	1276
1700	347	378	340	344	1409
1800	340	303	337	282	1262
1900	363	334	354	301	1352
2000	232	262	237	253	984
2100	213	213	227	199	852
2200	168	176	160	149	653
2300	140	129	109	103	481
24-Hour Totals:					21926

Peak Volume Information

	Hour	Volume
A.M.	730	1465
P.M.	1700	1409
Daily	730	1465

Truck Percentage	5.66	NaN	5.66

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	43	16006	4636	196	760	41	1	80	161	1	0	0	1	0	0	1241	21926

Generated by SPS 5.0.49P

County: 86
Station: 3401
Description: I-95 SB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	111	85	77	80	353
0100	70	67	48	40	225
0200	40	38	32	41	151
0300	31	44	32	35	142
0400	48	40	61	60	209
0500	58	75	81	137	351
0600	118	164	224	280	786
0700	315	325	389	331	1360
0800	344	389	343	294	1370
0900	354	318	323	363	1358
1000	325	337	307	326	1295
1100	281	282	333	314	1210
1200	302	299	294	332	1227
1300	369	332	333	376	1410
1400	339	308	333	351	1331
1500	342	328	321	329	1320
1600	376	338	269	298	1281
1700	352	336	330	311	1329
1800	342	327	318	300	1287
1900	319	265	249	320	1153
2000	255	288	239	223	1005
2100	217	213	209	218	857
2200	203	192	169	132	696
2300	128	130	120	119	497
24-Hour Totals:					22203

Peak Volume Information

	Hour	Volume
A.M.	730	1453
P.M.	1300	1410
Daily	730	1453

Truck Percentage	5.62	NaN	5.62

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	30	16224	4701	214	732	39	2	80	177	4	0	0	0	0	0	1248	22203

Generated by SPS 5.0.49P

County: 86
Station: 3402
Description: I-95 SB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	51	39	59	58	207
0100	30	35	27	32	124
0200	27	25	24	26	102
0300	33	24	33	32	122
0400	43	35	40	51	169
0500	54	75	104	108	341
0600	172	201	190	195	758
0700	198	197	183	179	757
0800	172	183	174	158	687
0900	178	149	156	176	659
1000	167	162	180	193	702
1100	200	163	165	179	707
1200	173	171	180	199	723
1300	152	215	183	221	771
1400	187	187	236	224	834
1500	188	186	193	184	751
1600	201	217	199	184	801
1700	228	170	207	172	777
1800	175	194	183	171	723
1900	185	166	171	195	717
2000	117	152	145	120	534
2100	135	104	123	108	470
2200	122	118	100	95	435
2300	100	85	76	58	319
24-Hour Totals:					13190

Peak Volume Information

	Hour	Volume
A.M.	645	773
P.M.	1415	835
Daily	1415	835

Truck Percentage	4.82	NaN	4.82

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	30	10467	2057	96	372	26	0	70	72	0	0	0	0	0	0	636	13190

Generated by SPS 5.0.49P

County: 86
Station: 3402
Description: I-95 SB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	61	49	46	43	199
0100	47	33	33	27	140
0200	31	37	28	26	122
0300	31	34	29	28	122
0400	54	32	47	29	162
0500	91	82	99	132	404
0600	189	209	182	206	786
0700	199	204	186	176	765
0800	199	181	197	143	720
0900	160	172	164	155	651
1000	173	161	193	177	704
1100	167	175	179	183	704
1200	184	158	204	208	754
1300	217	221	207	177	822
1400	185	186	188	161	720
1500	194	194	179	203	770
1600	218	189	202	195	804
1700	214	228	251	199	892
1800	209	183	192	161	745
1900	180	190	159	156	685
2000	143	156	116	137	552
2100	124	119	119	123	485
2200	110	92	91	100	393
2300	97	111	78	76	362
24-Hour Totals:					13463

Peak Volume Information

	Hour	Volume
A.M.	645	795
P.M.	1700	892
Daily	1700	892

Truck Percentage	4.61	NaN	4.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	27	10669	2147	87	350	48	0	72	55	2	0	0	6	0	0	620	13463

Generated by SPS 5.0.49P

County: 86
Station: 3402
Description: I-95 SB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	79	67	57	56	259
0100	47	44	48	51	190
0200	35	28	29	28	120
0300	32	27	30	28	117
0400	37	45	41	53	176
0500	42	79	94	102	317
0600	137	171	168	191	667
0700	203	199	195	183	780
0800	176	192	178	179	725
0900	159	156	167	172	654
1000	163	170	172	194	699
1100	190	165	170	180	705
1200	178	179	171	202	730
1300	183	217	205	216	821
1400	185	187	212	209	793
1500	176	192	194	184	746
1600	203	218	196	193	810
1700	214	194	219	211	838
1800	188	202	185	185	760
1900	174	173	183	179	709
2000	137	148	150	120	555
2100	137	114	121	113	485
2200	125	115	98	94	432
2300	102	92	94	69	357
24-Hour Totals:					13445

Peak Volume Information

	Hour	Volume
A.M.	645	788
P.M.	1700	838
Daily	1700	838

Truck Percentage	5.02	NaN	5.02

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	31	10627	2112	103	374	50	0	64	78	2	0	0	4	0	0	675	13445

Generated by SPS 5.0.49P

County: 86
Station: 3403
Description: I-95 NB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	86	77	71	74	308
0100	77	58	54	41	230
0200	50	45	36	41	172
0300	37	39	59	46	181
0400	48	57	64	66	235
0500	82	89	118	149	438
0600	197	211	273	261	942
0700	328	370	383	359	1440
0800	336	340	304	261	1241
0900	245	256	293	313	1107
1000	300	324	316	331	1271
1100	324	312	354	328	1318
1200	324	366	348	345	1383
1300	322	328	347	340	1337
1400	360	407	404	393	1564
1500	403	382	384	378	1547
1600	377	375	376	376	1504
1700	389	385	379	376	1529
1800	394	377	381	349	1501
1900	337	367	322	320	1346
2000	300	288	265	254	1107
2100	217	249	227	281	974
2200	176	133	146	121	576
2300	106	103	84	97	390
24-Hour Totals:					23641

Peak Volume Information

	Hour	Volume
A.M.	715	1448
P.M.	1415	1607
Daily	1415	1607

Truck Percentage	5.16	NaN	5.16

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	41	18086	4293	182	743	59	1	90	136	3	1	0	6	0	0	1221	23641

Generated by SPS 5.0.49P

County: 86
Station: 3403
Description: I-95 NB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	88	64	72	76	300
0100	94	51	47	35	227
0200	39	50	36	40	165
0300	32	41	52	43	168
0400	54	44	60	55	213
0500	82	72	144	145	443
0600	196	233	258	269	956
0700	316	381	397	360	1454
0800	346	349	317	275	1287
0900	245	186	254	271	956
1000	278	311	304	296	1189
1100	278	268	301	287	1134
1200	301	329	301	308	1239
1300	332	327	343	328	1330
1400	349	383	396	366	1494
1500	371	369	391	384	1515
1600	354	384	383	393	1514
1700	400	396	413	402	1611
1800	386	371	389	353	1499
1900	324	354	303	307	1288
2000	251	243	216	216	926
2100	194	204	164	184	746
2200	170	154	145	155	624
2300	126	125	102	84	437
24-Hour Totals:					22715

Peak Volume Information

	Hour	Volume
A.M.	715	1484
P.M.	1700	1611
Daily	1700	1611

Truck Percentage 4.38 NaN 4.38

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	48	17736	3937	167	585	48	5	79	102	4	0	0	4	0	0	994	22715

Generated by SPS 5.0.49P

County: 86
Station: 3403
Description: I-95 NB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	76	77	70	80	303
0100	60	60	62	46	228
0200	43	48	39	42	172
0300	26	40	60	45	171
0400	49	58	72	61	240
0500	74	102	114	139	429
0600	208	194	288	262	952
0700	320	368	399	374	1461
0800	313	338	293	193	1137
0900	202	246	258	320	1026
1000	299	277	267	334	1177
1100	277	327	359	319	1282
1200	289	343	313	332	1277
1300	284	306	351	308	1249
1400	323	365	408	384	1480
1500	419	374	384	390	1567
1600	400	373	345	352	1470
1700	364	367	325	320	1376
1800	370	370	348	313	1401
1900	278	339	307	269	1193
2000	241	240	235	239	955
2100	176	220	187	176	759
2200	177	186	158	129	650
2300	142	134	129	103	508
24-Hour Totals:					22463

Peak Volume Information

	Hour	Volume
A.M.	700	1461
P.M.	1430	1585
Daily	1430	1585

Truck Percentage	4.61	NaN	4.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	37	17450	3940	163	600	59	2	69	134	5	0	0	4	0	0	1036	22463

Generated by SPS 5.0.49P

County: 86
Station: 3404
Description: I-95 NB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	75	85	84	84	328
0100	59	52	52	43	206
0200	40	32	35	39	146
0300	25	31	26	21	103
0400	26	24	28	33	111
0500	21	29	27	56	133
0600	32	48	62	92	234
0700	96	110	164	164	534
0800	163	207	228	172	770
0900	211	245	234	234	924
1000	185	213	197	229	824
1100	199	179	200	208	786
1200	195	200	207	210	812
1300	204	223	228	238	893
1400	235	243	199	203	880
1500	217	232	209	193	851
1600	239	248	230	262	979
1700	278	281	282	243	1084
1800	235	249	252	241	977
1900	248	253	234	222	957
2000	228	241	197	218	884
2100	186	171	142	158	657
2200	141	152	141	151	585
2300	143	126	125	105	499
24-Hour Totals:					15157

Peak Volume Information

	Hour	Volume
A.M.	845	862
P.M.	1645	1103
Daily	1645	1103

Truck Percentage	3.31	NaN	3.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	11	12665	1979	102	218	61	9	45	48	12	0	0	7	0	0	502	15157

Generated by SPS 5.0.49P

County: 86
Station: 3404
Description: I-95 NB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	104	110	94	89	397
0100	52	48	52	52	204
0200	49	37	42	31	159
0300	34	34	20	20	108
0400	28	28	28	36	120
0500	23	26	30	35	114
0600	29	43	57	101	230
0700	97	85	151	189	522
0800	199	214	200	169	782
0900	146	139	227	226	738
1000	198	221	209	192	820
1100	189	167	201	191	748
1200	205	214	185	249	853
1300	190	204	192	195	781
1400	222	210	214	234	880
1500	230	235	263	267	995
1600	240	217	238	251	946
1700	234	240	238	249	961
1800	247	223	240	165	875
1900	204	202	200	225	831
2000	193	211	230	192	826
2100	181	184	156	146	667
2200	144	135	154	133	566
2300	106	132	129	102	469
24-Hour Totals:					14592

Peak Volume Information

	Hour	Volume
A.M.	745	802
P.M.	1515	1005
Daily	1515	1005

Truck Percentage 3.02 NaN 3.02

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	10	12349	1793	85	171	82	2	37	47	12	0	0	4	0	0	440	14592

Generated by SPS 5.0.49P

County: 86
Station: 3404
Description: I-95 NB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	113	115	110	83	421
0100	72	73	66	55	266
0200	50	49	41	39	179
0300	29	33	25	23	110
0400	29	25	35	35	124
0500	26	23	24	51	124
0600	35	58	66	71	230
0700	96	106	154	186	542
0800	148	187	206	180	721
0900	203	201	213	220	837
1000	193	201	197	205	796
1100	190	217	185	164	756
1200	162	195	221	226	804
1300	200	237	195	230	862
1400	237	205	204	223	869
1500	219	217	219	218	873
1600	226	242	227	220	915
1700	227	213	214	174	828
1800	173	142	107	149	571
1900	174	189	167	200	730
2000	179	198	190	187	754
2100	176	162	163	125	626
2200	112	140	151	136	539
2300	117	147	126	132	522
24-Hour Totals:					13999

Peak Volume Information

	Hour	Volume
A.M.	845	797
P.M.	1615	916
Daily	1615	916

Truck Percentage	3.29	NaN	3.29

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	13	11831	1695	66	193	75	6	52	53	11	0	0	4	0	0	460	13999

Generated by SPS 5.0.49P

County: 86
Station: 3301
Description: I-95 SB OFF RAMP TO PEMBROKE RD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	82	63	58	41	244
0100	41	39	32	37	149
0200	31	26	35	17	109
0300	28	29	32	42	131
0400	18	27	36	44	125
0500	30	38	43	96	207
0600	76	125	153	207	561
0700	235	262	307	381	1185
0800	382	385	327	394	1488
0900	301	268	268	227	1064
1000	220	234	218	239	911
1100	261	235	243	226	965
1200	235	245	270	258	1008
1300	241	253	247	249	990
1400	271	287	299	315	1172
1500	315	302	370	373	1360
1600	370	338	380	365	1453
1700	370	372	408	397	1547
1800	384	332	347	317	1380
1900	287	280	253	231	1051
2000	219	168	224	170	781
2100	161	155	133	153	602
2200	136	123	129	130	518
2300	126	106	113	87	432
24-Hour Totals:					19433

Peak Volume Information

	Hour	Volume
A.M.	800	1488
P.M.	1715	1561
Daily	1715	1561

Truck Percentage 5.36 NaN 5.36

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	57	15326	3008	161	488	56	3	138	193	2	0	1	0	0	0	1042	19433

Generated by SPS 5.0.49P

County: 86
Station: 3301
Description: I-95 SB OFF RAMP TO PEMBROKE RD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	97	69	48	49	263
0100	48	36	38	48	170
0200	27	29	24	18	98
0300	22	33	27	35	117
0400	17	27	25	45	114
0500	37	50	48	103	238
0600	93	105	139	203	540
0700	224	243	316	362	1145
0800	367	381	366	378	1492
0900	321	265	256	268	1110
1000	221	243	261	233	958
1100	261	245	247	258	1011
1200	235	255	282	351	1123
1300	248	269	282	253	1052
1400	237	306	319	313	1175
1500	340	341	339	246	1266
1600	376	351	373	366	1466
1700	364	354	395	380	1493
1800	380	356	341	340	1417
1900	337	257	282	223	1099
2000	207	221	268	187	883
2100	132	131	145	150	558
2200	141	136	140	121	538
2300	102	110	90	101	403
24-Hour Totals:					19729

Peak Volume Information

	Hour	Volume
A.M.	800	1492
P.M.	1730	1511
Daily	1730	1511

Truck Percentage	5.85	NaN	5.85

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	25	15503	3047	161	617	75	1	131	165	2	1	1	0	0	0	1154	19729

Generated by SPS 5.0.49P

County: 86
Station: 3301
Description: I-95 SB OFF RAMP TO PEMBROKE RD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	85	66	72	53	276
0100	55	55	51	37	198
0200	36	34	36	29	135
0300	23	28	29	49	129
0400	32	41	39	41	153
0500	43	51	54	84	232
0600	92	101	103	168	464
0700	188	228	186	203	805
0800	247	265	150	170	832
0900	273	301	186	220	980
1000	209	214	199	239	861
1100	202	203	214	256	875
1200	231	237	240	271	979
1300	243	259	251	249	1002
1400	266	273	294	314	1147
1500	315	325	353	316	1309
1600	359	333	362	335	1389
1700	346	342	378	357	1423
1800	358	330	321	307	1316
1900	285	247	235	213	980
2000	208	202	223	182	815
2100	156	142	152	149	599
2200	143	139	137	129	548
2300	125	122	112	101	460
24-Hour Totals:					17907

Peak Volume Information

	Hour	Volume
A.M.	845	930
P.M.	1715	1435
Daily	1715	1435

Truck Percentage	5.18	NaN	5.18

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	5	14150	2825	138	467	59	3	97	155	4	2	1	1	0	0	927	17907

Generated by SPS 5.0.49P

County: 86
Station: 3302
Description: I-95 SB ON RAMP FROM PEMBROKE RD
Start Date: 10/26/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	48	43	29	32	152
0100	33	26	21	25	105
0200	27	16	19	13	75
0300	19	12	26	10	67
0400	15	29	34	29	107
0500	42	44	86	108	280
0600	122	172	167	183	644
0700	204	204	213	201	822
0800	161	164	161	132	618
0900	158	170	163	166	657
1000	159	172	142	143	616
1100	152	157	178	176	663
1200	144	157	171	174	646
1300	177	161	175	158	671
1400	165	158	161	179	663
1500	184	191	174	150	699
1600	148	151	160	147	606
1700	200	185	133	159	677
1800	178	165	147	134	624
1900	131	160	161	147	599
2000	148	134	115	118	515
2100	103	127	120	82	432
2200	91	83	93	64	331
2300	78	54	66	51	249
24-Hour Totals:					11518

Peak Volume Information

	Hour	Volume
A.M.	700	822
P.M.	1445	728
Daily	700	822

Truck Percentage	4.31	NaN	4.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	20	9406	1596	78	244	72	3	36	61	1	0	0	1	0	0	496	11518

Generated by SPS 5.0.49P

County: 86
Station: 3302
Description: I-95 SB ON RAMP FROM PEMBROKE RD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	47	43	58	34	182
0100	26	27	23	25	101
0200	19	19	24	13	75
0300	16	14	21	21	72
0400	24	30	33	36	123
0500	36	36	83	114	269
0600	140	161	178	193	672
0700	216	205	188	217	826
0800	165	171	167	140	643
0900	143	149	168	167	627
1000	157	161	176	135	629
1100	158	157	176	145	636
1200	169	165	165	178	677
1300	166	181	191	161	699
1400	150	171	187	182	690
1500	167	168	166	163	664
1600	139	167	132	145	583
1700	175	184	145	122	626
1800	136	135	166	148	585
1900	134	110	216	158	618
2000	122	124	128	113	487
2100	97	116	107	82	402
2200	107	92	66	62	327
2300	81	71	68	47	267
24-Hour Totals:					11480

Peak Volume Information

	Hour	Volume
A.M.	700	826
P.M.	1245	716
Daily	700	826

Truck Percentage	4.28	NaN	4.28

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	20	9363	1606	66	240	68	9	37	69	1	0	0	1	0	0	491	11480

Generated by SPS 5.0.49P

County: 86
Station: 3302
Description: I-95 SB ON RAMP FROM PEMBROKE RD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	60	46	49	28	183
0100	26	29	28	22	105
0200	23	29	31	16	99
0300	28	16	26	20	90
0400	29	25	35	43	132
0500	43	43	88	101	275
0600	115	170	224	183	692
0700	179	205	186	188	758
0800	184	175	143	175	677
0900	157	166	204	274	801
1000	317	265	201	141	924
1100	184	166	176	180	706
1200	167	151	182	183	683
1300	183	173	183	168	707
1400	161	154	186	181	682
1500	175	177	166	156	674
1600	142	152	151	152	597
1700	184	187	139	152	662
1800	158	161	158	144	621
1900	154	150	179	156	639
2000	142	134	128	124	528
2100	109	126	115	94	444
2200	107	99	95	76	377
2300	91	70	74	53	288
24-Hour Totals:					12344

Peak Volume Information

	Hour	Volume
A.M.	715	763
P.M.	1245	722
Daily	930	1060

Truck Percentage	4.72	NaN	4.72

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	24	9922	1815	81	288	76	8	39	88	1	0	0	2	0	0	583	12344

Generated by SPS 5.0.49P

County: 86
Station: 3303
Description: I-95 NB ON RAMP FROM PEMBROKE RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	57	48	31	45	181
0100	38	42	24	25	129
0200	29	19	26	22	96
0300	24	41	38	46	149
0400	48	44	55	61	208
0500	79	86	129	140	434
0600	153	211	270	283	917
0700	304	297	338	276	1215
0800	273	255	249	262	1039
0900	183	199	231	219	832
1000	227	225	240	218	910
1100	218	233	207	221	879
1200	203	235	238	252	928
1300	215	281	253	282	1031
1400	242	239	287	289	1057
1500	302	283	282	303	1170
1600	321	315	328	300	1264
1700	324	320	286	289	1219
1800	289	298	270	255	1112
1900	230	237	213	197	877
2000	197	160	179	161	697
2100	138	140	134	121	533
2200	119	114	93	84	410
2300	84	70	61	59	274
24-Hour Totals:					17561

Peak Volume Information

	Hour	Volume
A.M.	645	1222
P.M.	1630	1272
Daily	1630	1272

Truck Percentage 6.04 NaN 6.04

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	37	13174	3290	120	579	52	2	125	179	1	0	1	1	0	0	1060	17561

Generated by SPS 5.0.49P

County: 86
Station: 3303
Description: I-95 NB ON RAMP FROM PEMBROKE RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	59	50	46	40	195
0100	38	40	31	32	141
0200	28	32	19	35	114
0300	27	36	37	45	145
0400	45	50	69	62	226
0500	60	86	119	161	426
0600	172	219	283	252	926
0700	283	299	310	252	1144
0800	230	226	255	237	948
0900	243	261	265	279	1048
1000	258	236	207	277	978
1100	228	250	243	273	994
1200	256	231	243	241	971
1300	232	252	265	267	1016
1400	228	235	285	296	1044
1500	308	312	323	336	1279
1600	354	309	310	301	1274
1700	305	290	260	230	1085
1800	300	298	257	237	1092
1900	236	192	236	184	848
2000	186	196	148	153	683
2100	126	141	121	116	504
2200	129	97	96	79	401
2300	74	91	79	64	308
24-Hour Totals:					17790

Peak Volume Information

	Hour	Volume
A.M.	645	1144
P.M.	1515	1325
Daily	1515	1325

Truck Percentage	6.58	NaN	6.58

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	13157	3431	142	709	53	0	116	149	2	0	0	0	0	0	1171	17790

Generated by SPS 5.0.49P

County: 86
Station: 3303
Description: I-95 NB ON RAMP FROM PEMBROKE RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	62	53	57	45	217
0100	37	41	29	36	143
0200	34	29	25	27	115
0300	40	34	44	47	165
0400	60	55	64	81	260
0500	87	91	104	153	435
0600	166	189	275	269	899
0700	273	297	298	274	1142
0800	257	282	279	251	1069
0900	261	241	268	241	1011
1000	227	234	260	232	953
1100	306	255	266	288	1115
1200	259	255	263	253	1030
1300	250	286	283	289	1108
1400	271	264	300	296	1131
1500	319	310	317	315	1261
1600	336	322	341	302	1301
1700	305	291	290	276	1162
1800	290	300	264	258	1112
1900	258	254	241	216	969
2000	224	192	185	173	774
2100	154	159	133	145	591
2200	148	124	131	108	511
2300	96	102	88	76	362
24-Hour Totals:					18836

Peak Volume Information

	Hour	Volume
A.M.	700	1142
P.M.	1545	1314
Daily	1545	1314

Truck Percentage	5.77	NaN	5.77

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	27	14336	3386	135	620	52	2	112	160	4	0	1	1	0	0	1087	18836

Generated by SPS 5.0.49P

County: 86
Station: 3304
Description: I-95 NB OFF RAMP TO PEMBROKE RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	78	72	57	45	252
0100	66	40	41	23	170
0200	33	20	25	28	106
0300	20	21	21	24	86
0400	17	16	23	24	80
0500	27	36	44	67	174
0600	64	65	93	118	340
0700	140	160	201	277	778
0800	222	235	204	188	849
0900	166	185	166	165	682
1000	130	147	173	145	595
1100	128	135	178	169	610
1200	148	182	171	168	669
1300	192	187	205	198	782
1400	201	235	274	276	986
1500	261	288	257	231	1037
1600	223	227	265	251	966
1700	264	273	283	262	1082
1800	272	242	225	199	938
1900	198	198	207	176	779
2000	183	153	172	148	656
2100	143	176	140	150	609
2200	105	97	107	80	389
2300	72	87	69	60	288
24-Hour Totals:					13903

Peak Volume Information

	Hour	Volume
A.M.	745	938
P.M.	1430	1099
Daily	1430	1099

Truck Percentage	4.27	NaN	4.27

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	33	11110	2166	77	330	82	3	43	54	3	0	0	2	0	0	594	13903

Generated by SPS 5.0.49P

County: 86
Station: 3304
Description: I-95 NB OFF RAMP TO PEMBROKE RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	58	56	45	45	204
0100	84	20	29	27	160
0200	20	24	16	17	77
0300	18	18	19	20	75
0400	15	13	21	18	67
0500	29	21	47	68	165
0600	67	67	107	134	375
0700	158	193	198	257	806
0800	235	233	213	238	919
0900	261	337	250	161	1009
1000	163	143	162	186	654
1100	170	165	174	177	686
1200	155	187	202	179	723
1300	196	180	207	200	783
1400	188	179	216	250	833
1500	220	232	217	235	904
1600	228	183	256	234	901
1700	231	239	275	270	1015
1800	228	264	230	218	940
1900	253	223	250	202	928
2000	182	194	165	145	686
2100	134	133	142	124	533
2200	121	119	121	99	460
2300	89	81	91	66	327
24-Hour Totals:					14230

Peak Volume Information

	Hour	Volume
A.M.	845	1086
P.M.	1730	1037
Daily	845	1086

Truck Percentage 3.56 NaN 3.56

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	11962	1734	67	257	82	4	48	46	2	0	0	0	0	0	506	14230

Generated by SPS 5.0.49P

County: 86
Station: 3304
Description: I-95 NB OFF RAMP TO PEMBROKE RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	66	76	45	48	235
0100	45	30	31	24	130
0200	19	29	13	23	84
0300	18	16	21	16	71
0400	25	14	18	29	86
0500	31	28	42	57	158
0600	67	75	109	122	373
0700	144	186	230	246	806
0800	228	245	349	373	1195
0900	387	316	309	267	1279
1000	193	158	165	168	684
1100	132	174	182	145	633
1200	158	181	173	189	701
1300	197	207	202	193	799
1400	171	206	205	198	780
1500	191	199	246	254	890
1600	225	248	206	273	952
1700	263	280	375	345	1263
1800	268	237	286	241	1032
1900	221	215	197	230	863
2000	188	186	168	159	701
2100	119	133	118	109	479
2200	129	112	104	99	444
2300	99	94	85	76	354
24-Hour Totals:					14992

Peak Volume Information

	Hour	Volume
A.M.	830	1425
P.M.	1715	1268
Daily	830	1425

Truck Percentage	3.56	NaN	3.56

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	27	12434	1998	73	296	80	5	27	51	1	0	0	0	0	0	533	14992

Generated by SPS 5.0.49P

County: 86
Station: 3201
Description: I-95 SB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	54	48	41	37	180
0100	29	27	33	17	106
0200	18	20	26	21	85
0300	22	12	11	11	56
0400	17	15	26	35	93
0500	29	41	45	76	191
0600	103	169	212	257	741
0700	213	316	288	336	1153
0800	341	339	325	364	1369
0900	268	224	230	220	942
1000	211	220	224	250	905
1100	213	197	210	220	840
1200	198	248	252	282	980
1300	250	244	260	302	1056
1400	279	324	265	311	1179
1500	302	291	334	259	1186
1600	198	209	200	283	890
1700	339	343	354	362	1398
1800	335	347	313	315	1310
1900	272	271	263	265	1071
2000	173	238	183	206	800
2100	199	186	143	137	665
2200	149	139	136	118	542
2300	100	93	81	67	341
24-Hour Totals:					18079

Peak Volume Information

	Hour	Volume
A.M.	800	1369
P.M.	1700	1398
Daily	1700	1398

Truck Percentage	3.60	NaN	3.60

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	61	14759	2608	72	354	146	13	37	24	3	0	0	2	0	0	651	18079

Generated by SPS 5.0.49P

County: 86
Station: 3201
Description: I-95 SB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	68	51	62	40	221
0100	53	43	30	24	150
0200	34	27	19	11	91
0300	11	14	15	13	53
0400	17	18	19	27	81
0500	27	42	52	76	197
0600	105	180	214	237	736
0700	241	287	277	366	1171
0800	345	341	366	355	1407
0900	322	272	280	283	1157
1000	239	237	240	233	949
1100	227	209	267	231	934
1200	238	235	260	288	1021
1300	235	267	268	290	1060
1400	299	308	272	345	1224
1500	303	293	345	286	1227
1600	296	323	269	291	1179
1700	312	335	344	343	1334
1800	364	341	314	346	1365
1900	283	286	342	225	1136
2000	194	237	195	173	799
2100	171	175	164	162	672
2200	140	140	117	120	517
2300	98	107	90	102	397
24-Hour Totals:					19078

Peak Volume Information

	Hour	Volume
A.M.	745	1418
P.M.	1730	1392
Daily	745	1418

Truck Percentage	4.04	NaN	4.04

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	34	15315	2959	72	430	159	19	50	23	5	0	0	12	0	0	770	19078

Generated by SPS 5.0.49P

County: 86
Station: 3201
Description: I-95 SB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	79	71	65	47	262
0100	33	52	37	26	148
0200	33	31	26	17	107
0300	26	22	26	26	100
0400	21	20	27	34	102
0500	45	46	54	70	215
0600	99	148	205	207	659
0700	216	294	270	348	1128
0800	323	323	310	317	1273
0900	281	231	363	408	1283
1000	372	240	108	137	857
1100	146	169	220	232	767
1200	224	264	246	268	1002
1300	250	279	269	299	1097
1400	294	316	272	324	1206
1500	308	301	325	294	1228
1600	277	288	269	300	1134
1700	336	345	348	347	1376
1800	346	345	306	316	1313
1900	283	279	303	244	1109
2000	207	240	210	206	863
2100	184	192	164	161	701
2200	153	154	136	127	570
2300	113	88	78	73	352
24-Hour Totals:					18852

Peak Volume Information

	Hour	Volume
A.M.	745	1304
P.M.	1715	1386
Daily	1715	1386

Truck Percentage 3.84 NaN 3.84

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	29	15223	2877	72	374	175	18	39	36	5	0	0	4	0	0	723	18852

Generated by SPS 5.0.49P

County: 86
Station: 3202
Description: I-95 SB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	48	51	43	28	170
0100	28	28	26	28	110
0200	20	22	23	15	80
0300	22	21	23	22	88
0400	18	31	33	34	116
0500	49	50	70	66	235
0600	103	151	137	183	574
0700	173	240	242	267	922
0800	302	232	220	191	945
0900	171	176	166	196	709
1000	158	205	171	173	707
1100	170	193	204	203	770
1200	188	164	196	199	747
1300	183	180	200	192	755
1400	214	225	224	217	880
1500	217	258	224	224	923
1600	215	221	218	217	871
1700	249	211	247	158	865
1800	198	232	179	157	766
1900	183	212	202	152	749
2000	160	133	141	115	549
2100	117	122	129	93	461
2200	102	84	74	83	343
2300	63	75	63	63	264
24-Hour Totals:					13599

Peak Volume Information

	Hour	Volume
A.M.	715	1051
P.M.	1645	924
Daily	715	1051

Truck Percentage	2.57	NaN	2.57

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	35	11424	1790	63	214	16	0	34	23	0	0	0	0	0	0	350	13599

Generated by SPS 5.0.49P

County: 86
Station: 3202
Description: I-95 SB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	70	54	40	38	202
0100	47	25	30	22	124
0200	18	18	26	24	86
0300	16	21	23	21	81
0400	29	26	28	32	115
0500	38	48	60	82	228
0600	99	146	141	187	573
0700	202	247	236	293	978
0800	257	246	215	168	886
0900	190	200	167	187	744
1000	190	176	176	190	732
1100	175	191	169	183	718
1200	191	191	195	203	780
1300	195	187	171	207	760
1400	233	202	216	226	877
1500	236	216	239	257	948
1600	198	165	245	184	792
1700	202	216	230	182	830
1800	219	153	203	159	734
1900	181	170	163	137	651
2000	151	133	127	124	535
2100	110	104	103	103	420
2200	99	97	88	88	372
2300	69	58	72	50	249
24-Hour Totals:					13415

Peak Volume Information

	Hour	Volume
A.M.	715	1033
P.M.	1500	948
Daily	715	1033

Truck Percentage	2.76	NaN	2.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	33	11209	1803	54	240	24	1	26	23	0	0	0	2	0	0	370	13415

Generated by SPS 5.0.49P

County: 86
Station: 3202
Description: I-95 SB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	59	51	44	46	200
0100	30	42	22	31	125
0200	28	32	19	34	113
0300	25	26	21	15	87
0400	31	29	24	34	118
0500	40	45	76	73	234
0600	98	56	88	106	348
0700	132	188	212	293	825
0800	237	227	203	176	843
0900	161	193	169	110	633
1000	96	159	186	200	641
1100	204	190	216	202	812
1200	202	209	184	188	783
1300	191	187	197	193	768
1400	224	207	228	228	887
1500	230	244	219	252	945
1600	199	185	230	205	819
1700	214	209	229	176	828
1800	196	192	189	167	744
1900	179	196	179	153	707
2000	163	141	137	136	577
2100	116	117	131	109	473
2200	114	103	92	91	400
2300	77	84	82	68	311
24-Hour Totals:					13221

Peak Volume Information

	Hour	Volume
A.M.	730	969
P.M.	1500	945
Daily	730	969

Truck Percentage	2.72	NaN	2.72

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	35	11098	1728	52	242	20	1	21	24	0	0	0	0	0	0	360	13221

Generated by SPS 5.0.49P

County: 86
Station: 3203
Description: I-95 NB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	42	54	36	39	171
0100	28	27	25	25	105
0200	17	24	19	13	73
0300	21	8	17	17	63
0400	25	37	30	46	138
0500	42	59	111	86	298
0600	116	149	234	232	731
0700	267	378	398	402	1445
0800	346	355	342	278	1321
0900	222	246	279	202	949
1000	205	221	213	213	852
1100	225	241	247	234	947
1200	207	219	236	251	913
1300	240	240	260	234	974
1400	269	270	295	315	1149
1500	292	326	321	333	1272
1600	292	294	374	289	1249
1700	304	313	327	274	1218
1800	250	283	244	242	1019
1900	229	256	197	193	875
2000	158	177	138	145	618
2100	152	119	136	123	530
2200	118	98	86	76	378
2300	61	75	74	55	265
24-Hour Totals:					17553

Peak Volume Information

	Hour	Volume
A.M.	715	1524
P.M.	1545	1293
Daily	715	1524

Truck Percentage	2.75	NaN	2.75

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	39	14820	2211	77	301	18	1	50	35	0	0	0	1	0	0	483	17553

Generated by SPS 5.0.49P

County: 86
Station: 3203
Description: I-95 NB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	73	36	43	44	196
0100	37	33	37	28	135
0200	20	28	30	24	102
0300	22	29	24	20	95
0400	21	33	39	52	145
0500	44	65	99	99	307
0600	118	151	240	232	741
0700	279	385	346	414	1424
0800	354	329	293	280	1256
0900	254	243	238	220	955
1000	216	217	206	229	868
1100	222	213	236	232	903
1200	227	216	228	273	944
1300	261	248	259	241	1009
1400	274	264	296	308	1142
1500	297	300	333	323	1253
1600	364	279	283	305	1231
1700	325	265	289	266	1145
1800	259	218	263	223	963
1900	237	206	188	192	823
2000	164	175	151	121	611
2100	136	129	120	117	502
2200	112	107	100	101	420
2300	90	73	49	64	276
24-Hour Totals:					17446

Peak Volume Information

	Hour	Volume
A.M.	715	1499
P.M.	1515	1320
Daily	715	1499

Truck Percentage 3.07 NaN 3.07

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	32	14562	2317	79	357	14	4	40	40	0	0	0	1	0	0	535	17446

Generated by SPS 5.0.49P

County: 86
Station: 3203
Description: I-95 NB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	74	48	60	39	221
0100	35	32	34	25	126
0200	19	24	29	23	95
0300	27	32	34	25	118
0400	25	33	41	40	139
0500	41	69	92	89	291
0600	123	134	222	191	670
0700	273	338	386	375	1372
0800	341	321	316	274	1252
0900	236	284	233	209	962
1000	201	213	233	229	876
1100	206	241	255	263	965
1200	265	248	252	258	1023
1300	258	256	269	253	1036
1400	293	269	308	330	1200
1500	313	324	309	334	1280
1600	326	281	331	284	1222
1700	298	278	318	280	1174
1800	273	245	262	239	1019
1900	246	229	211	196	882
2000	168	186	154	139	647
2100	150	136	135	127	548
2200	130	110	110	104	454
2300	78	67	57	55	257
24-Hour Totals:					17829

Peak Volume Information

	Hour	Volume
A.M.	715	1440
P.M.	1515	1293
Daily	715	1440

Truck Percentage 3.07 NaN 3.07

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	14843	2410	74	368	16	3	48	38	1	0	0	0	0	0	548	17829

Generated by SPS 5.0.49P

County: 86
Station: 3204
Description: I-95 NB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	59	49	43	48	199
0100	37	39	29	28	133
0200	22	30	21	20	93
0300	21	22	18	18	79
0400	17	25	28	33	103
0500	27	40	58	69	194
0600	75	116	143	139	473
0700	137	176	173	243	729
0800	180	186	189	173	728
0900	178	157	180	177	692
1000	152	154	169	166	641
1100	148	158	167	170	643
1200	148	158	172	186	664
1300	169	153	208	202	732
1400	195	201	204	198	798
1500	180	200	202	206	788
1600	199	180	162	181	722
1700	192	155	208	166	721
1800	175	160	180	173	688
1900	182	183	179	154	698
2000	157	150	179	129	615
2100	129	139	123	140	531
2200	112	116	111	106	445
2300	75	85	72	62	294
24-Hour Totals:					12403

Peak Volume Information

	Hour	Volume
A.M.	745	798
P.M.	1515	807
Daily	1515	807

Truck Percentage	3.60	NaN	3.60

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	9665	2263	49	324	22	5	29	17	0	0	0	1	0	0	447	12403

Generated by SPS 5.0.49P

County: 86
Station: 3204
Description: I-95 NB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	44	43	41	37	165
0100	31	37	30	28	126
0200	20	23	16	15	74
0300	11	18	16	23	68
0400	16	19	27	26	88
0500	31	34	55	68	188
0600	84	124	141	143	492
0700	131	200	159	219	709
0800	181	179	196	164	720
0900	203	156	204	166	729
1000	151	162	185	170	668
1100	151	136	161	136	584
1200	146	173	195	177	691
1300	148	142	210	193	693
1400	208	210	226	195	839
1500	182	171	193	204	750
1600	190	188	184	170	732
1700	157	160	164	176	657
1800	153	148	165	189	655
1900	175	195	156	147	673
2000	168	137	150	128	583
2100	122	133	119	137	511
2200	98	104	87	101	390
2300	77	78	72	61	288
24-Hour Totals:					12073

Peak Volume Information

	Hour	Volume
A.M.	745	775
P.M.	1400	839
Daily	1400	839

Truck Percentage	3.18	NaN	3.18

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	9454	2207	47	267	13	18	27	11	0	0	0	1	0	0	384	12073

Generated by SPS 5.0.49P

County: 86
Station: 3204
Description: I-95 NB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	55	49	41	46	191
0100	42	31	25	30	128
0200	17	27	14	23	81
0300	23	22	16	9	70
0400	14	25	30	41	110
0500	29	44	61	59	193
0600	86	114	161	129	490
0700	148	186	214	242	790
0800	180	207	219	204	810
0900	179	164	165	206	714
1000	172	166	163	187	688
1100	134	166	185	202	687
1200	166	158	171	185	680
1300	185	183	202	221	791
1400	195	153	196	183	727
1500	180	204	167	212	763
1600	192	156	130	187	665
1700	217	160	245	159	781
1800	196	157	161	169	683
1900	182	164	170	148	664
2000	145	152	137	130	564
2100	119	134	123	140	516
2200	110	111	119	98	438
2300	86	90	73	68	317
24-Hour Totals:					12541

Peak Volume Information

	Hour	Volume
A.M.	745	848
P.M.	1645	809
Daily	745	848

Truck Percentage	3.28	NaN	3.28

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	32	9904	2194	48	295	13	13	33	9	0	0	0	0	0	0	411	12541

Generated by SPS 5.0.49P

County: 86
Station: 3101
Description: I-95 SB OFF RAMP TO WB I-595 ON RAMP
Start Date: 11/02/2021
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	94	103	74	67	338
0100	76	66	53	52	247
0200	43	50	35	39	167
0300	43	40	61	49	193
0400	44	46	72	61	223
0500	82	135	164	232	613
0600	236	338	440	440	1454
0700	497	522	538	562	2119
0800	611	547	574	578	2310
0900	477	434	463	466	1840
1000	426	461	489	485	1861
1100	462	477	525	511	1975
1200	481	520	477	523	2001
1300	526	505	522	556	2109
1400	557	571	576	603	2307
1500	599	597	666	584	2446
1600	620	604	610	632	2466
1700	577	577	568	523	2245
1800	511	535	588	509	2143
1900	496	501	446	409	1852
2000	353	359	314	309	1335
2100	329	274	303	284	1190
2200	284	269	229	242	1024
2300	188	165	115	111	579
24-Hour Totals:					35037

Peak Volume Information

	Hour	Volume
A.M.	800	2310
P.M.	1530	2474
Daily	1530	2474

Truck Percentage	10.59	NaN	10.59

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	127	25941	5260	208	919	368	646	487	466	141	14	3	457	0	0	3709	35037

Generated by SPS 5.0.49P

County: 86
Station: 3101
Description: I-95 SB OFF RAMP TO WB I-595 ON RAMP
Start Date: 11/03/2021
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	82	89	72	68	311
0100	75	43	52	47	217
0200	35	40	20	30	125
0300	34	32	45	42	153
0400	30	46	67	84	227
0500	82	124	162	211	579
0600	264	343	455	444	1506
0700	482	496	512	549	2039
0800	598	576	574	484	2232
0900	476	495	513	472	1956
1000	470	448	434	466	1818
1100	481	503	520	483	1987
1200	488	485	549	567	2089
1300	508	503	580	563	2154
1400	599	573	604	596	2372
1500	554	618	583	419	2174
1600	400	538	588	616	2142
1700	599	701	645	610	2555
1800	575	619	589	480	2263
1900	487	452	411	382	1732
2000	389	400	383	314	1486
2100	311	303	312	258	1184
2200	269	235	284	343	1131
2300	228	216	171	153	768
24-Hour Totals:					35200

Peak Volume Information

	Hour	Volume
A.M.	745	2297
P.M.	1645	2561
Daily	1645	2561

Truck Percentage 10.15 NaN 10.15

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	101	26223	5303	205	879	309	623	468	504	151	19	2	413	0	0	3573	35200

Generated by SPS 5.0.49P

County: 86
Station: 3101
Description: I-95 SB OFF RAMP TO WB I-595 ON RAMP
Start Date: 11/04/2021
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	128	108	115	82	433
0100	63	75	80	54	272
0200	57	55	53	47	212
0300	46	47	42	71	206
0400	51	45	58	66	220
0500	96	121	167	219	603
0600	236	326	425	446	1433
0700	477	541	515	579	2112
0800	520	538	554	499	2111
0900	455	455	485	470	1865
1000	460	485	490	422	1857
1100	396	519	509	477	1901
1200	474	468	446	544	1932
1300	487	486	492	492	1957
1400	535	529	553	544	2161
1500	545	585	579	552	2261
1600	610	633	633	546	2422
1700	578	613	556	524	2271
1800	567	602	591	569	2329
1900	524	494	469	432	1919
2000	380	386	405	344	1515
2100	357	306	348	331	1342
2200	303	329	317	295	1244
2300	227	188	173	155	743
24-Hour Totals:					35321

Peak Volume Information

	Hour	Volume
A.M.	745	2191
P.M.	1545	2428
Daily	1545	2428

Truck Percentage	10.30	NaN	10.30

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	117	26420	5146	210	807	351	598	549	516	166	10	2	429	0	0	3638	35321

Generated by SPS 5.0.49P

County: 86
Station: 3102
Description: I-95 SB OFF RAMP TO EB I-595 ON RAMP
Start Date: 11/02/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	48	32	30	35	145
0100	23	21	19	17	80
0200	22	20	30	28	100
0300	40	51	67	69	227
0400	64	84	116	114	378
0500	128	155	180	199	662
0600	184	202	205	257	848
0700	201	243	225	232	901
0800	219	214	232	231	896
0900	223	224	210	218	875
1000	216	229	257	224	926
1100	179	224	209	220	832
1200	189	194	186	208	777
1300	195	190	176	181	742
1400	168	152	168	179	667
1500	189	175	177	180	721
1600	174	195	182	181	732
1700	157	137	123	119	536
1800	156	153	138	163	610
1900	151	133	117	115	516
2000	106	114	104	100	424
2100	91	92	106	89	378
2200	91	94	82	63	330
2300	65	58	43	48	214
24-Hour Totals:					13517

Peak Volume Information

	Hour	Volume
A.M.	645	926
P.M.	1215	783
Daily	645	926

Truck Percentage 8.69 NaN 8.69

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	19	10515	1809	34	254	110	43	79	530	56	1	0	67	0	0	1174	13517

Generated by SPS 5.0.49P

County: 86
Station: 3102
Description: I-95 SB OFF RAMP TO EB I-595 ON RAMP
Start Date: 11/03/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	30	48	27	20	125
0100	22	17	10	10	59
0200	10	9	13	12	44
0300	18	23	38	43	122
0400	54	83	104	123	364
0500	102	141	174	193	610
0600	193	207	245	240	885
0700	229	203	231	241	904
0800	241	229	240	249	959
0900	213	214	196	183	806
1000	208	209	224	206	847
1100	233	215	190	223	861
1200	197	194	186	210	787
1300	214	196	198	173	781
1400	185	163	168	176	692
1500	161	175	146	173	655
1600	172	155	152	148	627
1700	168	160	131	163	622
1800	199	176	184	192	751
1900	173	186	95	114	568
2000	145	96	109	92	442
2100	95	99	93	98	385
2200	97	98	128	103	426
2300	70	44	47	52	213
24-Hour Totals:					13535

Peak Volume Information

	Hour	Volume
A.M.	800	959
P.M.	1245	818
Daily	800	959

Truck Percentage	8.10	NaN	8.10

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	15	10567	1856	26	229	96	64	64	524	39	0	0	55	0	0	1097	13535

Generated by SPS 5.0.49P

County: 86
Station: 3102
Description: I-95 SB OFF RAMP TO EB I-595 ON RAMP
Start Date: 11/04/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	39	58	46	42	185
0100	40	50	25	28	143
0200	25	7	21	20	73
0300	24	33	54	60	171
0400	88	92	134	137	451
0500	158	173	185	201	717
0600	183	196	255	240	874
0700	220	205	251	277	953
0800	232	258	259	245	994
0900	293	232	235	244	1004
1000	253	223	250	207	933
1100	171	188	245	234	838
1200	226	233	203	217	879
1300	222	183	204	204	813
1400	230	225	209	227	891
1500	214	202	183	204	803
1600	194	182	205	227	808
1700	203	174	140	163	680
1800	171	189	187	210	757
1900	166	171	142	155	634
2000	141	128	136	110	515
2100	99	107	120	104	430
2200	101	115	119	126	461
2300	81	88	85	107	361
24-Hour Totals:					15368

Peak Volume Information

	Hour	Volume
A.M.	815	1055
P.M.	1400	891
Daily	815	1055

Truck Percentage 7.13 NaN 7.13

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	16	12053	2203	33	238	83	58	71	503	47	3	0	60	0	0	1096	15368

Generated by SPS 5.0.49P

County: 86
Station: 3103
Description: I-595 EB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/02/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	155	136	110	92	493
0100	79	59	68	61	267
0200	57	57	39	47	200
0300	38	30	49	55	172
0400	40	52	80	82	254
0500	123	152	253	302	830
0600	325	419	519	524	1787
0700	433	462	429	429	1753
0800	543	586	435	451	2015
0900	392	427	363	383	1565
1000	389	404	378	428	1599
1100	478	506	363	349	1696
1200	321	458	520	425	1724
1300	474	516	333	341	1664
1400	361	438	496	532	1827
1500	508	552	572	551	2183
1600	506	525	379	373	1783
1700	351	325	401	410	1487
1800	329	344	374	422	1469
1900	404	403	400	372	1579
2000	336	338	298	271	1243
2100	305	270	241	280	1096
2200	279	354	220	222	1075
2300	221	190	149	139	699
24-Hour Totals:					30460

Peak Volume Information

	Hour	Volume
A.M.	800	2015
P.M.	1500	2183
Daily	1500	2183

Truck Percentage 9.16 NaN 9.16

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	258	21920	5492	144	797	367	652	396	286	139	7	2	0	0	0	2790	30460

Generated by SPS 5.0.49P

County: 86
Station: 3103
Description: I-595 EB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/03/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	132	102	87	71	392
0100	60	66	57	55	238
0200	51	35	46	36	168
0300	41	53	51	28	173
0400	32	54	88	108	282
0500	102	144	257	289	792
0600	326	427	508	574	1835
0700	571	531	448	458	2008
0800	485	430	434	424	1773
0900	407	389	360	370	1526
1000	353	448	522	498	1821
1100	426	460	465	432	1783
1200	362	424	451	463	1700
1300	484	471	444	449	1848
1400	437	493	531	489	1950
1500	426	477	497	495	1895
1600	472	417	350	312	1551
1700	312	343	352	339	1346
1800	353	326	339	395	1413
1900	418	456	413	369	1656
2000	347	342	323	319	1331
2100	326	261	262	220	1069
2200	207	201	184	168	760
2300	152	147	137	123	559
24-Hour Totals:					29869

Peak Volume Information

	Hour	Volume
A.M.	645	2124
P.M.	1400	1950
Daily	630	2184

Truck Percentage	9.11	NaN	9.11

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	216	21271	5660	163	775	333	606	418	290	128	7	2	0	0	0	2722	29869

Generated by SPS 5.0.49P

County: 86
Station: 3103
Description: I-595 EB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/04/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	116	102	85	73	376
0100	61	64	58	55	238
0200	48	42	44	40	174
0300	40	50	45	36	171
0400	55	83	94	117	349
0500	150	260	226	315	951
0600	317	375	449	522	1663
0700	569	573	537	481	2160
0800	571	569	561	561	2262
0900	569	455	368	353	1745
1000	373	328	355	337	1393
1100	366	472	498	560	1896
1200	461	321	324	315	1421
1300	376	467	507	376	1726
1400	376	380	336	343	1435
1500	367	416	443	533	1759
1600	530	381	381	349	1641
1700	344	381	399	358	1482
1800	325	344	380	443	1492
1900	472	493	425	395	1785
2000	377	355	312	331	1375
2100	278	322	349	368	1317
2200	375	295	280	203	1153
2300	190	145	179	153	667
24-Hour Totals:					30631

Peak Volume Information

	Hour	Volume
A.M.	800	2262
P.M.	1515	1922
Daily	800	2262

Truck Percentage	8.36	NaN	8.36

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	232	22669	5169	146	650	316	630	395	272	143	6	3	0	0	0	2561	30631

Generated by SPS 5.0.49P

County: 86
Station: 3104
Description: I-595 WB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/02/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	136	112	122	103	473
0100	94	69	37	21	221
0200	74	36	18	8	136
0300	11	18	20	24	73
0400	27	33	50	77	187
0500	75	67	111	107	360
0600	112	112	127	147	498
0700	158	151	168	140	617
0800	122	136	168	139	565
0900	161	182	188	160	691
1000	157	178	217	175	727
1100	167	226	218	198	809
1200	164	152	191	208	715
1300	238	223	212	204	877
1400	239	197	160	136	732
1500	171	163	152	168	654
1600	227	286	235	227	975
1700	244	268	221	211	944
1800	229	237	199	191	856
1900	215	124	121	139	599
2000	140	137	150	157	584
2100	128	124	115	111	478
2200	301	291	319	362	1273
2300	272	195	147	137	751
24-Hour Totals:					14795

Peak Volume Information

	Hour	Volume
A.M.	845	670
P.M.	1615	992
Daily	2200	1273

Truck Percentage	7.76	NaN	7.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	39	11863	1745	41	237	111	9	39	694	15	0	0	2	0	0	1148	14795

Generated by SPS 5.0.49P

County: 86
Station: 3104
Description: I-595 WB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/03/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	152	148	88	74	462
0100	71	55	45	24	195
0200	18	24	26	18	86
0300	26	24	19	19	88
0400	25	40	50	56	171
0500	78	68	112	94	352
0600	99	121	121	127	468
0700	121	165	138	132	556
0800	111	168	140	183	602
0900	159	189	186	169	703
1000	186	193	191	206	776
1100	177	225	200	213	815
1200	191	164	195	198	748
1300	222	187	230	217	856
1400	206	211	199	203	819
1500	200	167	203	237	807
1600	252	240	217	238	947
1700	231	257	240	233	961
1800	250	226	196	189	861
1900	178	214	155	173	720
2000	151	144	166	133	594
2100	152	111	125	144	532
2200	174	155	179	177	685
2300	225	209	184	215	833
24-Hour Totals:					14637

Peak Volume Information

	Hour	Volume
A.M.	845	717
P.M.	1715	980
Daily	1715	980

Truck Percentage	7.26	NaN	7.26

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	11751	1792	45	199	110	8	36	651	11	1	0	2	0	0	1063	14637

Generated by SPS 5.0.49P

County: 86
Station: 3104
Description: I-595 WB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/04/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	171	154	106	136	567
0100	129	121	98	47	395
0200	63	40	37	27	167
0300	32	22	19	32	105
0400	49	66	83	120	318
0500	144	114	105	119	482
0600	105	133	144	149	531
0700	141	145	151	163	600
0800	141	148	141	165	595
0900	174	221	187	201	783
1000	184	247	213	225	869
1100	190	201	197	201	789
1200	214	201	219	216	850
1300	200	201	203	212	816
1400	181	221	200	230	832
1500	217	208	221	249	895
1600	233	266	271	256	1026
1700	259	250	211	226	946
1800	223	248	195	159	825
1900	219	175	174	180	748
2000	191	185	177	168	721
2100	172	144	138	176	630
2200	193	174	136	118	621
2300	150	157	150	135	592
24-Hour Totals:					15703

Peak Volume Information

	Hour	Volume
A.M.	845	747
P.M.	1615	1052
Daily	1615	1052

Truck Percentage	7.06	NaN	7.06

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	52	12606	1937	51	237	122	5	46	622	17	1	0	7	0	0	1108	15703

Generated by SPS 5.0.49P

County: 86
Station: 3105
Description: I-95 NB OFF RAMP TO WB I-595
Start Date: 11/02/2021
Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	96	85	74	63	318
0100	53	52	51	48	204
0200	37	36	36	36	145
0300	38	41	31	41	151
0400	37	48	62	79	226
0500	83	133	149	186	551
0600	233	282	358	390	1263
0700	398	451	490	502	1841
0800	497	508	481	471	1957
0900	455	410	382	400	1647
1000	369	350	374	356	1449
1100	372	419	420	425	1636
1200	393	356	383	384	1516
1300	419	447	449	398	1713
1400	400	425	443	439	1707
1500	444	444	529	523	1940
1600	556	498	527	502	2083
1700	538	562	552	514	2166
1800	436	457	475	440	1808
1900	404	436	314	287	1441
2000	287	267	245	223	1022
2100	214	217	212	196	839
2200	208	200	174	135	717
2300	140	139	136	117	532
24-Hour Totals:					28872

Peak Volume Information

	Hour	Volume
A.M.	730	1997
P.M.	1700	2166
Daily	1700	2166

Truck Percentage 7.58 NaN 7.58

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	178	23728	2775	100	440	280	580	298	269	119	9	3	90	0	3	2188	28872

Generated by SPS 5.0.49P

County: 86
Station: 3105
Description: I-95 NB OFF RAMP TO WB I-595
Start Date: 11/03/2021
Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	99	90	73	66	328
0100	53	49	49	45	196
0200	38	40	36	39	153
0300	39	37	32	45	153
0400	34	43	56	68	201
0500	77	105	157	188	527
0600	222	298	372	391	1283
0700	361	428	460	478	1727
0800	487	512	439	459	1897
0900	400	402	380	407	1589
1000	365	370	371	371	1477
1100	392	419	392	386	1589
1200	355	401	431	397	1584
1300	431	459	417	389	1696
1400	393	433	473	496	1795
1500	476	482	578	547	2083
1600	552	539	525	504	2120
1700	552	548	543	525	2168
1800	462	459	489	445	1855
1900	379	422	364	317	1482
2000	310	302	269	243	1124
2100	253	242	222	210	927
2200	203	233	178	157	771
2300	170	162	138	121	591
24-Hour Totals:					29316

Peak Volume Information

	Hour	Volume
A.M.	730	1937
P.M.	1530	2216
Daily	1530	2216

Truck Percentage	7.80	NaN	7.80

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	188	23844	2992	98	513	298	598	292	267	116	9	4	93	0	4	2288	29316

Generated by SPS 5.0.49P

County: 86
Station: 3105
Description: I-95 NB OFF RAMP TO WB I-595
Start Date: 11/04/2021
Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	101	88	76	64	329
0100	54	54	52	48	208
0200	39	34	36	36	145
0300	41	45	34	39	159
0400	33	44	60	77	214
0500	81	112	158	180	531
0600	220	291	361	397	1269
0700	394	433	461	485	1773
0800	464	469	461	449	1843
0900	411	389	388	403	1591
1000	359	383	407	398	1547
1100	383	421	421	398	1623
1200	369	416	443	442	1670
1300	463	460	460	453	1836
1400	425	468	511	498	1902
1500	461	470	557	532	2020
1600	540	491	525	493	2049
1700	530	552	477	461	2020
1800	437	462	474	441	1814
1900	389	430	376	325	1520
2000	327	310	289	254	1180
2100	259	246	230	207	942
2200	217	202	174	151	744
2300	152	149	137	117	555
24-Hour Totals:					29484

Peak Volume Information

	Hour	Volume
A.M.	730	1879
P.M.	1530	2120
Daily	1530	2120

Truck Percentage	8.04	NaN	8.04

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	210	23835	3067	116	511	306	639	292	273	126	8	3	96	0	2	2370	29484

Generated by SPS 5.0.49P

County: 86
Station: 3106
Description: I-95 NB OFF RAMP TO EB I-595
Start Date: 11/02/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	34	25	29	18	106
0100	13	23	8	10	54
0200	7	11	8	11	37
0300	18	15	15	13	61
0400	25	21	36	34	116
0500	59	69	75	106	309
0600	102	148	185	181	616
0700	161	183	238	191	773
0800	207	206	159	101	673
0900	122	136	130	122	510
1000	124	150	134	135	543
1100	142	133	135	136	546
1200	143	128	125	133	529
1300	123	131	119	140	513
1400	135	137	115	138	525
1500	132	128	107	127	494
1600	116	126	107	123	472
1700	100	107	87	87	381
1800	80	95	94	85	354
1900	66	68	70	63	267
2000	74	80	60	54	268
2100	64	61	50	64	239
2200	117	106	91	91	405
2300	51	35	17	24	127
24-Hour Totals:					8918

Peak Volume Information

	Hour	Volume
A.M.	730	842
P.M.	1330	531
Daily	730	842

Truck Percentage	9.52	NaN	9.52

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	18	6860	1191	44	152	96	28	46	309	66	0	0	108	0	0	849	8918

Generated by SPS 5.0.49P

County: 86
Station: 3106
Description: I-95 NB OFF RAMP TO EB I-595
Start Date: 11/03/2021
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	28	17	12	22	79
0100	7	10	6	10	33
0200	7	10	18	14	49
0300	13	11	22	19	65
0400	33	29	56	65	183
0500	71	55	98	106	330
0600	121	133	172	184	610
0700	152	175	204	200	731
0800	247	216	183	173	819
0900	144	177	152	139	612
1000	114	132	135	145	526
1100	150	143	139	145	577
1200	143	135	147	156	581
1300	118	131	140	137	526
1400	139	134	139	138	550
1500	133	153	130	123	539
1600	90	89	99	76	354
1700	100	87	83	79	349
1800	84	91	104	111	390
1900	96	94	123	77	390
2000	82	65	76	81	304
2100	59	65	69	58	251
2200	45	56	48	50	199
2300	41	54	37	33	165
24-Hour Totals:					9212

Peak Volume Information

	Hour	Volume
A.M.	730	867
P.M.	1200	581
Daily	730	867

Truck Percentage	9.25	NaN	9.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	12	7048	1300	57	160	75	34	30	310	68	0	0	118	0	0	852	9212

Generated by SPS 5.0.49P

County: 86
Station: 3106
Description: I-95 NB OFF RAMP TO EB I-595
Start Date: 11/04/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	23	22	23	11	79
0100	18	7	11	8	44
0200	12	16	14	17	59
0300	14	20	18	31	83
0400	25	29	61	65	180
0500	62	79	93	98	332
0600	93	119	174	205	591
0700	176	182	201	234	793
0800	220	196	183	217	816
0900	182	152	146	136	616
1000	122	147	139	146	554
1100	151	142	141	145	579
1200	146	134	140	149	569
1300	126	135	134	144	539
1400	141	140	132	142	555
1500	137	144	122	131	534
1600	105	112	107	104	428
1700	102	101	89	86	378
1800	85	96	101	100	382
1900	85	88	99	72	344
2000	81	75	71	72	299
2100	63	67	62	63	255
2200	83	81	73	74	311
2300	50	47	27	22	146
24-Hour Totals:					9466

Peak Volume Information

	Hour	Volume
A.M.	730	851
P.M.	1200	569
Daily	730	851

Truck Percentage	10.44	NaN	10.44

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	25	7160	1293	66	182	90	58	52	322	95	0	2	121	0	0	988	9466

Generated by SPS 5.0.49P

County: 86
Station: 3107
Description: I-595 EB OFF RAMP TO SB I-95
Start Date: 11/02/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	104	81	83	64	332
0100	68	55	55	54	232
0200	34	42	33	33	142
0300	25	32	38	45	140
0400	43	31	57	60	191
0500	60	114	157	207	538
0600	298	342	415	446	1501
0700	460	494	500	573	2027
0800	548	540	508	478	2074
0900	484	461	427	427	1799
1000	397	393	427	387	1604
1100	374	405	369	377	1525
1200	358	316	366	392	1432
1300	383	392	344	344	1463
1400	377	393	413	369	1552
1500	383	411	375	407	1576
1600	439	431	415	449	1734
1700	407	437	467	407	1718
1800	306	403	386	397	1492
1900	357	340	275	312	1284
2000	258	245	261	220	984
2100	216	213	217	187	833
2200	219	234	192	153	798
2300	139	181	165	145	630
24-Hour Totals:					27601

Peak Volume Information

	Hour	Volume
A.M.	745	2169
P.M.	1645	1760
Daily	745	2169

Truck Percentage 4.76 NaN 4.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	87	25757	444	21	190	197	487	152	216	47	3	0	0	0	0	1313	27601

Generated by SPS 5.0.49P

County: 86
Station: 3107
Description: I-595 EB OFF RAMP TO SB I-95
Start Date: 11/03/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	128	113	91	83	415
0100	72	69	61	59	261
0200	49	42	42	37	170
0300	33	33	38	45	149
0400	47	41	46	51	185
0500	61	110	155	227	553
0600	236	362	402	445	1445
0700	446	514	475	516	1951
0800	529	521	460	542	2052
0900	439	451	433	432	1755
1000	364	407	389	375	1535
1100	357	373	397	438	1565
1200	350	367	367	344	1428
1300	344	398	396	353	1491
1400	364	374	375	399	1512
1500	370	429	438	481	1718
1600	451	459	417	427	1754
1700	453	445	434	397	1729
1800	411	423	446	441	1721
1900	336	379	321	294	1330
2000	238	246	242	232	958
2100	227	242	253	228	950
2200	188	207	172	152	719
2300	146	157	130	122	555
24-Hour Totals:					27901

Peak Volume Information

	Hour	Volume
A.M.	800	2052
P.M.	1530	1829
Daily	800	2052

Truck Percentage	4.52	NaN	4.52

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	80	25969	591	15	183	175	500	141	199	44	2	2	0	0	0	1261	27901

Generated by SPS 5.0.49P

County: 86
Station: 3107
Description: I-595 EB OFF RAMP TO SB I-95
Start Date: 11/04/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	110	89	87	72	358
0100	69	58	59	51	237
0200	36	42	35	34	147
0300	31	38	45	46	160
0400	43	40	57	61	201
0500	101	143	161	209	614
0600	228	320	360	421	1329
0700	439	463	466	520	1888
0800	506	514	547	523	2090
0900	473	432	455	432	1792
1000	378	399	401	405	1583
1100	360	437	401	409	1607
1200	369	462	477	478	1786
1300	451	443	452	496	1842
1400	417	463	494	466	1840
1500	388	462	442	483	1775
1600	432	370	441	452	1695
1700	408	443	228	232	1311
1800	280	442	428	456	1606
1900	355	368	357	337	1417
2000	294	283	297	232	1106
2100	224	270	270	274	1038
2200	314	234	196	182	926
2300	148	154	136	120	558
24-Hour Totals:					28906

Peak Volume Information

	Hour	Volume
A.M.	800	2090
P.M.	1345	1870
Daily	800	2090

Truck Percentage	5.19	NaN	5.19

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	159	26636	610	28	205	230	634	129	208	63	3	1	0	0	0	1501	28906

Generated by SPS 5.0.49P

County: 86
Station: 3108
Description: I-595 WB OFF RAMP TO SB I-95
Start Date: 11/02/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	119	114	112	69	414
0100	83	74	53	38	248
0200	29	27	19	20	95
0300	15	22	15	17	69
0400	26	35	39	36	136
0500	56	48	48	68	220
0600	77	97	82	85	341
0700	139	138	100	115	492
0800	114	127	133	132	506
0900	113	159	156	162	590
1000	154	165	168	187	674
1100	153	188	188	179	708
1200	166	164	185	193	708
1300	161	166	171	160	658
1400	195	179	175	156	705
1500	170	186	195	193	744
1600	225	206	240	240	911
1700	218	240	227	186	871
1800	184	186	171	153	694
1900	139	116	122	112	489
2000	97	97	109	110	413
2100	96	91	101	83	371
2200	89	93	103	86	371
2300	91	91	90	83	355
24-Hour Totals:					11783

Peak Volume Information

	Hour	Volume
A.M.	845	560
P.M.	1630	938
Daily	1630	938

Truck Percentage 12.25 NaN 12.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	17	6005	4318	74	811	70	63	41	155	112	0	0	117	0	0	1443	11783

Generated by SPS 5.0.49P

County: 86
Station: 3108
Description: I-595 WB OFF RAMP TO SB I-95
Start Date: 11/03/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	96	92	97	84	369
0100	86	69	51	38	244
0200	32	26	22	19	99
0300	22	21	19	25	87
0400	34	43	44	50	171
0500	59	45	49	69	222
0600	62	78	93	96	329
0700	95	121	103	118	437
0800	114	150	142	126	532
0900	138	143	144	162	587
1000	183	154	185	165	687
1100	143	199	154	174	670
1200	183	144	209	164	700
1300	173	169	173	162	677
1400	178	200	194	189	761
1500	205	199	237	272	913
1600	236	192	214	232	874
1700	242	232	200	167	841
1800	184	168	201	197	750
1900	195	178	150	197	720
2000	135	109	104	100	448
2100	121	120	95	131	467
2200	121	115	91	89	416
2300	105	105	93	89	392
24-Hour Totals:					12393

Peak Volume Information

	Hour	Volume
A.M.	815	556
P.M.	1515	944
Daily	1515	944

Truck Percentage	12.29	NaN	12.29

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	16	6360	4494	79	828	93	63	72	146	86	0	0	156	0	0	1523	12393

Generated by SPS 5.0.49P

County: 86
Station: 3108
Description: I-595 WB OFF RAMP TO SB I-95
Start Date: 11/04/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	96	78	77	65	316
0100	48	36	31	29	144
0200	19	15	11	12	57
0300	16	24	31	38	109
0400	42	49	51	50	192
0500	46	52	45	56	199
0600	60	75	91	93	319
0700	109	135	127	126	497
0800	148	128	142	136	554
0900	157	138	174	179	648
1000	165	187	199	172	723
1100	171	196	185	223	775
1200	195	226	215	186	822
1300	213	174	204	169	760
1400	211	214	202	188	815
1500	203	212	224	222	861
1600	218	230	241	230	919
1700	240	250	230	220	940
1800	235	209	250	217	911
1900	171	135	148	146	600
2000	137	125	151	160	573
2100	165	122	113	133	533
2200	144	125	139	122	530
2300	140	152	138	125	555
24-Hour Totals:					13352

Peak Volume Information

	Hour	Volume
A.M.	845	605
P.M.	1630	961
Daily	1630	961

Truck Percentage	11.77	NaN	11.77

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	29	6991	4761	78	827	116	83	59	165	88	0	0	155	0	0	1571	13352

Generated by SPS 5.0.49P

Appendix A-3
Express Lane 72-Hour Classification Counts

SURVEY DATE: 11/9/2021			Surveyor: Carlos		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	9	4			
12:15 AM	2	16			
12:30 AM	1	10			
12:45 AM	2	3			
1:00 AM	0	4			
1:15 AM	1	0			
1:30 AM	0	3			
1:45 AM	1	3			
2:00 AM	0	2			
2:15 AM	0	1			
2:30 AM	0	2			
2:45 AM	1	1			
3:00 AM	1	0			
3:15 AM	0	3			
3:30 AM	0	1			
3:45 AM	0	3			
4:00 AM	0	2			
4:15 AM	2	4			
4:30 AM	6	1			
4:45 AM	4	7			
5:00 AM	4	13			
5:15 AM	0	26			
5:30 AM	2	42			
5:45 AM	25	75			
6:00 AM	26	87			
6:15 AM	38	172			
6:30 AM	85	191			
6:45 AM	113	191	2		1
7:00 AM	117	204	2		
7:15 AM	148	250	4		
7:30 AM	219	233	1		
7:45 AM	163	273	1		1
8:00 AM	78	304			
8:15 AM	96	292			1
8:30 AM	115	264	1		
8:45 AM	110	248	1		
9:00 AM	87	141			
9:15 AM	78	164			1
9:30 AM	55	167	1		
9:45 AM	86	120			
10:00 AM	60	132	1		
10:15 AM	47	161	1		
10:30 AM	45	163			1
10:45 AM	54	127			
11:00 AM	38	159			
11:15 AM	39	143			
11:30 AM	59	172	1		
11:45 AM	53	182			

SURVEY DATE: 11/9/2021			Surveyor: Carlos		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	40	150			1
12:15 PM	46	191			1
12:30 PM	50	210			
12:45 PM	51	213	1		
1:00 PM	46	151			
1:15 PM	48	176			1
1:30 PM	68	114			
1:45 PM	76	101	1		
2:00 PM	70	265			
2:15 PM	82	214			1
2:30 PM	69	171			1
2:45 PM	91	134			
3:00 PM	67	137			2
3:15 PM	83	209			2
3:30 PM	89	224	2		1
3:45 PM	65	233	1		
4:00 PM	69	220	1		
4:15 PM	85	237			1
4:30 PM	80	260	1		2
4:45 PM	118	259	3		
5:00 PM	102	198	2		
5:15 PM	82	170	1		1
5:30 PM	92	208	1		1
5:45 PM	92	182	1		1
6:00 PM	85	200			2
6:15 PM	91	223	2		1
6:30 PM	14	268	1		1
6:45 PM	58	180	1		1
7:00 PM	145	156	1		
7:15 PM	66	155	3		2
7:30 PM	37	125	1		1
7:45 PM	30	138	1		
8:00 PM	31	124			
8:15 PM	32	95			
8:30 PM	29	71			
8:45 PM	23	73			
9:00 PM	17	90			1
9:15 PM	17	61			
9:30 PM	15	79			
9:45 PM	17	51			
10:00 PM	10	66			
10:15 PM	10	52	1		
10:30 PM	17	30			1
10:45 PM	12	40			
11:00 PM	10	34			
11:15 PM	6	25			1
11:30 PM	5	33			
11:45 PM	2	24			
Sum	**4,610**	**11,786**	**42**	**0**	**32**
Total Volume	**16,470**				

SURVEY DATE: 11/10/2021			Surveyor: Carlos		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	4	25			
12:15 AM	3	10			
12:30 AM	2	8			
12:45 AM	4	4			
1:00 AM	6	4			
1:15 AM	0	5			
1:30 AM	2	6			
1:45 AM	4	9			
2:00 AM	2	3			
2:15 AM	0	5			
2:30 AM	2	4			
2:45 AM	1	4			
3:00 AM	0	3			
3:15 AM	1	2			
3:30 AM	1	2			
3:45 AM	1	8			
4:00 AM	1	6			
4:15 AM	0	4			
4:30 AM	3	4			
4:45 AM	6	10			
5:00 AM	1	13			
5:15 AM	6	18			
5:30 AM	16	26			
5:45 AM	35	75	2		
6:00 AM	25	95	1		
6:15 AM	58	142	1		
6:30 AM	99	211	1		
6:45 AM	93	205	3		1
7:00 AM	128	205	2		1
7:15 AM	175	223	4		1
7:30 AM	183	269	2		2
7:45 AM	142	283			
8:00 AM	143	242			
8:15 AM	117	225			
8:30 AM	111	249	2		
8:45 AM	87	238			
9:00 AM	70	179			
9:15 AM	75	186	1		
9:30 AM	70	185	1		
9:45 AM	51	145	1		
10:00 AM	71	131	2		
10:15 AM	57	122			4
10:30 AM	43	165			
10:45 AM	46	150			
11:00 AM	45	128	1		
11:15 AM	42	166			2
11:30 AM	50	172	1		
11:45 AM	53	168	1		2

SURVEY DATE: 11/10/2021			Surveyor: Carlos		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	45	145	1		
12:15 PM	47	142			
12:30 PM	75	125			1
12:45 PM	78	145			
1:00 PM	60	248			
1:15 PM	48	236	2		
1:30 PM	54	237	2		
1:45 PM	50	206	3		
2:00 PM	55	173	1		
2:15 PM	74	235			
2:30 PM	93	230			
2:45 PM	79	227			
3:00 PM	98	187			
3:15 PM	90	183	1		1
3:30 PM	87	262	2		
3:45 PM	88	263		1	1
4:00 PM	77	237	1		
4:15 PM	96	239	2		1
4:30 PM	88	261			1
4:45 PM	73	251			
5:00 PM	102	235	5		
5:15 PM	83	242	2		
5:30 PM	100	197	1		
5:45 PM	74	200			
6:00 PM	85	208	1		1
6:15 PM	99	212	1		1
6:30 PM	106	271		1	
6:45 PM	89	259	2		1
7:00 PM	77	289	1		1
7:15 PM	92	229	1		1
7:30 PM	60	196	1		
7:45 PM	47	177			1
8:00 PM	112	109			1
8:15 PM	87	96			
8:30 PM	25	78			
8:45 PM	29	66			
9:00 PM	24	86			1
9:15 PM	20	78			1
9:30 PM	22	66			
9:45 PM	11	75			
10:00 PM	20	60			
10:15 PM	13	55			1
10:30 PM	15	66			1
10:45 PM	10	41			
11:00 PM	8	37			
11:15 PM	6	44			
11:30 PM	7	29			
11:45 PM	2	28			
Sum	**5,015**	**12,703**	**56**	**2**	**29**
Total Volume	**17,805**				

SURVEY DATE: 11/11/2021			Surveyor: Daniel		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	7	23			
12:15 AM	3	24			
12:30 AM	2	24			
12:45 AM	0	20			
1:00 AM	5	24			
1:15 AM	0	11			1
1:30 AM	1	10			
1:45 AM	1	4			
2:00 AM	0	6			
2:15 AM	2	5			
2:30 AM	0	3			
2:45 AM	3	7			
3:00 AM	0	3			
3:15 AM	0	3			
3:30 AM	2	4			
3:45 AM	0	5			
4:00 AM	3	5			
4:15 AM	0	12			
4:30 AM	2	7			
4:45 AM	4	11			
5:00 AM	4	7			
5:15 AM	6	23			
5:30 AM	16	39			
5:45 AM	27	82			
6:00 AM	23	95			
6:15 AM	59	155	1		
6:30 AM	59	196	1		1
6:45 AM	55	175	8		
7:00 AM	105	189			
7:15 AM	162	265	4		
7:30 AM	133	249	2		1
7:45 AM	120	229	1		
8:00 AM	114	255	1		
8:15 AM	96	215			
8:30 AM	92	241	3		
8:45 AM	71	209	3		
9:00 AM	82	181	2		
9:15 AM	78	178	1		1
9:30 AM	57	187			1
9:45 AM	54	201	3		1
10:00 AM	56	170	3		
10:15 AM	50	154	2		
10:30 AM	49	125	1		
10:45 AM	48	105			
11:00 AM	43	77	1		
11:15 AM	54	61			
11:30 AM	10	317	1		1
11:45 AM	46	234			

SURVEY DATE: 11/11/2021			Surveyor: Daniel		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	39	207	1		
12:15 PM	54	199	1		
12:30 PM	44	172			2
12:45 PM	34	166	2		
1:00 PM	39	188	3		
1:15 PM	57	188	2		
1:30 PM	56	200	2		
1:45 PM	56	177	2		
2:00 PM	62	192	4		1
2:15 PM	73	180			
2:30 PM	99	232			1
2:45 PM	94	232	2		
3:00 PM	61	231	3		
3:15 PM	97	253	1		
3:30 PM	75	241	1		
3:45 PM	84	265	2		
4:00 PM	82	228			1
4:15 PM	80	261	1		1
4:30 PM	88	242	1		1
4:45 PM	73	233	3		
5:00 PM	83	217	2		
5:15 PM	93	205	2		1
5:30 PM	91	169	2		
5:45 PM	72	144	2		1
6:00 PM	60	199	1		1
6:15 PM	75	187	1		
6:30 PM	55	216	2		1
6:45 PM	57	180			
7:00 PM	54	174	1		1
7:15 PM	60	126	1		1
7:30 PM	50	141	1		1
7:45 PM	35	143	1		
8:00 PM	23	149			
8:15 PM	42	105			
8:30 PM	17	87	1		1
8:45 PM	12	97			
9:00 PM	16	100			2
9:15 PM	17	68			
9:30 PM	9	80			
9:45 PM	16	99			
10:00 PM	19	115			
10:15 PM	15	103			
10:30 PM	23	96			
10:45 PM	19	91			
11:00 PM	15	83			
11:15 PM	17	63			
11:30 PM	18	71			1
11:45 PM	15	57	1		
Sum	**4,229**	**12,677**	**87**	**0**	**25**
Total Volume	**17,018**				

SURVEY DATE: 11/9/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	15	4	1		
12:15 AM	13	7			
12:30 AM	9	6			
12:45 AM	7	3			
1:00 AM	3	1			
1:15 AM	3	2			
1:30 AM	6	1			
1:45 AM	6	1			
2:00 AM	2	1			
2:15 AM	3	0			
2:30 AM	3	1			
2:45 AM	4	0			
3:00 AM	2	1			
3:15 AM	4	3	1		
3:30 AM	3	0			
3:45 AM	5	2			
4:00 AM	5	2			
4:15 AM	13	0			
4:30 AM	12	2			
4:45 AM	15	0			
5:00 AM	21	2			
5:15 AM	37	2			
5:30 AM	59	16	1		
5:45 AM	126	14	1		
6:00 AM	162	17	2		
6:15 AM	150	25	2		
6:30 AM	331	43	2		1
6:45 AM	338	46	2		1
7:00 AM	347	68	2		
7:15 AM	380	66	1		
7:30 AM	325	90	2		
7:45 AM	312	98	1		
8:00 AM	407	92	2		2
8:15 AM	343	109	2		
8:30 AM	332	91	1		
8:45 AM	262	99	1		1
9:00 AM	273	78			
9:15 AM	323	76			1
9:30 AM	259	83			
9:45 AM	302	73	2		
10:00 AM	235	74			1
10:15 AM	267	72	1		
10:30 AM	256	77			
10:45 AM	193	88	1		2
11:00 AM	223	76			2
11:15 AM	238	70			1
11:30 AM	204	74	1		
11:45 AM	221	70			

SURVEY DATE: 11/9/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	165	71			
12:15 PM	208	62			1
12:30 PM	198	53	1		
12:45 PM	195	78	1		
1:00 PM	194	74			1
1:15 PM	195	70			1
1:30 PM	188	71			2
1:45 PM	173	63			2
2:00 PM	188	83			2
2:15 PM	265	64	1		1
2:30 PM	265	50	1		
2:45 PM	223	86	1		1
3:00 PM	268	77	3		1
3:15 PM	285	77	3		
3:30 PM	285	92	1		
3:45 PM	299	93	1		
4:00 PM	288	83	2		
4:15 PM	318	99	3		2
4:30 PM	319	98	3		2
4:45 PM	308	146	1		1
5:00 PM	287	142	3		2
5:15 PM	294	149	4		
5:30 PM	303	125	4		
5:45 PM	296	119			2
6:00 PM	300	153			
6:15 PM	291	138			
6:30 PM	276	142			
6:45 PM	373	140			
7:00 PM	255	124			
7:15 PM	236	89			
7:30 PM	178	90			
7:45 PM	161	58			
8:00 PM	115	61			
8:15 PM	93	57			
8:30 PM	111	52			
8:45 PM	82	39			
9:00 PM	61	26			
9:15 PM	7	2			
9:30 PM	0	3			
9:45 PM	40	8			
10:00 PM	64	24			
10:15 PM	56	24			
10:30 PM	61	27			
10:45 PM	20	25			
11:00 PM	28	24			
11:15 PM	28	10			
11:30 PM	23	14			
11:45 PM	7	10			
Sum	**15,932**	**5,291**	**62**	**0**	**33**
Total Volume	**21,318**				

SURVEY DATE: 11/10/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	17	4			
12:15 AM	17	9			
12:30 AM	12	2			
12:45 AM	5	3			
1:00 AM	6	2			
1:15 AM	7	2			
1:30 AM	6	1			
1:45 AM	5	1	1		
2:00 AM	5	2			
2:15 AM	3	3			
2:30 AM	2	2			
2:45 AM	2	4			
3:00 AM	3	3			
3:15 AM	5	1			
3:30 AM	6	1	1		
3:45 AM	7	2			
4:00 AM	11	3			
4:15 AM	11	3			
4:30 AM	8	3			
4:45 AM	6	4			
5:00 AM	22	4			
5:15 AM	41	3	1		
5:30 AM	28	2			
5:45 AM	50	11			
6:00 AM	159	22	2		2
6:15 AM	320	28	4		1
6:30 AM	328	37	1		1
6:45 AM	340	47	3		1
7:00 AM	353	65	2		1
7:15 AM	350	69	1		
7:30 AM	326	90	2		1
7:45 AM	295	103	1		
8:00 AM	366	77	2		1
8:15 AM	353	87	2		1
8:30 AM	323	149	2		1
8:45 AM	321	106	2		
9:00 AM	267	74	1		
9:15 AM	263	62			3
9:30 AM	229	97			
9:45 AM	183	107			1
10:00 AM	206	93			1
10:15 AM	227	78			2
10:30 AM	220	67			
10:45 AM	216	63			
11:00 AM	197	69			
11:15 AM	229	59	1		
11:30 AM	249	68	1		
11:45 AM	230	77			2

SURVEY DATE: 11/10/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	173	79	1		1
12:15 PM	239	62	1		4
12:30 PM	216	73			
12:45 PM	226	77			1
1:00 PM	206	55	1		1
1:15 PM	232	66			1
1:30 PM	230	66			
1:45 PM	185	51			
2:00 PM	245	40			1
2:15 PM	261	54	1		
2:30 PM	284	43	4		
2:45 PM	278	62	2		1
3:00 PM	279	52	4		1
3:15 PM	329	48	3		
3:30 PM	292	59	1		2
3:45 PM	320	58	5		
4:00 PM	309	87	4		
4:15 PM	298	128	5		
4:30 PM	270	185	1		
4:45 PM	297	158	3		2
5:00 PM	307	111	6		1
5:15 PM	286	145	1		
5:30 PM	310	135			1
5:45 PM	321	132	1		
6:00 PM	303	134			
6:15 PM	298	160	7		
6:30 PM	288	97	1		
6:45 PM	366	84			
7:00 PM	292	75			
7:15 PM	243	92			
7:30 PM	184	83			
7:45 PM	207	70	4		1
8:00 PM	110	52			
8:15 PM	100	48			
8:30 PM	112	43			
8:45 PM	61	44	1		
9:00 PM	66	33			
9:15 PM	76	25			
9:30 PM	55	34			
9:45 PM	65	31			1
10:00 PM	41	30			1
10:15 PM	49	26			
10:30 PM	55	15			
10:45 PM	3	26			
11:00 PM	44	14			
11:15 PM	11	30			
11:30 PM	22	16			
11:45 PM	6	5			
Sum	**16,285**	**5,162**	**87**	**0**	**39**
Total Volume	**21,573**				

SURVEY DATE: 11/11/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	20	8			
12:15 AM	19	6			
12:30 AM	13	7			
12:45 AM	6	5			
1:00 AM	5	3			
1:15 AM	8	5			
1:30 AM	9	2			
1:45 AM	4	2			
2:00 AM	2	2			
2:15 AM	7	1			
2:30 AM	3	4			
2:45 AM	4	3			
3:00 AM	4	4			
3:15 AM	6	2			
3:30 AM	1	2			
3:45 AM	7	0			
4:00 AM	7	2			
4:15 AM	12	4	1		
4:30 AM	14	3	1		
4:45 AM	15	1			
5:00 AM	23	1			
5:15 AM	48	3			
5:30 AM	72	11	1		
5:45 AM	111	14	2		
6:00 AM	175	24	3		
6:15 AM	255	35	4		
6:30 AM	309	54	2		1
6:45 AM	316	54	1		1
7:00 AM	319	42	2		
7:15 AM	324	69	2		3
7:30 AM	305	70	1		
7:45 AM	287	76	3		
8:00 AM	284	101	2		
8:15 AM	300	99	1		
8:30 AM	347	83	1		
8:45 AM	331	60	2		1
9:00 AM	265	83			
9:15 AM	299	52			
9:30 AM	286	61	1		1
9:45 AM	295	57			
10:00 AM	220	80			2
10:15 AM	188	79			
10:30 AM	197	82	2		
10:45 AM	178	66			
11:00 AM	212	73	2		1
11:15 AM	201	72			
11:30 AM	258	78	2		
11:45 AM	254	73	1		

SURVEY DATE: 11/11/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	251	48			
12:15 PM	239	74	2		
12:30 PM	258	67	2		1
12:45 PM	251	73	2		1
1:00 PM	211	51	1		1
1:15 PM	239	71	1		1
1:30 PM	254	66	3		2
1:45 PM	164	71	1		
2:00 PM	169	90	5		
2:15 PM	286	70	4		
2:30 PM	278	62	5		1
2:45 PM	269	51	3		2
3:00 PM	272	72	10		
3:15 PM	313	65	3		1
3:30 PM	339	96	4		4
3:45 PM	312	98	0		1
4:00 PM	303	103	5		
4:15 PM	308	143	2		
4:30 PM	276	138	1		
4:45 PM	284	118	2		
5:00 PM	275	115			
5:15 PM	281	120	1		
5:30 PM	223	130			
5:45 PM	210	140			
6:00 PM	324	127			
6:15 PM	360	163	1		
6:30 PM	256	108			
6:45 PM	311	122			
7:00 PM	273	104			
7:15 PM	292	120	1		
7:30 PM	240	102			
7:45 PM	220	98			
8:00 PM	85	100			
8:15 PM	31	98			
8:30 PM	69	47	1		
8:45 PM	80	11			
9:00 PM	57	36			
9:15 PM	67	36			
9:30 PM	59	20			
9:45 PM	62	28			
10:00 PM	48	24			
10:15 PM	52	33	1		
10:30 PM	43	27			
10:45 PM	27	14	1		
11:00 PM	38	18	1		
11:15 PM	31	13	1		1
11:30 PM	31	12			
11:45 PM	13	6			2
Sum	**16,159**	**5,317**	**101**	**0**	**28**
Total Volume	**21,605**				

SURVEY DATE: 11/16/2021	Surveyor: Grettel			
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	20			
12:15 AM	20			
12:30 AM	15			1
12:45 AM	10			
1:00 AM	5			
1:15 AM	6			
1:30 AM	7	1		
1:45 AM	7	1		
2:00 AM	3			
2:15 AM	3			
2:30 AM	4			
2:45 AM	4			
3:00 AM	3			
3:15 AM	8			
3:30 AM	3			
3:45 AM	7	1		
4:00 AM	7			
4:15 AM	13			
4:30 AM	14			
4:45 AM	16			
5:00 AM	22			
5:15 AM	40			
5:30 AM	74	1		
5:45 AM	135	3		
6:00 AM	184			
6:15 AM	342	4		
6:30 AM	384	2		
6:45 AM	389	2		
7:00 AM	422	2		
7:15 AM	440	2		1
7:30 AM	413	2		1
7:45 AM	412	3		
8:00 AM	497	1		1
8:15 AM	442	2		
8:30 AM	415			
8:45 AM	350			
9:00 AM	341	1		1
9:15 AM	395			1
9:30 AM	332			1
9:45 AM	382			1
10:00 AM	305			
10:15 AM	356			
10:30 AM	335			
10:45 AM	279			
11:00 AM	290			
11:15 AM	298			1
11:30 AM	274			
11:45 AM	302			2

SURVEY DATE: 11/16/2021	Surveyor: Grettel		
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND			
INGRESS			
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	243	2		1
12:15 PM	266	1		2
12:30 PM	263	1		
12:45 PM	280			
1:00 PM	260	4		1
1:15 PM	263			1
1:30 PM	256			1
1:45 PM	230			
2:00 PM	275	1		2
2:15 PM	340	4		1
2:30 PM	320	2		1
2:45 PM	319	1		1
3:00 PM	348	5		2
3:15 PM	350	3		2
3:30 PM	390	3		2
3:45 PM	409	5		2
4:00 PM	386	4		1
4:15 PM	419	1		1
4:30 PM	419	2		
4:45 PM	440	2		
5:00 PM	419	5		
5:15 PM	456			2
5:30 PM	418			
5:45 PM	416	1		2
6:00 PM	449	2		
6:15 PM	419			2
6:30 PM	425			
6:45 PM	495	3		
7:00 PM	385	2		1
7:15 PM	331			1
7:30 PM	272	1		
7:45 PM	225	1		
8:00 PM	185			2
8:15 PM	147			
8:30 PM	156	1		1
8:45 PM	116			1
9:00 PM	85			1
9:15 PM	83			
9:30 PM	88			
9:45 PM	96	1		
10:00 PM	85	1		
10:15 PM	80			
10:30 PM	91			
10:45 PM	44	3		
11:00 PM	50			
11:15 PM	39			
11:30 PM	36			
11:45 PM	18			
Sum	**21,610**	**90**	**0**	**45**
Total Volume	**21,745**			

SURVEY DATE: 11/17/2021	Surveyor: Grettel			
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	22			
12:15 AM	27			
12:30 AM	15			
12:45 AM	8			
1:00 AM	8			
1:15 AM	9			
1:30 AM	7			
1:45 AM	0			
2:00 AM	0			
2:15 AM	6			
2:30 AM	4			
2:45 AM	6			
3:00 AM	6			
3:15 AM	6			
3:30 AM	8			
3:45 AM	10			
4:00 AM	14			
4:15 AM	14			
4:30 AM	11			
4:45 AM	10			
5:00 AM	25	1		
5:15 AM	45	2		1
5:30 AM	32			
5:45 AM	59	1		
6:00 AM	186	2		1
6:15 AM	346	2		1
6:30 AM	373	2		1
6:45 AM	378	5		2
7:00 AM	426	2		1
7:15 AM	439	3		1
7:30 AM	407	2		1
7:45 AM	403	5		2
8:00 AM	450	2		
8:15 AM	425	2		
8:30 AM	465	4		
8:45 AM	418			
9:00 AM	343	1		
9:15 AM	334	1		
9:30 AM	338	1		
9:45 AM	302	1		
10:00 AM	305			3
10:15 AM	310	1		1
10:30 AM	297	2		3
10:45 AM	288	2		2
11:00 AM	280	2		
11:15 AM	283	1		1
11:30 AM	319	2		
11:45 AM	298	3		1

SURVEY DATE: 11/17/2021		Surveyor: Grettel		
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	246			
12:15 PM	294	2		1
12:30 PM	291	1		
12:45 PM	301	1		
1:00 PM	285	2		1
1:15 PM	302	1		1
1:30 PM	300	1		1
1:45 PM	225			
2:00 PM	275			
2:15 PM	312	2		1
2:30 PM	330	2		2
2:45 PM	335	4		2
3:00 PM	325	2		
3:15 PM	394	4		
3:30 PM	367	5		
3:45 PM	365	6		
4:00 PM	401	3		1
4:15 PM	440	2		1
4:30 PM	441	2		2
4:45 PM	445	2		
5:00 PM	423	1		1
5:15 PM	419	1		1
5:30 PM	447			
5:45 PM	451			
6:00 PM	440	4		1
6:15 PM	448	2		
6:30 PM	399	3		
6:45 PM	442			
7:00 PM	355	2		1
7:15 PM	343	2		1
7:30 PM	260			3
7:45 PM	279	1		
8:00 PM	155			1
8:15 PM	149	1		1
8:30 PM	154			1
8:45 PM	102			1
9:00 PM	103			1
9:15 PM	105	1		2
9:30 PM	90			3
9:45 PM	96			
10:00 PM	71	1		
10:15 PM	73			1
10:30 PM	71			
10:45 PM	28	1		1
11:00 PM	57	2		
11:15 PM	41			
11:30 PM	37	2		
11:45 PM	11			
Sum	**21,488**	**118**	**0**	**55**
Total Volume	**21,661**			

SURVEY DATE: 11/18/2021	Surveyor: Grettel			
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	27			
12:15 AM	25			
12:30 AM	21			
12:45 AM	11			
1:00 AM	10			
1:15 AM	13			
1:30 AM	11	1		
1:45 AM	6			
2:00 AM	4			
2:15 AM	2			
2:30 AM	0			
2:45 AM	0			
3:00 AM	0			
3:15 AM	0			
3:30 AM	0			
3:45 AM	0			
4:00 AM	0			
4:15 AM	0			
4:30 AM	0			
4:45 AM	0			
5:00 AM	23	1		
5:15 AM	52			
5:30 AM	82			
5:45 AM	122	1		
6:00 AM	199	2		
6:15 AM	297	4		
6:30 AM	373	2		1
6:45 AM	359	1		1
7:00 AM	353	3		
7:15 AM	403	1		1
7:30 AM	386	2		
7:45 AM	379			
8:00 AM	402	2		
8:15 AM	405	2		1
8:30 AM	425	1		2
8:45 AM	386	2		
9:00 AM	343	3		
9:15 AM	356			1
9:30 AM	358			
9:45 AM	361	2		
10:00 AM	302			
10:15 AM	281	2		
10:30 AM	290	2		
10:45 AM	249	1		
11:00 AM	283	2		
11:15 AM	267	2		
11:30 AM	329	2		
11:45 AM	318	1		

SURVEY DATE: 11/18/2021		Surveyor: Grettel		
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	301			
12:15 PM	311	1		1
12:30 PM	320			1
12:45 PM	319			
1:00 PM	259	1		
1:15 PM	303	1		1
1:30 PM	318			
1:45 PM	230	3		
2:00 PM	253	2		
2:15 PM	357	3		2
2:30 PM	342	2		
2:45 PM	328	2		
3:00 PM	347	5		
3:15 PM	390	2		
3:30 PM	429	3		
3:45 PM	399	4		
4:00 PM	413	3		1
4:15 PM	454	1		
4:30 PM	414	2		
4:45 PM	415	4		
5:00 PM	407	1		
5:15 PM	416	1		
5:30 PM	360	1		
5:45 PM	358	2		
6:00 PM	461	2		
6:15 PM	511			
6:30 PM	370			
6:45 PM	420	1		
7:00 PM	385			
7:15 PM	418			
7:30 PM	329			
7:45 PM	315			
8:00 PM	189			
8:15 PM	123	1		
8:30 PM	118			2
8:45 PM	91	1		
9:00 PM	90	2		
9:15 PM	109			
9:30 PM	83			
9:45 PM	87	1		
10:00 PM	69			
10:15 PM	85			
10:30 PM	69			
10:45 PM	43			
11:00 PM	55			
11:15 PM	45	2		1
11:30 PM	41			
11:45 PM	20			
Sum	**21,482**	**96**	**0**	**16**
Total Volume	**21,594**			

SURVEY DATE: 11/9/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	13			
12:15 AM	18			
12:30 AM	11			
12:45 AM	5			
1:00 AM	4			
1:15 AM	1			
1:30 AM	3			
1:45 AM	4			
2:00 AM	2			
2:15 AM	1			
2:30 AM	2			
2:45 AM	2			
3:00 AM	1			
3:15 AM	3			
3:30 AM	1			
3:45 AM	3			
4:00 AM	2			
4:15 AM	6			
4:30 AM	7			
4:45 AM	11			
5:00 AM	17			
5:15 AM	25			
5:30 AM	45			
5:45 AM	96			
6:00 AM	109			
6:15 AM	218			
6:30 AM	264			
6:45 AM	297	1		
7:00 AM	311	3		
7:15 AM	403	5		
7:30 AM	454	2		
7:45 AM	427	1		
8:00 AM	380			
8:15 AM	392	1		
8:30 AM	370	2		
8:45 AM	357	1		
9:00 AM	237			
9:15 AM	247			
9:30 AM	227	1		
9:45 AM	209			
10:00 AM	195	1		
10:15 AM	201	1		
10:30 AM	217			
10:45 AM	186			
11:00 AM	202			
11:15 AM	184			
11:30 AM	231			
11:45 AM	224	1		

SURVEY DATE: 11/9/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	186			1
12:15 PM	245			1
12:30 PM	248			
12:45 PM	259	1		
1:00 PM	203			
1:15 PM	228			
1:30 PM	183			
1:45 PM	179			
2:00 PM	326	1		
2:15 PM	292			
2:30 PM	249			
2:45 PM	230			
3:00 PM	211			
3:15 PM	290			
3:30 PM	313	1		
3:45 PM	293	2		
4:00 PM	293			
4:15 PM	324	1		
4:30 PM	336	1		
4:45 PM	367	1		
5:00 PM	300	4		
5:15 PM	254	1		
5:30 PM	302	2		
5:45 PM	276	1		
6:00 PM	289			
6:15 PM	303	2		1
6:30 PM	292			
6:45 PM	240	2		
7:00 PM	298	1		
7:15 PM	224	2		
7:30 PM	170	1		1
7:45 PM	170	1		
8:00 PM	153			
8:15 PM	128			
8:30 PM	99			
8:45 PM	93			
9:00 PM	106			
9:15 PM	79			
9:30 PM	90			
9:45 PM	66			
10:00 PM	77	1		
10:15 PM	64	1		
10:30 PM	46			
10:45 PM	51			
11:00 PM	44			
11:15 PM	32	1		
11:30 PM	39			
11:45 PM	26			
Sum	**16,391**	**48**	**0**	**4**
Total Volume	**16,443**			

SURVEY DATE: 11/10/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	29			
12:15 AM	13			
12:30 AM	10			
12:45 AM	8			
1:00 AM	10			
1:15 AM	5			
1:30 AM	8			
1:45 AM	13			
2:00 AM	5			
2:15 AM	5			
2:30 AM	6			
2:45 AM	5			
3:00 AM	3			
3:15 AM	3			
3:30 AM	3			
3:45 AM	9			
4:00 AM	7			
4:15 AM	4			
4:30 AM	7			
4:45 AM	16			
5:00 AM	14			
5:15 AM	23			
5:30 AM	43			
5:45 AM	112	2		
6:00 AM	116			
6:15 AM	195			
6:30 AM	298			
6:45 AM	296			
7:00 AM	323			
7:15 AM	383			
7:30 AM	438			
7:45 AM	434			
8:00 AM	390			
8:15 AM	344			
8:30 AM	350			
8:45 AM	331			
9:00 AM	238			
9:15 AM	252			
9:30 AM	258			
9:45 AM	197			
10:00 AM	198			
10:15 AM	186			
10:30 AM	215			
10:45 AM	199			
11:00 AM	179			
11:15 AM	211			
11:30 AM	214			
11:45 AM	210			

SURVEY DATE: 11/10/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	195			
12:15 PM	195	1		
12:30 PM	198			
12:45 PM	220			
1:00 PM	317			
1:15 PM	274	2		
1:30 PM	285			
1:45 PM	258	3		
2:00 PM	229	2		
2:15 PM	308			
2:30 PM	313			
2:45 PM	311			
3:00 PM	277			
3:15 PM	264	2		
3:30 PM	336	2		
3:45 PM	358			
4:00 PM	305	1		
4:15 PM	336	1		
4:30 PM	355	1		1
4:45 PM	324			
5:00 PM	348	3		
5:15 PM	318	4		
5:30 PM	292	1		
5:45 PM	284			
6:00 PM	301			
6:15 PM	307	1		
6:30 PM	388	1		
6:45 PM	337			
7:00 PM	376	1		
7:15 PM	315	1		
7:30 PM	255	2		
7:45 PM	223			
8:00 PM	227			
8:15 PM	179			
8:30 PM	107			
8:45 PM	98			
9:00 PM	113			
9:15 PM	98			
9:30 PM	90			
9:45 PM	89			
10:00 PM	77			
10:15 PM	65			
10:30 PM	85			
10:45 PM	50			
11:00 PM	47			
11:15 PM	50			
11:30 PM	37			
11:45 PM	30			
Sum	**17,660**	**31**	**0**	**1**
Total Volume	**17,692**			

SURVEY DATE: 11/11/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	29			
12:15 AM	28			
12:30 AM	27			
12:45 AM	20			
1:00 AM	30			
1:15 AM	12			
1:30 AM	11			
1:45 AM	5			
2:00 AM	6			
2:15 AM	7			
2:30 AM	3			
2:45 AM	10			
3:00 AM	3			
3:15 AM	3			
3:30 AM	6			
3:45 AM	5			
4:00 AM	8			
4:15 AM	12			
4:30 AM	9			
4:45 AM	15			
5:00 AM	11			
5:15 AM	30			
5:30 AM	57			
5:45 AM	108			
6:00 AM	122	1		
6:15 AM	213			
6:30 AM	244	1		
6:45 AM	238	6		1
7:00 AM	295	2		
7:15 AM	409	2		
7:30 AM	379	1		
7:45 AM	352	2		
8:00 AM	372			
8:15 AM	311	1		
8:30 AM	322	2		
8:45 AM	277	3		
9:00 AM	253	2		
9:15 AM	245	2		
9:30 AM	249	1		2
9:45 AM	250	3		
10:00 AM	225	2		
10:15 AM	199	3		
10:30 AM	174	1		
10:45 AM	146			
11:00 AM	118	1		
11:15 AM	113			
11:30 AM	337	1		
11:45 AM	281			

SURVEY DATE: 11/11/2021	Surveyor: Vivi			
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	248	1		
12:15 PM	254	1		
12:30 PM	217			
12:45 PM	193	1		
1:00 PM	221	3		
1:15 PM	243	2		
1:30 PM	246	2		
1:45 PM	227	2		
2:00 PM	247	2		
2:15 PM	242	2		
2:30 PM	333			1
2:45 PM	312	1		
3:00 PM	288	4		
3:15 PM	349			
3:30 PM	317	1		
3:45 PM	355	2		
4:00 PM	304			1
4:15 PM	336	1		
4:30 PM	325	1		
4:45 PM	301	2		1
5:00 PM	289	3		
5:15 PM	300	1		
5:30 PM	265	2		
5:45 PM	221	3		
6:00 PM	261	1		
6:15 PM	256			
6:30 PM	281	1		
6:45 PM	236	1		
7:00 PM	230			
7:15 PM	190	1		
7:30 PM	192	1		
7:45 PM	179	2		
8:00 PM	172			
8:15 PM	147			
8:30 PM	108	1		
8:45 PM	108			
9:00 PM	115			1
9:15 PM	85			
9:30 PM	87			
9:45 PM	115			
10:00 PM	134			
10:15 PM	121			
10:30 PM	120			
10:45 PM	108			
11:00 PM	99			
11:15 PM	79			
11:30 PM	90			
11:45 PM	70	1		
Sum	**16,795**	**83**	**0**	**7**
Total Volume	**16,885**			

Appendix A-4
Historical AADT Reports

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0027 - SR 818 /GRIFFIN RD - E OF I-95 W OF OLD GRIFFIN RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	33500 F	E 16500	W 17000	9.00	53.90	6.30
2019	35500 C	E 17500	W 18000	9.00	54.60	6.30
2018	31500 C	E 17000	W 14500	9.00	54.50	6.30
2017	34500 C	E 19000	W 15500	9.00	51.90	5.60
2016	30000 C	E 15500	W 14500	9.00	54.10	5.60
2015	30000 C	E 15500	W 14500	9.00	54.00	5.60
2014	29000 C	E 15500	W 13500	9.00	54.20	11.70
2013	28000 C	E 15000	W 13000	9.00	53.60	11.70
2012	29000 C	E 15500	W 13500	9.00	52.20	3.40
2011	26500 C	E 13000	W 13500	9.00	52.50	3.40
2010	27500 C	E 13500	W 14000	8.35	52.69	3.40
2009	29500 C	E 15000	W 14500	8.53	53.89	4.60
2008	28500 C	E 15000	W 13500	8.81	54.16	4.60
2007	29000 C	E 15000	W 14000	8.63	55.75	5.30
2006	28500 C	E 16000	W 12500	8.40	55.34	5.40
2005	27000 C	E 13500	W 13500	8.20	51.70	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0032 - SR 848 / STIRLING RD - 700' E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	32500 C	E 15500	W 17000	9.00	53.90	3.90
2019	36500 C	E 19000	W 17500	9.00	54.60	3.90
2018	41000 C	E 21000	W 20000	9.00	54.50	1.40
2017	40000 C	E 20000	W 20000	9.00	51.90	1.40
2016	40500 C	E 20500	W 20000	9.00	54.10	1.40
2015	37500 C	E 17000	W 20500	9.00	54.00	2.50
2014	36500 C	E 17000	W 19500	9.00	54.20	2.50
2013	33500 C	E 16500	W 17000	9.00	53.60	2.50
2012	39000 C	E 18000	W 21000	9.00	52.20	1.40
2011	37500 C	E 17500	W 20000	9.00	52.50	1.40
2010	34000 C	E 17500	W 16500	8.35	52.69	1.40
2009	36500 C	E 17500	W 19000	8.53	53.89	4.10
2008	36000 C	E 17500	W 18500	8.81	54.16	4.10
2007	36000 C	E 18000	W 18000	8.63	55.75	4.70
2006	43500 C	E 23500	W 20000	8.40	55.34	3.50
2005	43500 C	E 22000	W 21500	8.20	51.70	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0034 - SR 822 / SHERIDAN ST - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	40000 C	E 20000	W 20000	9.00	53.90	1.80
2019	46500 C	E 23500	W 23000	9.00	54.60	7.10
2018	44000 C	E 22000	W 22000	9.00	54.50	7.10
2017	47500 C	E 24500	W 23000	9.00	51.90	7.10
2016	47500 C	E 24000	W 23500	9.00	54.10	3.80
2015	40500 C	E 19500	W 21000	9.00	54.00	3.80
2014	45000 C	E 21000	W 24000	9.00	54.20	3.80
2013	45500 C	E 22500	W 23000	9.00	53.60	5.70
2012	41500 C	E 21000	W 20500	9.00	52.20	2.20
2011	40500 C	E 20500	W 20000	9.00	52.50	6.50
2010	42500 C	E 21000	W 21500	8.35	52.69	3.60
2009	44000 C	E 22500	W 21500	8.53	53.89	4.10
2008	43000 C	E 21500	W 21500	8.81	54.16	3.40
2007	42000 C	E 21000	W 21000	8.63	55.75	3.40
2006	44500 C	E 22000	W 22500	8.40	55.34	3.40
2005	45000 C	E 22000	W 23000	8.20	51.70	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0076 - SR 818 / GRIFFIN RD - W OF SR 9/I 95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	37000 C	E 18500	W 18500	9.00	53.90	5.10
2019	38000 C	E 19500	W 18500	9.00	54.60	3.90
2018	35000 C	E 18000	W 17000	9.00	54.50	5.70
2017	37000 C	E 18000	W 19000	9.00	51.90	4.50
2016	34000 C	E 17000	W 17000	9.00	54.10	5.70
2015	32000 C	E 16000	W 16000	9.00	54.00	5.80
2014	32000 C	E 16000	W 16000	9.00	54.20	7.60
2013	32000 C	E 16000	W 16000	9.00	53.60	6.50
2012	33500 C	E 17000	W 16500	9.00	52.20	6.00
2011	31500 C	E 15000	W 16500	9.00	52.50	5.00
2010	28500 C	E 14000	W 14500	8.35	52.69	5.00
2009	30500 C	E 15000	W 15500	8.53	53.89	5.10
2008	33500 C	E 17500	W 16000	8.81	54.16	4.70
2007	40500 C	E 20500	W 20000	8.63	55.75	5.10
2006	42500 C	E 21500	W 21000	8.40	55.34	5.40
2005	40500 C	E 20000	W 20500	8.20	51.70	4.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0092 - SR 848 / STIRLING RD - W OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	44000 C	E 21500	W 22500	9.00	53.90	3.00
2019	51500 C	E 26500	W 25000	9.00	54.60	3.10
2018	52000 C	E 26000	W 26000	9.00	54.50	3.10
2017	48000 C	E 22000	W 26000	9.00	51.90	3.10
2016	51000 C	E 26000	W 25000	9.00	54.10	4.30
2015	49500 C	E 24500	W 25000	9.00	54.00	4.30
2014	50000 C	E 24000	W 26000	9.00	54.20	4.30
2013	48500 C	E 24000	W 24500	9.00	53.60	3.80
2012	48000 C	E 24000	W 24000	9.00	52.20	4.40
2011	41000 C	E 20000	W 21000	9.00	52.50	4.40
2010	45000 C	E 22500	W 22500	8.35	52.69	4.40
2009	46000 C	E 21500	W 24500	8.53	53.89	4.00
2008	50000 C	E 25500	W 24500	8.81	54.16	4.00
2007	48500 C	E 23500	W 25000	8.63	55.75	3.10
2006	48500 C	E 24000	W 24500	8.40	55.34	2.80
2005	48000 C	E 24000	W 24000	8.20	51.70	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0133 - SR 848 / STIRLING RD - W OF RAVENSWOOD RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	42500 F	E 21000	W 21500	9.00	53.90	3.50
2019	44500 C	E 22000	W 22500	9.00	54.60	3.50
2018	41500 C	E 21000	W 20500	9.00	54.50	3.20
2017	41500 C	E 21500	W 20000	9.00	51.90	3.20
2016	44500 C	E 21500	W 23000	9.00	54.10	3.20
2015	41000 C	E 20500	W 20500	9.00	54.00	3.60
2014	42500 C	E 21500	W 21000	9.00	54.20	3.00
2013	42500 C	E 21000	W 21500	9.00	53.60	3.00
2012	40000 C	E 21000	W 19000	9.00	52.20	3.00
2011	44000 C	E 21500	W 22500	9.00	52.50	1.50
2010	45000 C	E 22000	W 23000	8.35	52.69	1.50
2009	47500 C	E 22500	W 25000	8.53	53.89	1.50
2008	43500 C	E 21000	W 22500	8.81	54.16	4.00
2007	38000 C	E 18500	W 19500	8.63	55.75	4.00
2006	43500 C	E 21500	W 22000	8.40	55.34	3.30
2005	44000 C	E 21500	W 22500	8.20	51.70	3.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0331 - SR9/I95,.1 M N OF SR858/HALLANDALE BCH BLV,BROWARD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	222567 C	N 112845	S 109722	8.00	51.80	5.20
2019	267587 C	N 136319	S 131268	8.00	51.90	4.50
2018	266838 C	N 135391	S 131447	9.00	51.50	4.50
2017	261347 C	N 131981	S 129366	9.00	51.40	4.60
2016	256163 C	N 129080	S 127083	8.00	58.50	5.90
2015	248000 E	0	0	8.00	50.70	5.90
2014	246000 E			8.00	50.90	5.60
2013	244000 S	0	0	8.00	51.00	5.20
2012	241000 F	N 0	S 0	8.00	51.00	5.50
2011	238626 C	N 119835	S 118791	8.00	51.00	5.50
2010	239351 C	N 119590	S 119761	7.16	50.49	5.50
2009	236138 C	N 117967	S 118171	7.32	50.60	5.40
2008	233796 C	N 116153	S 117643	7.27	51.34	5.60
2007	240760 C	N 120076	S 120684	7.06	50.89	4.60
2006	241144 C	N 120340	S 120804	7.10	50.81	5.80
2005	252000 F	N	S	8.80	55.40	6.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0631 - OLD GRIFFIN RD - EAST OF SR-818/GRIFFIN ROAD (DUMMY SITE FROM EB 867319)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	5100	C	E 5100		0	9.00	99.90	8.80
2019	6600	T	0		0	9.00	99.90	5.50
2018	6600	S	0		0	9.00	99.90	6.00
2017	6600	F	0		0	9.00	99.90	6.20
2016	6600	C	E 6600		0	9.00	99.90	2.90
2015	5300	V	0		0	9.00	99.90	3.40
2014	5200	R				9.00	99.90	7.40
2013	5200	T	0		0	9.00	99.90	7.60
2012	5200	S	0		0	9.00	99.90	5.90
2011	5200	F	0		0	9.00	99.90	6.30
2010	5200	C	E 5200		0	8.35	99.99	9.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 1487 - SR 9/I-95 - S OF SR 858/HALLANDALE BCH BLVD (EXPRESS LANES)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	27500 F	N 12000	S 15500	9.00	51.80	8.00
2019	29000 C	N 12500	S 16500	9.00	51.90	10.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 2454 - SR 9/I-95 - S OF SR 822/SHERIDAN ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	222000 C	N 114000	S 108000	8.00	51.80	8.00
2019	253000 C	N 128000	S 125000	8.00	51.90	10.00
2018	307000 C	N 151000	S 156000	9.00	51.50	7.40
2017	285000 C	N 140000	S 145000	9.00	51.40	4.60
2016	287000 C	N 146000	S 141000	8.00	58.50	5.90
2014	275000 S	N 132000	S 143000	8.00	50.90	5.60
2013	273000 F	N 131000	S 142000	8.00	50.60	5.20
2012	273000 C	N 131000	S 142000	8.00	50.70	6.50
2011	264000 C	N 133000	S 131000	8.00	50.80	6.80
2010	273000 C	N 136000	S 137000	7.47	50.42	5.70
2009	266000 C	N 123000	S 143000	7.63	50.58	5.60
2008	270000 C	N 135000	S 135000	7.59	51.31	5.70
2007	275000 C	N 136000	S 139000	7.35	50.95	5.10
2006	277000 C	N 137000	S 140000	7.10	50.81	5.90
2005	269000 C	N 135000	S 134000	8.80	55.40	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 2455 - SR 9 / I-95 - S OF SR 848/STIRLING RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	218000 C	N 113000	S 105000	8.00	51.80	8.00
2019	251000 C	N 127000	S 124000	8.00	51.90	10.00
2018	292000 C	N 145000	S 147000	9.00	51.50	7.40
2017	283000 C	N 141000	S 142000	9.00	51.40	4.60
2016	288000 C	N 138000	S 150000	8.00	58.50	5.90
2014	276000 S	N 138000	S 138000	8.00	50.90	5.60
2013	274000 F	N 137000	S 137000	8.00	50.60	5.20
2012	274000 C	N 137000	S 137000	8.00	50.70	6.50
2011	253000 C	N 115000	S 138000	8.00	50.80	6.80
2010	277000 C	N 140000	S 137000	7.47	50.42	5.70
2009	281000 C	N 139000	S 142000	7.63	50.58	5.60
2008	281000 C	N 140000	S 141000	7.59	51.31	5.70
2007	277000 C	N 137000	S 140000	7.35	50.95	5.10
2006	282000 C	N 137000	S 145000	7.10	50.81	5.90
2005	289000 C	N 145000	S 144000	8.80	55.40	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 2456 - SR 9 / I-95 - S OF SR 818/GRIFFIN RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	217000 C	N 108000	S 109000	8.00	51.80	8.00
2019	217500 C	N 95500	S 122000	8.00	51.90	10.00
2018	271000 C	N 125000	S 146000	9.00	51.50	7.40
2017	271000 C	N 130000	S 141000	9.00	51.40	4.60
2016	267000 C	N 127000	S 140000	8.00	58.50	5.90
2014	270000 S	N 135000	S 135000	8.00	50.90	5.60
2013	268000 F	N 134000	S 134000	8.00	50.60	5.20
2012	268000 C	N 134000	S 134000	8.00	50.70	6.50
2011	256000 C	N 123000	S 133000	8.00	50.80	6.80
2010	278000 C	N 138000	S 140000	7.47	50.42	5.70
2009	277000 C	N 139000	S 138000	7.63	50.58	5.60
2008	265000 C	N 131000	S 134000	7.59	51.31	5.70
2007	275000 C	N 135000	S 140000	7.35	50.95	5.10
2006	286000 C	N 139000	S 147000	7.10	50.81	5.90
2005	283000 C	N 140000	S 143000	8.80	55.40	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 2458 - SR 9 / I-95 - S OF SR 862/I-595

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	201500 F	N 122000	S 79500	9.00	51.80	8.00
2019	213000 C	N 129000	S 84000	9.00	51.90	10.00
2018	280000 C	N 147000	S 133000	9.00	51.50	7.40
2017	272000 C	N 140000	S 132000	9.00	51.40	4.60
2016	306000 C	N 152000	S 154000	8.00	58.50	5.90
2015	325000 S	N 176000	S 149000	8.00	50.70	5.90
2014	319000 F	N 173000	S 146000	8.00	50.90	5.60
2013	317000 C	N 172000	S 145000	8.00	50.60	5.20
2012	281000 C	N 131000	S 150000	8.00	50.70	6.50
2011	279000 C	N 138000	S 141000	8.00	50.80	6.80
2010	261000 C	N 130000	S 131000	7.47	50.42	5.70
2009	270000 C	N 134000	S 136000	7.63	50.58	5.60
2008	306000 C	N 154000	S 152000	7.59	51.31	5.70
2007	309000 C	N 154000	S 155000	7.35	50.95	5.10
2006	282000 F	N 140000	S 142000	7.10	50.81	5.90
2005	282000 C	N 140000	S 142000	8.80	55.40	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 2487 - SR 9/I-95 - S OF SR 858/HALLANDALE BCH BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	197000 C	N 101000	S 96000	8.00	51.80	8.00
2019	240000 C	N 113000	S 127000	8.00	51.90	10.00
2018	263000 C	N 133000	S 130000	9.00	51.50	7.40
2017	243000 C	N 122000	S 121000	9.00	51.40	4.60
2016	258000 C	N 129000	S 129000	8.00	58.50	5.90
2014	229000 S	N 118000	S 111000	8.00	50.90	5.60
2013	227000 F	N 117000	S 110000	8.00	50.60	5.20
2012	227000 C	N 117000	S 110000	8.00	50.70	6.50
2011	230000 C	N 115000	S 115000	8.00	50.80	6.80
2010	235000 C	N 113000	S 122000	7.47	50.42	5.70
2009	232000 C	N 110000	S 122000	7.63	50.58	5.60
2008	251000 C	N 124000	S 127000	7.59	51.31	5.70
2007	232000 C	N 113000	S 119000	7.35	50.95	5.10
2006	238000 C	N 121000	S 117000	7.10	50.81	6.60
2005	225000 C	N 112000	S 113000	8.80	55.40	6.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5173 - SR 822 / SHERIDAN ST - W OF I-95 500' W OF CSX R/R

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	47000 F	E 25000	W 22000	9.00	53.90	2.70
2019	49500 C	E 26500	W 23000	9.00	54.60	2.70
2018	50500 C	E 26500	W 24000	9.00	54.50	2.90
2017	44000 C	E 20000	W 24000	9.00	51.90	2.90
2016	52500 C	E 26500	W 26000	9.00	54.10	2.90
2015	44500 C	E 21500	W 23000	9.00	54.00	4.10
2014	47500 C	E 23000	W 24500	9.00	54.20	4.10
2013	46000 C	E 20000	W 26000	9.00	53.60	4.10
2012	50500 C	E 24500	W 26000	9.00	52.20	3.40
2011	48000 C	E 23500	W 24500	9.00	52.50	3.40
2010	45500 C	E 23000	W 22500	8.35	52.69	3.40
2009	43500 C	E 19000	W 24500	8.53	53.89	4.50
2008	48500 C	E 24500	W 24000	8.81	54.16	4.50
2007	51000 C	E 26000	W 25000	8.63	55.75	3.60
2006	51500 C	E 25000	W 26500	8.40	55.34	1.70
2005	49500 C	E 26000	W 23500	8.20	51.70	1.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5299 - SR 818 / GRIFFIN RD - W OF US 1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	18700 C	E 9600	W 9100	9.00	53.90	4.80
2019	19800 C	E 9800	W 10000	9.00	54.60	5.40
2018	19800 C	E 10500	W 9300	9.00	54.50	5.40
2017	21000 C	E 10500	W 10500	9.00	51.90	5.40
2016	18500 C	E 9800	W 8700	9.00	54.10	16.00
2015	16100 C	E 7800	W 8300	9.00	54.00	16.00
2014	14900 C	E 6900	W 8000	9.00	54.20	16.00
2013	15100 C	E 8300	W 6800	9.00	53.60	6.50
2012	16800 C	E 8800	W 8000	9.00	52.20	6.00
2011	17900 C	E 9200	W 8700	9.00	52.50	5.00
2010	17400 C	E 8300	W 9100	8.35	52.69	5.00
2009	17700 C	E 8800	W 8900	8.53	53.89	5.10
2008	17600 C	E 8700	W 8900	8.81	54.16	4.60
2007	14900 C	E 7400	W 7500	8.63	55.75	4.50
2006	15100 C	E 7300	W 7800	8.40	55.34	5.40
2005	14300 C	E 7000	W 7300	8.20	51.70	5.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8124 - RAVENSWOOD ROAD, S OF GRIFFIN ROAD (SIS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	14600 C	N 7900	S 6700	9.00	53.90	4.60
2019	17600 F	N 9100	S 8500	9.00	54.60	4.30
2018	17600 C	N 9100	S 8500	9.00	54.50	4.30
2017	19200 C	N 9300	S 9900	9.00	51.90	3.80
2016	18800 C	N 9600	S 9200	9.00	54.10	10.60
2015	18200 C	N 9300	S 8900	9.00	54.00	3.60
2014	17700 C	N 8500	S 9200	9.00	54.20	7.80
2013	16800 C	N 8400	S 8400	9.00	53.60	8.30
2012	15100 C	N 7400	S 7700	9.00	52.20	4.30
2011	14700 C	N 7500	S 7200	9.00	52.50	9.50
2010	14600 C	N 7600	S 7000	8.35	52.69	9.50
2009	13300 C	N 6700	S 6600	8.53	53.89	4.50
2008	10200 C	N 5100	S 5100	8.81	54.16	10.60
2007	14900 C	N 7300	S 7600	8.63	55.75	4.50
2006	12000 C	N 0	S 0	8.40	55.34	5.50
2005	13500 C	N	S	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9349 - N 29 AVENUE, S OF STIRLING ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	6900 C	N 3500	S 3400	9.00	53.90	7.80
2019	7900 C	N 4100	S 3800	9.00	54.60	5.50
2018	10600 T	N 5700	S 4900	9.00	54.50	6.00
2017	10600 S	N 5700	S 4900	9.00	51.90	6.20
2016	10600 F	N 5700	S 4900	9.00	54.10	2.90
2015	10400 C	N 5600	S 4800	9.00	54.00	3.40
2014	8100 T	N 4100	S 4000	9.00	54.20	7.40
2013	8100 S	N 4100	S 4000	9.00	53.60	7.60
2012	8100 F	N 4100	S 4000	9.00	52.20	5.90
2011	8100 C	N 4100	S 4000	9.00	52.50	6.30
2010	9200 F	N 4600	S 4600	8.35	52.69	9.30
2009	9200 C	N 4600	S 4600	8.53	53.89	5.30
2008	10100 C	N 4900	S 5200	8.81	54.16	6.50
2007	11500 C	N 5700	S 5800	8.63	55.75	4.80
2006	9800 C	N 5000	S 4800	8.40	55.34	2.90
2005	10900 C	N 5400	S 5500	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
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Appendix A-5
2019 Weekly Axle Factor Category Report

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8610 SR5,DADE - I-595	8611 SR 844, US1 - A1A	8612 SR 842, SR 817 - US1	8613 SR 870, SR 817 - US1
1	01/01/2019 - 01/05/2019	0.98	0.99	1.00	0.98
2	01/06/2019 - 01/12/2019	0.98	0.99	1.00	0.98
3	01/13/2019 - 01/19/2019	0.98	0.99	1.00	0.98
4	01/20/2019 - 01/26/2019	0.98	0.99	1.00	0.98
5	01/27/2019 - 02/02/2019	0.98	0.99	1.00	0.98
6	02/03/2019 - 02/09/2019	0.98	0.99	1.00	0.98
7	02/10/2019 - 02/16/2019	0.98	0.99	1.00	0.98
8	02/17/2019 - 02/23/2019	0.98	0.99	1.00	0.98
9	02/24/2019 - 03/02/2019	0.98	0.99	1.00	0.98
10	03/03/2019 - 03/09/2019	0.98	0.99	0.99	0.98
11	03/10/2019 - 03/16/2019	0.98	0.99	0.99	0.98
12	03/17/2019 - 03/23/2019	0.98	0.99	0.99	0.98
13	03/24/2019 - 03/30/2019	0.98	0.99	0.99	0.98
14	03/31/2019 - 04/06/2019	0.98	0.99	0.99	0.98
15	04/07/2019 - 04/13/2019	0.98	0.99	0.99	0.98
16	04/14/2019 - 04/20/2019	0.98	0.99	0.99	0.98
17	04/21/2019 - 04/27/2019	0.98	0.99	0.99	0.98
18	04/28/2019 - 05/04/2019	0.98	0.99	0.99	0.98
19	05/05/2019 - 05/11/2019	0.98	0.99	0.99	0.98
20	05/12/2019 - 05/18/2019	0.98	0.99	0.99	0.98
21	05/19/2019 - 05/25/2019	0.98	0.99	0.99	0.98
22	05/26/2019 - 06/01/2019	0.98	0.99	0.99	0.98
23	06/02/2019 - 06/08/2019	0.98	0.99	0.99	0.98
24	06/09/2019 - 06/15/2019	0.98	0.99	0.99	0.98
25	06/16/2019 - 06/22/2019	0.98	0.99	0.99	0.98
26	06/23/2019 - 06/29/2019	0.98	0.99	0.99	0.98
27	06/30/2019 - 07/06/2019	0.98	0.99	0.99	0.98
28	07/07/2019 - 07/13/2019	0.98	0.99	0.99	0.98
29	07/14/2019 - 07/20/2019	0.98	0.99	0.99	0.98
30	07/21/2019 - 07/27/2019	0.98	0.99	0.99	0.98
31	07/28/2019 - 08/03/2019	0.98	0.99	0.99	0.98
32	08/04/2019 - 08/10/2019	0.98	0.99	0.99	0.98
33	08/11/2019 - 08/17/2019	0.98	0.99	0.99	0.98
34	08/18/2019 - 08/24/2019	0.98	0.99	0.99	0.98
35	08/25/2019 - 08/31/2019	0.98	0.99	1.00	0.98
36	09/01/2019 - 09/07/2019	0.98	0.99	1.00	0.98
37	09/08/2019 - 09/14/2019	0.98	0.99	1.00	0.98
38	09/15/2019 - 09/21/2019	0.98	0.99	1.00	0.98
39	09/22/2019 - 09/28/2019	0.98	0.99	1.00	0.98
40	09/29/2019 - 10/05/2019	0.98	0.99	1.00	0.98
41	10/06/2019 - 10/12/2019	0.98	0.99	1.00	0.98
42	10/13/2019 - 10/19/2019	0.98	0.99	1.00	0.98
43	10/20/2019 - 10/26/2019	0.98	0.99	1.00	0.98
44	10/27/2019 - 11/02/2019	0.98	0.99	1.00	0.98
45	11/03/2019 - 11/09/2019	0.98	0.99	1.00	0.98
46	11/10/2019 - 11/16/2019	0.98	0.99	1.00	0.98
47	11/17/2019 - 11/23/2019	0.98	0.99	1.00	0.98
48	11/24/2019 - 11/30/2019	0.98	0.99	1.00	0.98
49	12/01/2019 - 12/07/2019	0.98	0.99	1.00	0.98
50	12/08/2019 - 12/14/2019	0.98	0.99	1.00	0.98
51	12/15/2019 - 12/21/2019	0.98	0.99	1.00	0.98
52	12/22/2019 - 12/28/2019	0.98	0.99	1.00	0.98
53	12/29/2019 - 12/31/2019	0.98	0.99	1.00	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8614 SR 869, SW 10TH ST	8615 SR818,FLAMINGO-SR 7	8616 SR 848, SR 817-US 1	8617 SR 824, SR 817-US 1
1	01/01/2019 - 01/05/2019	0.95	0.99	0.99	0.99
2	01/06/2019 - 01/12/2019	0.95	0.99	0.99	0.99
3	01/13/2019 - 01/19/2019	0.95	0.99	0.99	0.99
4	01/20/2019 - 01/26/2019	0.96	0.99	0.99	0.99
5	01/27/2019 - 02/02/2019	0.96	0.99	0.99	0.99
6	02/03/2019 - 02/09/2019	0.97	0.99	0.99	0.99
7	02/10/2019 - 02/16/2019	0.97	0.99	0.99	0.99
8	02/17/2019 - 02/23/2019	0.97	0.99	0.99	0.99
9	02/24/2019 - 03/02/2019	0.97	0.99	0.99	0.99
10	03/03/2019 - 03/09/2019	0.97	0.99	0.99	0.99
11	03/10/2019 - 03/16/2019	0.97	0.99	0.99	0.99
12	03/17/2019 - 03/23/2019	0.97	0.99	0.99	0.99
13	03/24/2019 - 03/30/2019	0.97	0.99	0.99	0.99
14	03/31/2019 - 04/06/2019	0.97	0.99	0.99	0.99
15	04/07/2019 - 04/13/2019	0.97	0.99	0.99	0.99
16	04/14/2019 - 04/20/2019	0.97	0.99	0.99	0.99
17	04/21/2019 - 04/27/2019	0.97	0.99	0.99	0.99
18	04/28/2019 - 05/04/2019	0.97	0.99	0.99	0.99
19	05/05/2019 - 05/11/2019	0.96	0.99	0.99	0.99
20	05/12/2019 - 05/18/2019	0.96	0.99	0.99	0.99
21	05/19/2019 - 05/25/2019	0.96	0.99	0.99	0.99
22	05/26/2019 - 06/01/2019	0.96	0.99	0.99	0.99
23	06/02/2019 - 06/08/2019	0.96	0.99	0.99	0.99
24	06/09/2019 - 06/15/2019	0.96	0.99	0.99	0.99
25	06/16/2019 - 06/22/2019	0.96	0.99	0.99	0.99
26	06/23/2019 - 06/29/2019	0.96	0.99	0.99	0.99
27	06/30/2019 - 07/06/2019	0.96	0.99	0.99	0.99
28	07/07/2019 - 07/13/2019	0.96	0.99	0.99	0.99
29	07/14/2019 - 07/20/2019	0.96	0.99	0.99	0.99
30	07/21/2019 - 07/27/2019	0.96	0.99	0.99	0.99
31	07/28/2019 - 08/03/2019	0.96	0.99	0.99	0.99
32	08/04/2019 - 08/10/2019	0.96	0.99	0.99	0.99
33	08/11/2019 - 08/17/2019	0.96	0.99	0.99	0.99
34	08/18/2019 - 08/24/2019	0.96	0.99	0.99	0.99
35	08/25/2019 - 08/31/2019	0.96	0.99	0.99	0.99
36	09/01/2019 - 09/07/2019	0.96	0.99	0.99	0.99
37	09/08/2019 - 09/14/2019	0.96	0.99	0.99	0.99
38	09/15/2019 - 09/21/2019	0.96	0.99	0.99	0.99
39	09/22/2019 - 09/28/2019	0.96	0.99	0.99	0.99
40	09/29/2019 - 10/05/2019	0.96	0.99	0.99	0.99
41	10/06/2019 - 10/12/2019	0.96	0.99	0.99	0.99
42	10/13/2019 - 10/19/2019	0.95	0.99	0.99	0.99
43	10/20/2019 - 10/26/2019	0.95	0.99	0.99	0.99
44	10/27/2019 - 11/02/2019	0.95	0.99	0.99	0.99
45	11/03/2019 - 11/09/2019	0.95	0.99	0.99	0.99
46	11/10/2019 - 11/16/2019	0.95	0.99	0.99	0.99
47	11/17/2019 - 11/23/2019	0.95	0.99	0.99	0.99
48	11/24/2019 - 11/30/2019	0.95	0.99	0.99	0.99
49	12/01/2019 - 12/07/2019	0.95	0.99	0.99	0.99
50	12/08/2019 - 12/14/2019	0.95	0.99	0.99	0.99
51	12/15/2019 - 12/21/2019	0.95	0.99	0.99	0.99
52	12/22/2019 - 12/28/2019	0.95	0.99	0.99	0.99
53	12/29/2019 - 12/31/2019	0.95	0.99	0.99	0.99

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8618 SR 5, I595	8619 SR 834, SR 817- US 1 - SR 870	8620 SR A1A, DADE - SR 5	8621 SR 814, SR 7 - US 1
1	01/01/2019 - 01/05/2019	0.99	0.98	1.00	0.98
2	01/06/2019 - 01/12/2019	0.99	0.98	1.00	0.98
3	01/13/2019 - 01/19/2019	0.99	0.98	1.00	0.98
4	01/20/2019 - 01/26/2019	0.99	0.98	1.00	0.98
5	01/27/2019 - 02/02/2019	0.99	0.98	1.00	0.98
6	02/03/2019 - 02/09/2019	0.99	0.98	1.00	0.98
7	02/10/2019 - 02/16/2019	0.99	0.98	1.00	0.99
8	02/17/2019 - 02/23/2019	0.99	0.98	1.00	0.99
9	02/24/2019 - 03/02/2019	0.99	0.98	1.00	0.99
10	03/03/2019 - 03/09/2019	0.99	0.98	1.00	0.99
11	03/10/2019 - 03/16/2019	0.99	0.98	1.00	0.99
12	03/17/2019 - 03/23/2019	0.99	0.98	1.00	0.99
13	03/24/2019 - 03/30/2019	0.99	0.98	1.00	0.99
14	03/31/2019 - 04/06/2019	0.99	0.98	1.00	0.99
15	04/07/2019 - 04/13/2019	0.99	0.98	1.00	0.99
16	04/14/2019 - 04/20/2019	0.99	0.98	1.00	0.99
17	04/21/2019 - 04/27/2019	0.99	0.98	1.00	0.99
18	04/28/2019 - 05/04/2019	0.99	0.98	1.00	0.99
19	05/05/2019 - 05/11/2019	0.99	0.98	1.00	0.99
20	05/12/2019 - 05/18/2019	0.99	0.98	1.00	0.99
21	05/19/2019 - 05/25/2019	0.99	0.98	1.00	0.99
22	05/26/2019 - 06/01/2019	0.99	0.98	1.00	0.99
23	06/02/2019 - 06/08/2019	0.99	0.98	1.00	0.99
24	06/09/2019 - 06/15/2019	0.99	0.98	1.00	0.99
25	06/16/2019 - 06/22/2019	0.99	0.98	1.00	0.99
26	06/23/2019 - 06/29/2019	0.99	0.98	1.00	0.99
27	06/30/2019 - 07/06/2019	0.99	0.98	1.00	0.99
28	07/07/2019 - 07/13/2019	0.99	0.98	1.00	0.99
29	07/14/2019 - 07/20/2019	0.99	0.98	1.00	0.99
30	07/21/2019 - 07/27/2019	0.99	0.98	1.00	0.99
31	07/28/2019 - 08/03/2019	0.99	0.98	1.00	0.99
32	08/04/2019 - 08/10/2019	0.99	0.98	1.00	0.99
33	08/11/2019 - 08/17/2019	0.99	0.98	1.00	0.99
34	08/18/2019 - 08/24/2019	0.99	0.98	1.00	0.99
35	08/25/2019 - 08/31/2019	0.99	0.98	1.00	0.99
36	09/01/2019 - 09/07/2019	0.99	0.98	1.00	0.99
37	09/08/2019 - 09/14/2019	0.99	0.98	1.00	0.99
38	09/15/2019 - 09/21/2019	0.99	0.98	1.00	0.99
39	09/22/2019 - 09/28/2019	0.99	0.98	1.00	0.99
40	09/29/2019 - 10/05/2019	0.99	0.98	1.00	0.99
41	10/06/2019 - 10/12/2019	0.99	0.98	1.00	0.99
42	10/13/2019 - 10/19/2019	0.99	0.98	1.00	0.99
43	10/20/2019 - 10/26/2019	0.99	0.98	1.00	0.99
44	10/27/2019 - 11/02/2019	0.99	0.98	1.00	0.98
45	11/03/2019 - 11/09/2019	0.99	0.98	1.00	0.98
46	11/10/2019 - 11/16/2019	0.99	0.98	1.00	0.98
47	11/17/2019 - 11/23/2019	0.99	0.98	1.00	0.98
48	11/24/2019 - 11/30/2019	0.99	0.98	1.00	0.98
49	12/01/2019 - 12/07/2019	0.99	0.98	1.00	0.98
50	12/08/2019 - 12/14/2019	0.99	0.98	1.00	0.98
51	12/15/2019 - 12/21/2019	0.99	0.98	1.00	0.98
52	12/22/2019 - 12/28/2019	0.99	0.98	1.00	0.98
53	12/29/2019 - 12/31/2019	0.99	0.98	1.00	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8622 SR 845, SR838-PB.CO.	8623 SR 816, SR 817- US 1	8624 SR84, 1WAY WB	8625 SR84, 1WAY EB
1	01/01/2019 - 01/05/2019	0.95	0.99	1.00	0.99
2	01/06/2019 - 01/12/2019	0.95	0.99	1.00	0.99
3	01/13/2019 - 01/19/2019	0.95	0.99	1.00	0.99
4	01/20/2019 - 01/26/2019	0.95	0.99	1.00	0.99
5	01/27/2019 - 02/02/2019	0.96	0.99	1.00	0.99
6	02/03/2019 - 02/09/2019	0.96	0.99	1.00	0.99
7	02/10/2019 - 02/16/2019	0.96	0.99	1.00	0.99
8	02/17/2019 - 02/23/2019	0.96	0.99	1.00	0.99
9	02/24/2019 - 03/02/2019	0.97	0.99	1.00	0.99
10	03/03/2019 - 03/09/2019	0.97	0.98	1.00	0.99
11	03/10/2019 - 03/16/2019	0.97	0.98	1.00	0.99
12	03/17/2019 - 03/23/2019	0.97	0.98	1.00	0.99
13	03/24/2019 - 03/30/2019	0.97	0.98	1.00	0.99
14	03/31/2019 - 04/06/2019	0.97	0.98	1.00	0.99
15	04/07/2019 - 04/13/2019	0.97	0.98	1.00	0.99
16	04/14/2019 - 04/20/2019	0.97	0.98	1.00	0.99
17	04/21/2019 - 04/27/2019	0.96	0.98	1.00	0.99
18	04/28/2019 - 05/04/2019	0.96	0.98	1.00	0.99
19	05/05/2019 - 05/11/2019	0.96	0.98	1.00	0.99
20	05/12/2019 - 05/18/2019	0.96	0.98	1.00	0.99
21	05/19/2019 - 05/25/2019	0.96	0.98	1.00	0.99
22	05/26/2019 - 06/01/2019	0.96	0.98	1.00	0.99
23	06/02/2019 - 06/08/2019	0.96	0.98	1.00	0.99
24	06/09/2019 - 06/15/2019	0.96	0.98	1.00	0.99
25	06/16/2019 - 06/22/2019	0.96	0.98	1.00	0.99
26	06/23/2019 - 06/29/2019	0.96	0.98	1.00	0.99
27	06/30/2019 - 07/06/2019	0.96	0.98	1.00	0.99
28	07/07/2019 - 07/13/2019	0.95	0.98	1.00	0.99
29	07/14/2019 - 07/20/2019	0.95	0.98	1.00	0.99
30	07/21/2019 - 07/27/2019	0.95	0.98	1.00	0.99
31	07/28/2019 - 08/03/2019	0.95	0.98	1.00	0.99
32	08/04/2019 - 08/10/2019	0.95	0.98	1.00	0.99
33	08/11/2019 - 08/17/2019	0.95	0.98	1.00	0.99
34	08/18/2019 - 08/24/2019	0.95	0.98	1.00	0.99
35	08/25/2019 - 08/31/2019	0.95	0.99	1.00	0.99
36	09/01/2019 - 09/07/2019	0.95	0.99	1.00	0.99
37	09/08/2019 - 09/14/2019	0.95	0.99	1.00	0.99
38	09/15/2019 - 09/21/2019	0.95	0.99	1.00	0.99
39	09/22/2019 - 09/28/2019	0.95	0.99	1.00	0.99
40	09/29/2019 - 10/05/2019	0.95	0.99	1.00	0.99
41	10/06/2019 - 10/12/2019	0.95	0.99	1.00	0.99
42	10/13/2019 - 10/19/2019	0.95	0.99	1.00	0.99
43	10/20/2019 - 10/26/2019	0.95	0.99	1.00	0.99
44	10/27/2019 - 11/02/2019	0.95	0.99	1.00	0.99
45	11/03/2019 - 11/09/2019	0.95	0.99	1.00	0.99
46	11/10/2019 - 11/16/2019	0.95	0.99	1.00	0.99
47	11/17/2019 - 11/23/2019	0.95	0.99	1.00	0.99
48	11/24/2019 - 11/30/2019	0.95	0.99	1.00	0.99
49	12/01/2019 - 12/07/2019	0.95	0.99	1.00	0.99
50	12/08/2019 - 12/14/2019	0.95	0.99	1.00	0.99
51	12/15/2019 - 12/21/2019	0.95	0.99	1.00	0.99
52	12/22/2019 - 12/28/2019	0.95	0.99	1.00	0.99
53	12/29/2019 - 12/31/2019	0.95	0.99	1.00	0.99

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8626 SR84, SR 7 - MIAMI RD.	8627 SR 736, SR 7 - US 1	8628 SR 817, DADE CO-PALM	8629 SR25/US27, DADE - PA
1	01/01/2019 - 01/05/2019	0.98	0.98	0.99	0.83
2	01/06/2019 - 01/12/2019	0.98	0.98	0.99	0.83
3	01/13/2019 - 01/19/2019	0.98	0.98	0.99	0.83
4	01/20/2019 - 01/26/2019	0.98	0.98	0.99	0.83
5	01/27/2019 - 02/02/2019	0.98	0.99	0.99	0.83
6	02/03/2019 - 02/09/2019	0.98	0.99	0.99	0.84
7	02/10/2019 - 02/16/2019	0.98	0.99	0.99	0.84
8	02/17/2019 - 02/23/2019	0.98	0.99	0.99	0.84
9	02/24/2019 - 03/02/2019	0.98	0.99	0.99	0.84
10	03/03/2019 - 03/09/2019	0.98	0.99	0.99	0.85
11	03/10/2019 - 03/16/2019	0.98	0.99	0.99	0.85
12	03/17/2019 - 03/23/2019	0.98	0.99	0.99	0.85
13	03/24/2019 - 03/30/2019	0.98	0.99	0.99	0.85
14	03/31/2019 - 04/06/2019	0.98	0.99	0.99	0.86
15	04/07/2019 - 04/13/2019	0.98	0.99	0.99	0.86
16	04/14/2019 - 04/20/2019	0.98	0.99	0.99	0.86
17	04/21/2019 - 04/27/2019	0.98	0.99	0.99	0.86
18	04/28/2019 - 05/04/2019	0.98	0.99	0.99	0.86
19	05/05/2019 - 05/11/2019	0.98	0.99	0.99	0.87
20	05/12/2019 - 05/18/2019	0.98	0.99	0.99	0.87
21	05/19/2019 - 05/25/2019	0.98	0.99	0.99	0.87
22	05/26/2019 - 06/01/2019	0.98	0.99	0.99	0.87
23	06/02/2019 - 06/08/2019	0.98	0.99	0.99	0.88
24	06/09/2019 - 06/15/2019	0.98	0.99	0.99	0.88
25	06/16/2019 - 06/22/2019	0.98	0.99	0.99	0.88
26	06/23/2019 - 06/29/2019	0.98	0.99	0.99	0.88
27	06/30/2019 - 07/06/2019	0.98	0.99	0.99	0.88
28	07/07/2019 - 07/13/2019	0.98	0.99	0.99	0.89
29	07/14/2019 - 07/20/2019	0.98	0.99	0.99	0.89
30	07/21/2019 - 07/27/2019	0.98	0.99	0.99	0.89
31	07/28/2019 - 08/03/2019	0.98	0.98	0.99	0.89
32	08/04/2019 - 08/10/2019	0.98	0.98	0.99	0.90
33	08/11/2019 - 08/17/2019	0.98	0.98	0.99	0.90
34	08/18/2019 - 08/24/2019	0.98	0.98	0.99	0.90
35	08/25/2019 - 08/31/2019	0.98	0.98	0.99	0.90
36	09/01/2019 - 09/07/2019	0.98	0.98	0.99	0.91
37	09/08/2019 - 09/14/2019	0.98	0.98	0.99	0.91
38	09/15/2019 - 09/21/2019	0.98	0.98	0.99	0.91
39	09/22/2019 - 09/28/2019	0.98	0.98	0.99	0.90
40	09/29/2019 - 10/05/2019	0.98	0.98	0.99	0.90
41	10/06/2019 - 10/12/2019	0.98	0.98	0.99	0.89
42	10/13/2019 - 10/19/2019	0.98	0.98	0.99	0.89
43	10/20/2019 - 10/26/2019	0.98	0.98	0.99	0.88
44	10/27/2019 - 11/02/2019	0.98	0.98	0.99	0.88
45	11/03/2019 - 11/09/2019	0.98	0.98	0.99	0.87
46	11/10/2019 - 11/16/2019	0.98	0.98	0.99	0.87
47	11/17/2019 - 11/23/2019	0.98	0.98	0.99	0.86
48	11/24/2019 - 11/30/2019	0.98	0.98	0.99	0.86
49	12/01/2019 - 12/07/2019	0.98	0.98	0.99	0.85
50	12/08/2019 - 12/14/2019	0.98	0.98	0.99	0.85
51	12/15/2019 - 12/21/2019	0.98	0.98	0.99	0.84
52	12/22/2019 - 12/28/2019	0.98	0.98	0.99	0.84
53	12/29/2019 - 12/31/2019	0.98	0.98	0.99	0.83

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8630	8631	8632	8635
		I-595, I-95 - US 1	SR823,DADE - BROW BL	I595, I-75 - I-95	SR 818, SR 7 - US 1
1	01/01/2019 - 01/05/2019	0.93	1.00	0.96	0.98
2	01/06/2019 - 01/12/2019	0.93	1.00	0.96	0.98
3	01/13/2019 - 01/19/2019	0.93	1.00	0.96	0.98
4	01/20/2019 - 01/26/2019	0.93	1.00	0.96	0.98
5	01/27/2019 - 02/02/2019	0.93	1.00	0.96	0.98
6	02/03/2019 - 02/09/2019	0.93	1.00	0.96	0.98
7	02/10/2019 - 02/16/2019	0.93	1.00	0.96	0.98
8	02/17/2019 - 02/23/2019	0.93	1.00	0.96	0.98
9	02/24/2019 - 03/02/2019	0.93	1.00	0.95	0.98
10	03/03/2019 - 03/09/2019	0.93	1.00	0.95	0.99
11	03/10/2019 - 03/16/2019	0.93	1.00	0.94	0.99
12	03/17/2019 - 03/23/2019	0.93	1.00	0.94	0.99
13	03/24/2019 - 03/30/2019	0.93	1.00	0.95	0.99
14	03/31/2019 - 04/06/2019	0.93	1.00	0.95	0.99
15	04/07/2019 - 04/13/2019	0.93	1.00	0.96	0.99
16	04/14/2019 - 04/20/2019	0.93	1.00	0.96	0.99
17	04/21/2019 - 04/27/2019	0.93	1.00	0.96	0.99
18	04/28/2019 - 05/04/2019	0.93	1.00	0.96	0.99
19	05/05/2019 - 05/11/2019	0.93	1.00	0.96	0.99
20	05/12/2019 - 05/18/2019	0.93	1.00	0.96	0.99
21	05/19/2019 - 05/25/2019	0.93	1.00	0.96	0.99
22	05/26/2019 - 06/01/2019	0.93	1.00	0.96	0.99
23	06/02/2019 - 06/08/2019	0.93	1.00	0.96	0.99
24	06/09/2019 - 06/15/2019	0.93	1.00	0.96	0.99
25	06/16/2019 - 06/22/2019	0.93	1.00	0.96	0.99
26	06/23/2019 - 06/29/2019	0.93	1.00	0.96	0.99
27	06/30/2019 - 07/06/2019	0.93	1.00	0.96	0.99
28	07/07/2019 - 07/13/2019	0.93	1.00	0.96	0.99
29	07/14/2019 - 07/20/2019	0.93	1.00	0.96	0.99
30	07/21/2019 - 07/27/2019	0.93	1.00	0.96	0.99
31	07/28/2019 - 08/03/2019	0.93	1.00	0.96	0.99
32	08/04/2019 - 08/10/2019	0.93	1.00	0.96	0.99
33	08/11/2019 - 08/17/2019	0.93	1.00	0.96	0.99
34	08/18/2019 - 08/24/2019	0.93	1.00	0.96	0.99
35	08/25/2019 - 08/31/2019	0.93	1.00	0.96	0.98
36	09/01/2019 - 09/07/2019	0.93	1.00	0.96	0.98
37	09/08/2019 - 09/14/2019	0.93	1.00	0.96	0.98
38	09/15/2019 - 09/21/2019	0.93	1.00	0.96	0.98
39	09/22/2019 - 09/28/2019	0.93	1.00	0.96	0.98
40	09/29/2019 - 10/05/2019	0.93	1.00	0.96	0.98
41	10/06/2019 - 10/12/2019	0.93	1.00	0.96	0.98
42	10/13/2019 - 10/19/2019	0.93	1.00	0.96	0.98
43	10/20/2019 - 10/26/2019	0.93	1.00	0.96	0.98
44	10/27/2019 - 11/02/2019	0.93	1.00	0.96	0.98
45	11/03/2019 - 11/09/2019	0.93	1.00	0.96	0.98
46	11/10/2019 - 11/16/2019	0.93	1.00	0.96	0.98
47	11/17/2019 - 11/23/2019	0.93	1.00	0.96	0.98
48	11/24/2019 - 11/30/2019	0.93	1.00	0.96	0.98
49	12/01/2019 - 12/07/2019	0.93	1.00	0.96	0.98
50	12/08/2019 - 12/14/2019	0.93	1.00	0.96	0.98
51	12/15/2019 - 12/21/2019	0.93	1.00	0.96	0.98
52	12/22/2019 - 12/28/2019	0.93	1.00	0.96	0.98
53	12/29/2019 - 12/31/2019	0.93	1.00	0.96	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8636 ICWW BR.XINGS N.BROW	8637 SR820,US27-160 AVE	8638 SR820,160 AVE-US 1	8639 SR 838, SR 817-US 1
1	01/01/2019 - 01/05/2019	0.98	0.98	0.99	0.98
2	01/06/2019 - 01/12/2019	0.98	0.98	0.99	0.98
3	01/13/2019 - 01/19/2019	0.98	0.98	0.99	0.98
4	01/20/2019 - 01/26/2019	0.98	0.98	0.99	0.98
5	01/27/2019 - 02/02/2019	0.98	0.98	0.99	0.98
6	02/03/2019 - 02/09/2019	0.98	0.98	0.99	0.98
7	02/10/2019 - 02/16/2019	0.98	0.98	0.99	0.98
8	02/17/2019 - 02/23/2019	0.98	0.98	0.99	0.98
9	02/24/2019 - 03/02/2019	0.98	0.98	0.99	0.98
10	03/03/2019 - 03/09/2019	0.98	0.98	0.99	0.98
11	03/10/2019 - 03/16/2019	0.98	0.98	0.99	0.98
12	03/17/2019 - 03/23/2019	0.98	0.98	0.99	0.98
13	03/24/2019 - 03/30/2019	0.98	0.98	0.99	0.98
14	03/31/2019 - 04/06/2019	0.98	0.98	0.99	0.98
15	04/07/2019 - 04/13/2019	0.98	0.98	0.99	0.98
16	04/14/2019 - 04/20/2019	0.98	0.98	0.99	0.98
17	04/21/2019 - 04/27/2019	0.98	0.98	0.99	0.98
18	04/28/2019 - 05/04/2019	0.98	0.98	0.99	0.98
19	05/05/2019 - 05/11/2019	0.98	0.98	0.99	0.98
20	05/12/2019 - 05/18/2019	0.98	0.98	0.99	0.98
21	05/19/2019 - 05/25/2019	0.98	0.98	0.99	0.98
22	05/26/2019 - 06/01/2019	0.98	0.98	0.99	0.98
23	06/02/2019 - 06/08/2019	0.98	0.98	0.99	0.98
24	06/09/2019 - 06/15/2019	0.98	0.98	0.99	0.98
25	06/16/2019 - 06/22/2019	0.98	0.98	0.99	0.98
26	06/23/2019 - 06/29/2019	0.98	0.98	0.99	0.98
27	06/30/2019 - 07/06/2019	0.98	0.98	0.99	0.98
28	07/07/2019 - 07/13/2019	0.98	0.98	0.99	0.98
29	07/14/2019 - 07/20/2019	0.98	0.98	0.99	0.98
30	07/21/2019 - 07/27/2019	0.98	0.98	0.99	0.98
31	07/28/2019 - 08/03/2019	0.98	0.98	0.99	0.98
32	08/04/2019 - 08/10/2019	0.98	0.98	0.99	0.98
33	08/11/2019 - 08/17/2019	0.98	0.98	0.99	0.98
34	08/18/2019 - 08/24/2019	0.98	0.98	0.99	0.98
35	08/25/2019 - 08/31/2019	0.98	0.98	0.99	0.98
36	09/01/2019 - 09/07/2019	0.98	0.98	0.99	0.98
37	09/08/2019 - 09/14/2019	0.98	0.98	0.99	0.98
38	09/15/2019 - 09/21/2019	0.98	0.98	0.99	0.98
39	09/22/2019 - 09/28/2019	0.98	0.98	0.99	0.98
40	09/29/2019 - 10/05/2019	0.98	0.98	0.99	0.98
41	10/06/2019 - 10/12/2019	0.98	0.98	0.99	0.98
42	10/13/2019 - 10/19/2019	0.98	0.98	0.99	0.98
43	10/20/2019 - 10/26/2019	0.98	0.98	0.99	0.98
44	10/27/2019 - 11/02/2019	0.98	0.98	0.99	0.98
45	11/03/2019 - 11/09/2019	0.98	0.98	0.99	0.98
46	11/10/2019 - 11/16/2019	0.98	0.98	0.99	0.98
47	11/17/2019 - 11/23/2019	0.98	0.98	0.99	0.98
48	11/24/2019 - 11/30/2019	0.98	0.98	0.99	0.98
49	12/01/2019 - 12/07/2019	0.98	0.98	0.99	0.98
50	12/08/2019 - 12/14/2019	0.98	0.98	0.99	0.98
51	12/15/2019 - 12/21/2019	0.98	0.98	0.99	0.98
52	12/22/2019 - 12/28/2019	0.98	0.98	0.99	0.98
53	12/29/2019 - 12/31/2019	0.98	0.98	0.99	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8640 SR7/441,DADE -SR 736	8641 SR7/441,SR736-PALBC.	8643 SR 810, SR 7 - US 1	8644 SR 811, SR838-PB.CO.
1	01/01/2019 - 01/05/2019	0.98	0.99	0.99	0.98
2	01/06/2019 - 01/12/2019	0.98	0.99	0.99	0.98
3	01/13/2019 - 01/19/2019	0.98	0.99	0.99	0.98
4	01/20/2019 - 01/26/2019	0.98	0.99	0.99	0.98
5	01/27/2019 - 02/02/2019	0.98	0.99	0.99	0.98
6	02/03/2019 - 02/09/2019	0.98	0.99	0.99	0.98
7	02/10/2019 - 02/16/2019	0.98	0.99	0.99	0.98
8	02/17/2019 - 02/23/2019	0.98	0.99	0.99	0.98
9	02/24/2019 - 03/02/2019	0.98	0.99	0.99	0.98
10	03/03/2019 - 03/09/2019	0.98	0.99	0.99	0.98
11	03/10/2019 - 03/16/2019	0.98	0.99	0.99	0.98
12	03/17/2019 - 03/23/2019	0.98	0.99	0.99	0.98
13	03/24/2019 - 03/30/2019	0.98	0.99	0.99	0.98
14	03/31/2019 - 04/06/2019	0.98	0.99	0.99	0.98
15	04/07/2019 - 04/13/2019	0.98	0.99	0.99	0.98
16	04/14/2019 - 04/20/2019	0.98	0.99	0.99	0.98
17	04/21/2019 - 04/27/2019	0.98	0.99	0.99	0.98
18	04/28/2019 - 05/04/2019	0.98	0.99	0.99	0.98
19	05/05/2019 - 05/11/2019	0.98	0.99	0.99	0.98
20	05/12/2019 - 05/18/2019	0.98	0.99	0.99	0.98
21	05/19/2019 - 05/25/2019	0.98	0.99	0.99	0.98
22	05/26/2019 - 06/01/2019	0.98	0.99	0.99	0.98
23	06/02/2019 - 06/08/2019	0.98	0.99	0.99	0.98
24	06/09/2019 - 06/15/2019	0.98	0.99	0.99	0.98
25	06/16/2019 - 06/22/2019	0.98	0.99	0.99	0.98
26	06/23/2019 - 06/29/2019	0.98	0.99	0.99	0.98
27	06/30/2019 - 07/06/2019	0.98	0.99	0.99	0.98
28	07/07/2019 - 07/13/2019	0.98	0.99	0.99	0.98
29	07/14/2019 - 07/20/2019	0.98	0.99	0.99	0.98
30	07/21/2019 - 07/27/2019	0.98	0.99	0.99	0.98
31	07/28/2019 - 08/03/2019	0.98	0.99	0.99	0.98
32	08/04/2019 - 08/10/2019	0.98	0.99	0.99	0.98
33	08/11/2019 - 08/17/2019	0.98	0.99	0.99	0.98
34	08/18/2019 - 08/24/2019	0.98	0.99	0.99	0.98
35	08/25/2019 - 08/31/2019	0.98	0.99	0.99	0.98
36	09/01/2019 - 09/07/2019	0.98	0.99	0.99	0.98
37	09/08/2019 - 09/14/2019	0.98	0.99	0.99	0.98
38	09/15/2019 - 09/21/2019	0.98	0.99	0.99	0.98
39	09/22/2019 - 09/28/2019	0.98	0.99	0.99	0.98
40	09/29/2019 - 10/05/2019	0.98	0.99	0.99	0.98
41	10/06/2019 - 10/12/2019	0.98	0.99	0.99	0.98
42	10/13/2019 - 10/19/2019	0.98	0.99	0.99	0.98
43	10/20/2019 - 10/26/2019	0.98	0.99	0.99	0.98
44	10/27/2019 - 11/02/2019	0.98	0.99	0.99	0.98
45	11/03/2019 - 11/09/2019	0.98	0.99	0.99	0.98
46	11/10/2019 - 11/16/2019	0.98	0.99	0.99	0.98
47	11/17/2019 - 11/23/2019	0.98	0.99	0.99	0.98
48	11/24/2019 - 11/30/2019	0.98	0.99	0.99	0.98
49	12/01/2019 - 12/07/2019	0.98	0.99	0.99	0.98
50	12/08/2019 - 12/14/2019	0.98	0.99	0.99	0.98
51	12/15/2019 - 12/21/2019	0.98	0.99	0.99	0.98
52	12/22/2019 - 12/28/2019	0.98	0.99	0.99	0.98
53	12/29/2019 - 12/31/2019	0.98	0.99	0.99	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8645 BROWARD CO. ROADS	8646 SR858, SR 7 - US 1	8647 SR822, US 441-US 1	8649 A1A,US1@17ST-SR 814
1	01/01/2019 - 01/05/2019	1.00	0.99	0.99	0.99
2	01/06/2019 - 01/12/2019	1.00	0.99	0.99	0.99
3	01/13/2019 - 01/19/2019	1.00	0.98	0.99	0.99
4	01/20/2019 - 01/26/2019	1.00	0.98	0.99	0.99
5	01/27/2019 - 02/02/2019	1.00	0.99	0.99	0.99
6	02/03/2019 - 02/09/2019	1.00	0.99	0.99	0.99
7	02/10/2019 - 02/16/2019	1.00	0.99	0.98	0.99
8	02/17/2019 - 02/23/2019	1.00	0.99	0.98	0.99
9	02/24/2019 - 03/02/2019	0.99	0.99	0.98	0.99
10	03/03/2019 - 03/09/2019	0.99	0.99	0.98	0.98
11	03/10/2019 - 03/16/2019	0.98	0.99	0.98	0.98
12	03/17/2019 - 03/23/2019	0.98	0.99	0.98	0.98
13	03/24/2019 - 03/30/2019	0.99	0.99	0.98	0.98
14	03/31/2019 - 04/06/2019	0.99	0.99	0.98	0.98
15	04/07/2019 - 04/13/2019	1.00	0.99	0.97	0.98
16	04/14/2019 - 04/20/2019	1.00	0.99	0.97	0.98
17	04/21/2019 - 04/27/2019	1.00	0.99	0.97	0.98
18	04/28/2019 - 05/04/2019	1.00	0.99	0.97	0.98
19	05/05/2019 - 05/11/2019	1.00	0.99	0.97	0.98
20	05/12/2019 - 05/18/2019	1.00	0.99	0.97	0.98
21	05/19/2019 - 05/25/2019	1.00	0.99	0.97	0.98
22	05/26/2019 - 06/01/2019	1.00	0.99	0.96	0.98
23	06/02/2019 - 06/08/2019	1.00	0.99	0.96	0.98
24	06/09/2019 - 06/15/2019	1.00	0.99	0.96	0.98
25	06/16/2019 - 06/22/2019	1.00	0.99	0.96	0.98
26	06/23/2019 - 06/29/2019	1.00	0.99	0.96	0.98
27	06/30/2019 - 07/06/2019	1.00	0.99	0.96	0.98
28	07/07/2019 - 07/13/2019	1.00	0.99	0.96	0.98
29	07/14/2019 - 07/20/2019	1.00	0.99	0.96	0.98
30	07/21/2019 - 07/27/2019	1.00	0.99	0.95	0.98
31	07/28/2019 - 08/03/2019	1.00	0.99	0.95	0.98
32	08/04/2019 - 08/10/2019	1.00	0.99	0.95	0.99
33	08/11/2019 - 08/17/2019	1.00	0.99	0.95	0.99
34	08/18/2019 - 08/24/2019	1.00	0.99	0.95	0.99
35	08/25/2019 - 08/31/2019	1.00	0.99	0.95	0.99
36	09/01/2019 - 09/07/2019	1.00	0.99	0.96	0.99
37	09/08/2019 - 09/14/2019	1.00	0.99	0.96	0.99
38	09/15/2019 - 09/21/2019	1.00	0.99	0.96	0.99
39	09/22/2019 - 09/28/2019	1.00	0.99	0.96	0.99
40	09/29/2019 - 10/05/2019	1.00	0.99	0.96	0.99
41	10/06/2019 - 10/12/2019	1.00	0.99	0.97	0.99
42	10/13/2019 - 10/19/2019	1.00	0.99	0.97	0.99
43	10/20/2019 - 10/26/2019	1.00	0.99	0.97	0.99
44	10/27/2019 - 11/02/2019	1.00	0.99	0.97	0.99
45	11/03/2019 - 11/09/2019	1.00	0.99	0.97	0.99
46	11/10/2019 - 11/16/2019	1.00	0.99	0.98	0.99
47	11/17/2019 - 11/23/2019	1.00	0.99	0.98	0.99
48	11/24/2019 - 11/30/2019	1.00	0.99	0.98	0.99
49	12/01/2019 - 12/07/2019	1.00	0.99	0.98	0.99
50	12/08/2019 - 12/14/2019	1.00	0.99	0.98	0.99
51	12/15/2019 - 12/21/2019	1.00	0.99	0.99	0.99
52	12/22/2019 - 12/28/2019	1.00	0.99	0.99	0.99
53	12/29/2019 - 12/31/2019	1.00	0.98	0.99	0.99

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8650 AIA, SR 814 - PB.CO.	8651 SR 5, SR 870- PB.CO.	8652 ICWW BR.XINGS S.BROW	8655 SR 849/31 AV POMPANO
1	01/01/2019 - 01/05/2019	1.00	1.00	1.00	0.81
2	01/06/2019 - 01/12/2019	1.00	1.00	1.00	0.85
3	01/13/2019 - 01/19/2019	1.00	1.00	1.00	0.88
4	01/20/2019 - 01/26/2019	1.00	1.00	1.00	0.86
5	01/27/2019 - 02/02/2019	1.00	1.00	1.00	0.84
6	02/03/2019 - 02/09/2019	1.00	1.00	1.00	0.81
7	02/10/2019 - 02/16/2019	1.00	1.00	1.00	0.79
8	02/17/2019 - 02/23/2019	1.00	1.00	1.00	0.80
9	02/24/2019 - 03/02/2019	1.00	1.00	1.00	0.80
10	03/03/2019 - 03/09/2019	1.00	1.00	1.00	0.81
11	03/10/2019 - 03/16/2019	1.00	0.99	1.00	0.81
12	03/17/2019 - 03/23/2019	1.00	0.99	1.00	0.81
13	03/24/2019 - 03/30/2019	1.00	0.99	0.99	0.80
14	03/31/2019 - 04/06/2019	1.00	0.99	0.99	0.80
15	04/07/2019 - 04/13/2019	1.00	0.99	0.98	0.79
16	04/14/2019 - 04/20/2019	1.00	0.99	0.98	0.79
17	04/21/2019 - 04/27/2019	1.00	0.99	0.99	0.79
18	04/28/2019 - 05/04/2019	1.00	0.99	0.99	0.80
19	05/05/2019 - 05/11/2019	1.00	0.99	1.00	0.80
20	05/12/2019 - 05/18/2019	1.00	0.99	1.00	0.80
21	05/19/2019 - 05/25/2019	1.00	0.99	1.00	0.80
22	05/26/2019 - 06/01/2019	1.00	0.99	1.00	0.81
23	06/02/2019 - 06/08/2019	1.00	0.99	1.00	0.81
24	06/09/2019 - 06/15/2019	1.00	0.99	1.00	0.81
25	06/16/2019 - 06/22/2019	1.00	0.99	1.00	0.81
26	06/23/2019 - 06/29/2019	1.00	0.98	1.00	0.81
27	06/30/2019 - 07/06/2019	1.00	0.98	1.00	0.81
28	07/07/2019 - 07/13/2019	1.00	0.98	1.00	0.81
29	07/14/2019 - 07/20/2019	1.00	0.98	1.00	0.81
30	07/21/2019 - 07/27/2019	1.00	0.98	1.00	0.83
31	07/28/2019 - 08/03/2019	1.00	0.98	1.00	0.86
32	08/04/2019 - 08/10/2019	1.00	0.98	1.00	0.88
33	08/11/2019 - 08/17/2019	1.00	0.98	1.00	0.90
34	08/18/2019 - 08/24/2019	1.00	0.98	1.00	0.88
35	08/25/2019 - 08/31/2019	1.00	0.98	1.00	0.86
36	09/01/2019 - 09/07/2019	1.00	0.98	1.00	0.85
37	09/08/2019 - 09/14/2019	1.00	0.98	1.00	0.83
38	09/15/2019 - 09/21/2019	1.00	0.99	1.00	0.81
39	09/22/2019 - 09/28/2019	1.00	0.99	1.00	0.81
40	09/29/2019 - 10/05/2019	1.00	0.99	1.00	0.80
41	10/06/2019 - 10/12/2019	1.00	0.99	1.00	0.80
42	10/13/2019 - 10/19/2019	1.00	0.99	1.00	0.79
43	10/20/2019 - 10/26/2019	1.00	0.99	1.00	0.80
44	10/27/2019 - 11/02/2019	1.00	0.99	1.00	0.80
45	11/03/2019 - 11/09/2019	1.00	0.99	1.00	0.81
46	11/10/2019 - 11/16/2019	1.00	0.99	1.00	0.81
47	11/17/2019 - 11/23/2019	1.00	0.99	1.00	0.81
48	11/24/2019 - 11/30/2019	1.00	1.00	1.00	0.81
49	12/01/2019 - 12/07/2019	1.00	1.00	1.00	0.81
50	12/08/2019 - 12/14/2019	1.00	1.00	1.00	0.81
51	12/15/2019 - 12/21/2019	1.00	1.00	1.00	0.81
52	12/22/2019 - 12/28/2019	1.00	1.00	1.00	0.85
53	12/29/2019 - 12/31/2019	1.00	1.00	1.00	0.88

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8675 I75, DADE CO-I595	8676 I75, I595-COLLIER CO	8695 I-95,DADE- PB.CO.
1	01/01/2019 - 01/05/2019	0.97	0.91	0.97
2	01/06/2019 - 01/12/2019	0.97	0.89	0.98
3	01/13/2019 - 01/19/2019	0.97	0.87	0.98
4	01/20/2019 - 01/26/2019	0.97	0.88	0.98
5	01/27/2019 - 02/02/2019	0.97	0.89	0.98
6	02/03/2019 - 02/09/2019	0.97	0.89	0.98
7	02/10/2019 - 02/16/2019	0.97	0.90	0.98
8	02/17/2019 - 02/23/2019	0.97	0.91	0.98
9	02/24/2019 - 03/02/2019	0.97	0.91	0.98
10	03/03/2019 - 03/09/2019	0.97	0.92	0.98
11	03/10/2019 - 03/16/2019	0.97	0.92	0.98
12	03/17/2019 - 03/23/2019	0.97	0.92	0.98
13	03/24/2019 - 03/30/2019	0.97	0.91	0.98
14	03/31/2019 - 04/06/2019	0.97	0.91	0.98
15	04/07/2019 - 04/13/2019	0.97	0.90	0.98
16	04/14/2019 - 04/20/2019	0.97	0.90	0.98
17	04/21/2019 - 04/27/2019	0.97	0.90	0.98
18	04/28/2019 - 05/04/2019	0.97	0.90	0.98
19	05/05/2019 - 05/11/2019	0.97	0.90	0.98
20	05/12/2019 - 05/18/2019	0.97	0.90	0.98
21	05/19/2019 - 05/25/2019	0.97	0.90	0.98
22	05/26/2019 - 06/01/2019	0.97	0.91	0.98
23	06/02/2019 - 06/08/2019	0.97	0.91	0.98
24	06/09/2019 - 06/15/2019	0.97	0.91	0.98
25	06/16/2019 - 06/22/2019	0.97	0.91	0.98
26	06/23/2019 - 06/29/2019	0.97	0.91	0.98
27	06/30/2019 - 07/06/2019	0.97	0.91	0.97
28	07/07/2019 - 07/13/2019	0.97	0.91	0.97
29	07/14/2019 - 07/20/2019	0.97	0.91	0.97
30	07/21/2019 - 07/27/2019	0.97	0.91	0.97
31	07/28/2019 - 08/03/2019	0.97	0.91	0.97
32	08/04/2019 - 08/10/2019	0.97	0.90	0.97
33	08/11/2019 - 08/17/2019	0.97	0.90	0.97
34	08/18/2019 - 08/24/2019	0.97	0.90	0.97
35	08/25/2019 - 08/31/2019	0.97	0.90	0.97
36	09/01/2019 - 09/07/2019	0.97	0.90	0.97
37	09/08/2019 - 09/14/2019	0.97	0.90	0.97
38	09/15/2019 - 09/21/2019	0.97	0.90	0.97
39	09/22/2019 - 09/28/2019	0.97	0.90	0.97
40	09/29/2019 - 10/05/2019	0.97	0.90	0.97
41	10/06/2019 - 10/12/2019	0.97	0.90	0.97
42	10/13/2019 - 10/19/2019	0.97	0.90	0.97
43	10/20/2019 - 10/26/2019	0.97	0.90	0.97
44	10/27/2019 - 11/02/2019	0.97	0.91	0.97
45	11/03/2019 - 11/09/2019	0.97	0.91	0.97
46	11/10/2019 - 11/16/2019	0.97	0.91	0.97
47	11/17/2019 - 11/23/2019	0.97	0.91	0.97
48	11/24/2019 - 11/30/2019	0.97	0.91	0.97
49	12/01/2019 - 12/07/2019	0.97	0.91	0.97
50	12/08/2019 - 12/14/2019	0.97	0.91	0.97
51	12/15/2019 - 12/21/2019	0.97	0.91	0.97
52	12/22/2019 - 12/28/2019	0.97	0.89	0.98
53	12/29/2019 - 12/31/2019	0.97	0.87	0.98

Appendix A-6
2019 Peak Season Factor Category Report

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.88

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.96	1.09
2	01/06/2019 - 01/12/2019	0.96	1.09
3	01/13/2019 - 01/19/2019	0.96	1.09
4	01/20/2019 - 01/26/2019	0.94	1.07
* 5	01/27/2019 - 02/02/2019	0.92	1.05
* 6	02/03/2019 - 02/09/2019	0.89	1.01
* 7	02/10/2019 - 02/16/2019	0.87	0.99
* 8	02/17/2019 - 02/23/2019	0.87	0.99
* 9	02/24/2019 - 03/02/2019	0.86	0.98
*10	03/03/2019 - 03/09/2019	0.86	0.98
*11	03/10/2019 - 03/16/2019	0.85	0.97
*12	03/17/2019 - 03/23/2019	0.86	0.98
*13	03/24/2019 - 03/30/2019	0.87	0.99
*14	03/31/2019 - 04/06/2019	0.89	1.01
*15	04/07/2019 - 04/13/2019	0.90	1.02
*16	04/14/2019 - 04/20/2019	0.91	1.03
*17	04/21/2019 - 04/27/2019	0.93	1.06
18	04/28/2019 - 05/04/2019	0.95	1.08
19	05/05/2019 - 05/11/2019	0.97	1.10
20	05/12/2019 - 05/18/2019	1.00	1.14
21	05/19/2019 - 05/25/2019	1.01	1.15
22	05/26/2019 - 06/01/2019	1.03	1.17
23	06/02/2019 - 06/08/2019	1.05	1.19
24	06/09/2019 - 06/15/2019	1.07	1.22
25	06/16/2019 - 06/22/2019	1.06	1.20
26	06/23/2019 - 06/29/2019	1.06	1.20
27	06/30/2019 - 07/06/2019	1.06	1.20
28	07/07/2019 - 07/13/2019	1.06	1.20
29	07/14/2019 - 07/20/2019	1.06	1.20
30	07/21/2019 - 07/27/2019	1.09	1.24
31	07/28/2019 - 08/03/2019	1.11	1.26
32	08/04/2019 - 08/10/2019	1.14	1.30
33	08/11/2019 - 08/17/2019	1.17	1.33
34	08/18/2019 - 08/24/2019	1.17	1.33
35	08/25/2019 - 08/31/2019	1.18	1.34
36	09/01/2019 - 09/07/2019	1.18	1.34
37	09/08/2019 - 09/14/2019	1.19	1.35
38	09/15/2019 - 09/21/2019	1.19	1.35
39	09/22/2019 - 09/28/2019	1.17	1.33
40	09/29/2019 - 10/05/2019	1.16	1.32
41	10/06/2019 - 10/12/2019	1.14	1.30
42	10/13/2019 - 10/19/2019	1.13	1.28
43	10/20/2019 - 10/26/2019	1.10	1.25
44	10/27/2019 - 11/02/2019	1.08	1.23
45	11/03/2019 - 11/09/2019	1.05	1.19
46	11/10/2019 - 11/16/2019	1.03	1.17
47	11/17/2019 - 11/23/2019	1.01	1.15
48	11/24/2019 - 11/30/2019	1.00	1.14
49	12/01/2019 - 12/07/2019	0.99	1.13
50	12/08/2019 - 12/14/2019	0.97	1.10
51	12/15/2019 - 12/21/2019	0.96	1.09
52	12/22/2019 - 12/28/2019	0.96	1.09
53	12/29/2019 - 12/31/2019	0.96	1.09

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.00	1.03
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.99	1.02
*18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	1.00	1.03
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.04	1.07
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.00	1.03
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.04
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.02	1.05
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.02	1.05
23	06/02/2019 - 06/08/2019	1.02	1.05
24	06/09/2019 - 06/15/2019	1.03	1.06
25	06/16/2019 - 06/22/2019	1.04	1.07
26	06/23/2019 - 06/29/2019	1.04	1.07
27	06/30/2019 - 07/06/2019	1.05	1.08
28	07/07/2019 - 07/13/2019	1.05	1.08
29	07/14/2019 - 07/20/2019	1.06	1.09
30	07/21/2019 - 07/27/2019	1.05	1.08
31	07/28/2019 - 08/03/2019	1.04	1.07
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.01	1.04
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.02	1.05
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.98	1.01
43	10/20/2019 - 10/26/2019	0.99	1.02
44	10/27/2019 - 11/02/2019	0.99	1.02
45	11/03/2019 - 11/09/2019	0.99	1.02
46	11/10/2019 - 11/16/2019	0.99	1.02
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.01	1.04
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.02	1.05

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.02	1.05
4	01/20/2019 - 01/26/2019	1.01	1.04
5	01/27/2019 - 02/02/2019	1.00	1.03
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.98	1.01
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	0.99	1.02
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.03	1.06
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.03	1.06
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.04	1.07
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.03	1.06
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.02	1.05

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8675 BROWARD I75 URBAN

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.00	0.00
2	01/06/2019 - 01/12/2019	0.00	0.00
3	01/13/2019 - 01/19/2019	0.00	0.00
4	01/20/2019 - 01/26/2019	0.00	0.00
5	01/27/2019 - 02/02/2019	0.00	0.00
6	02/03/2019 - 02/09/2019	0.00	0.00
7	02/10/2019 - 02/16/2019	0.00	0.00
8	02/17/2019 - 02/23/2019	0.00	0.00
9	02/24/2019 - 03/02/2019	0.00	0.00
10	03/03/2019 - 03/09/2019	0.00	0.00
11	03/10/2019 - 03/16/2019	0.00	0.00
12	03/17/2019 - 03/23/2019	0.00	0.00
13	03/24/2019 - 03/30/2019	0.00	0.00
14	03/31/2019 - 04/06/2019	0.00	0.00
15	04/07/2019 - 04/13/2019	0.00	0.00
16	04/14/2019 - 04/20/2019	0.00	0.00
17	04/21/2019 - 04/27/2019	0.00	0.00
18	04/28/2019 - 05/04/2019	0.00	0.00
19	05/05/2019 - 05/11/2019	0.00	0.00
20	05/12/2019 - 05/18/2019	0.00	0.00
21	05/19/2019 - 05/25/2019	0.00	0.00
22	05/26/2019 - 06/01/2019	0.00	0.00
23	06/02/2019 - 06/08/2019	0.00	0.00
24	06/09/2019 - 06/15/2019	0.00	0.00
25	06/16/2019 - 06/22/2019	0.00	0.00
26	06/23/2019 - 06/29/2019	0.00	0.00
27	06/30/2019 - 07/06/2019	0.00	0.00
28	07/07/2019 - 07/13/2019	0.00	0.00
29	07/14/2019 - 07/20/2019	0.00	0.00
30	07/21/2019 - 07/27/2019	0.00	0.00
31	07/28/2019 - 08/03/2019	0.00	0.00
32	08/04/2019 - 08/10/2019	0.00	0.00
33	08/11/2019 - 08/17/2019	0.00	0.00
34	08/18/2019 - 08/24/2019	0.00	0.00
35	08/25/2019 - 08/31/2019	0.00	0.00
36	09/01/2019 - 09/07/2019	0.00	0.00
37	09/08/2019 - 09/14/2019	0.00	0.00
38	09/15/2019 - 09/21/2019	0.00	0.00
39	09/22/2019 - 09/28/2019	0.00	0.00
40	09/29/2019 - 10/05/2019	0.00	0.00
41	10/06/2019 - 10/12/2019	0.00	0.00
*42	10/13/2019 - 10/19/2019	0.00	0.00
*43	10/20/2019 - 10/26/2019	0.00	0.00
*44	10/27/2019 - 11/02/2019	0.00	0.00
*45	11/03/2019 - 11/09/2019	0.00	0.00
*46	11/10/2019 - 11/16/2019	0.00	0.00
*47	11/17/2019 - 11/23/2019	0.00	0.00
*48	11/24/2019 - 11/30/2019	0.00	0.00
*49	12/01/2019 - 12/07/2019	0.00	0.00
*50	12/08/2019 - 12/14/2019	0.00	0.00
*51	12/15/2019 - 12/21/2019	0.00	0.00
*52	12/22/2019 - 12/28/2019	0.00	0.00
*53	12/29/2019 - 12/31/2019	0.00	0.00

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.94	0.99
2	01/06/2019 - 01/12/2019	0.98	1.03
3	01/13/2019 - 01/19/2019	1.02	1.07
4	01/20/2019 - 01/26/2019	1.01	1.06
5	01/27/2019 - 02/02/2019	0.99	1.04
6	02/03/2019 - 02/09/2019	0.98	1.03
* 7	02/10/2019 - 02/16/2019	0.96	1.01
* 8	02/17/2019 - 02/23/2019	0.95	1.00
* 9	02/24/2019 - 03/02/2019	0.94	0.99
*10	03/03/2019 - 03/09/2019	0.92	0.97
*11	03/10/2019 - 03/16/2019	0.91	0.96
*12	03/17/2019 - 03/23/2019	0.92	0.97
*13	03/24/2019 - 03/30/2019	0.94	0.99
*14	03/31/2019 - 04/06/2019	0.95	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.02
*16	04/14/2019 - 04/20/2019	0.98	1.03
*17	04/21/2019 - 04/27/2019	0.98	1.03
*18	04/28/2019 - 05/04/2019	0.98	1.03
*19	05/05/2019 - 05/11/2019	0.98	1.03
20	05/12/2019 - 05/18/2019	0.98	1.03
21	05/19/2019 - 05/25/2019	0.99	1.04
22	05/26/2019 - 06/01/2019	1.01	1.06
23	06/02/2019 - 06/08/2019	1.02	1.07
24	06/09/2019 - 06/15/2019	1.03	1.08
25	06/16/2019 - 06/22/2019	1.02	1.07
26	06/23/2019 - 06/29/2019	1.01	1.06
27	06/30/2019 - 07/06/2019	1.00	1.05
28	07/07/2019 - 07/13/2019	0.99	1.04
29	07/14/2019 - 07/20/2019	0.98	1.03
30	07/21/2019 - 07/27/2019	1.00	1.05
31	07/28/2019 - 08/03/2019	1.03	1.08
32	08/04/2019 - 08/10/2019	1.05	1.11
33	08/11/2019 - 08/17/2019	1.07	1.13
34	08/18/2019 - 08/24/2019	1.09	1.15
35	08/25/2019 - 08/31/2019	1.11	1.17
36	09/01/2019 - 09/07/2019	1.12	1.18
37	09/08/2019 - 09/14/2019	1.14	1.20
38	09/15/2019 - 09/21/2019	1.16	1.22
39	09/22/2019 - 09/28/2019	1.14	1.20
40	09/29/2019 - 10/05/2019	1.12	1.18
41	10/06/2019 - 10/12/2019	1.10	1.16
42	10/13/2019 - 10/19/2019	1.08	1.14
43	10/20/2019 - 10/26/2019	1.05	1.11
44	10/27/2019 - 11/02/2019	1.03	1.08
45	11/03/2019 - 11/09/2019	1.00	1.05
46	11/10/2019 - 11/16/2019	0.97	1.02
47	11/17/2019 - 11/23/2019	0.96	1.01
48	11/24/2019 - 11/30/2019	0.96	1.01
49	12/01/2019 - 12/07/2019	0.95	1.00
50	12/08/2019 - 12/14/2019	0.95	1.00
51	12/15/2019 - 12/21/2019	0.94	0.99
52	12/22/2019 - 12/28/2019	0.98	1.03
53	12/29/2019 - 12/31/2019	1.02	1.07

* PEAK SEASON

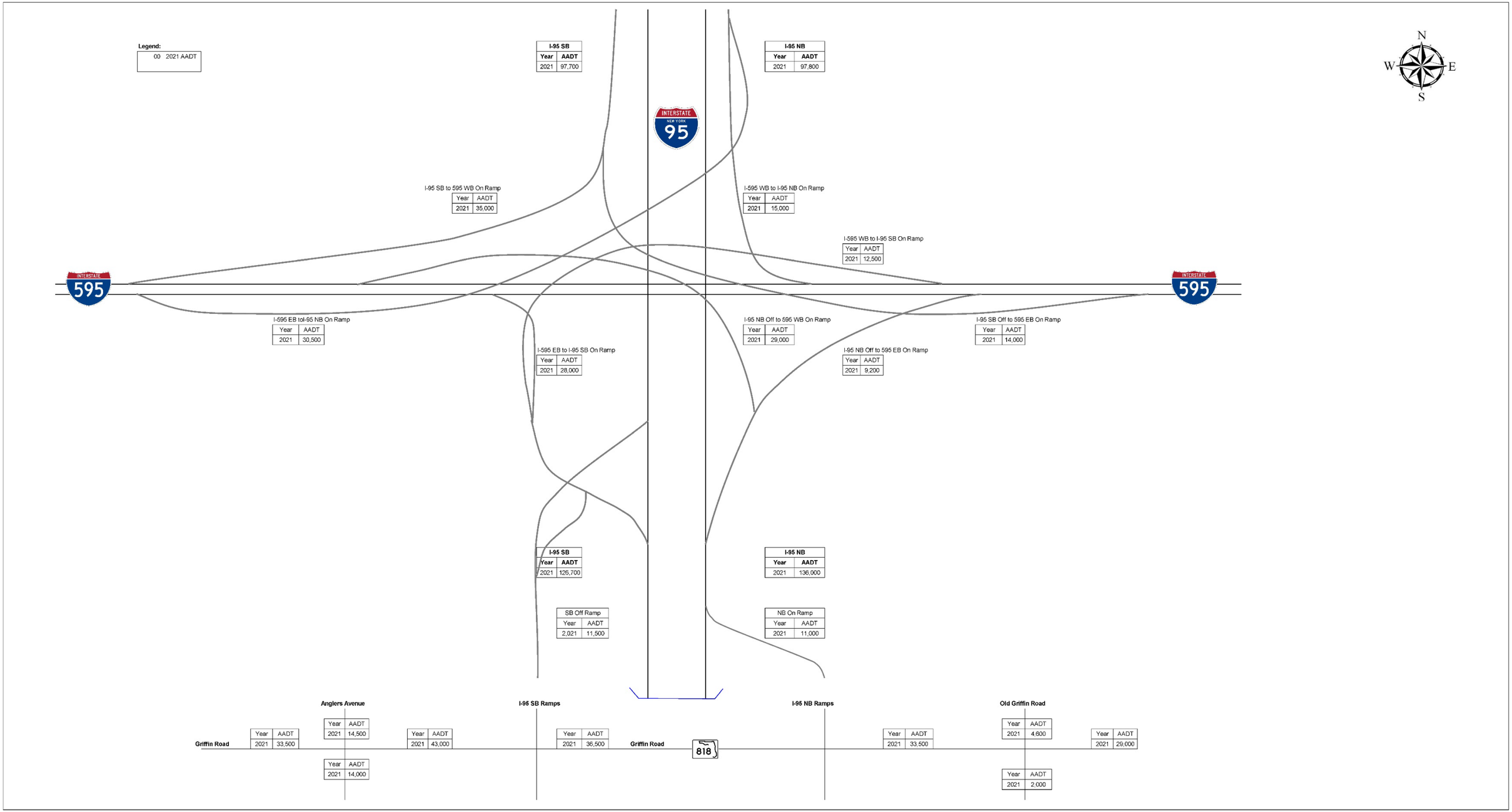
2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8695 BROWARD I95

MOCF: 0.97

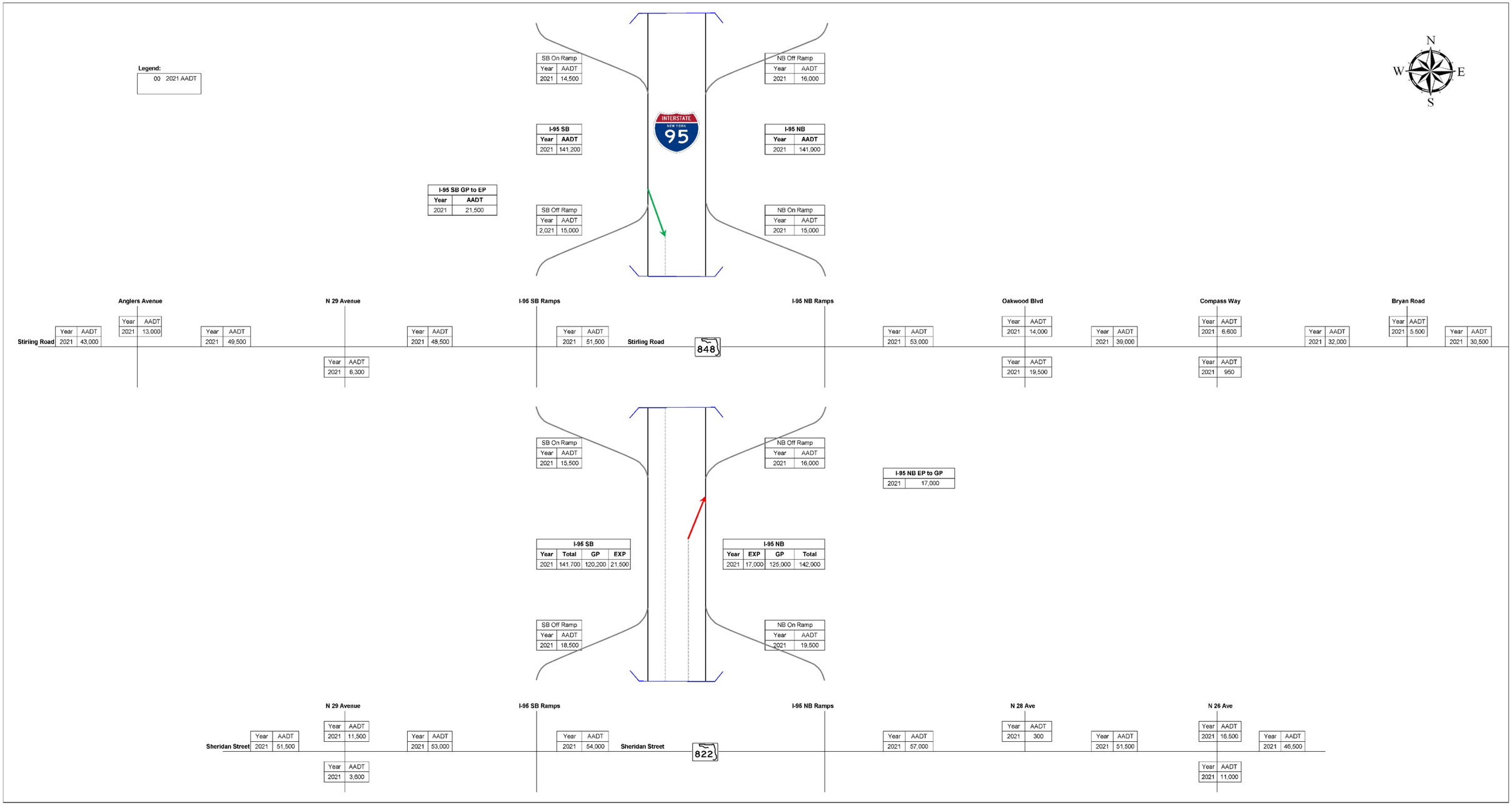
WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.04
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.00	1.03
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
6	02/03/2019 - 02/09/2019	0.99	1.02
7	02/10/2019 - 02/16/2019	0.98	1.01
* 8	02/17/2019 - 02/23/2019	0.98	1.01
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
*19	05/05/2019 - 05/11/2019	0.98	1.01
*20	05/12/2019 - 05/18/2019	0.98	1.01
21	05/19/2019 - 05/25/2019	0.99	1.02
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.01	1.04
28	07/07/2019 - 07/13/2019	1.01	1.04
29	07/14/2019 - 07/20/2019	1.01	1.04
30	07/21/2019 - 07/27/2019	1.02	1.05
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.03	1.06
33	08/11/2019 - 08/17/2019	1.03	1.06
34	08/18/2019 - 08/24/2019	1.04	1.07
35	08/25/2019 - 08/31/2019	1.04	1.07
36	09/01/2019 - 09/07/2019	1.05	1.08
37	09/08/2019 - 09/14/2019	1.05	1.08
38	09/15/2019 - 09/21/2019	1.06	1.09
39	09/22/2019 - 09/28/2019	1.05	1.08
40	09/29/2019 - 10/05/2019	1.04	1.07
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.01	1.04
44	10/27/2019 - 11/02/2019	1.01	1.04
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.01	1.04
50	12/08/2019 - 12/14/2019	1.01	1.04
51	12/15/2019 - 12/21/2019	1.01	1.04
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.00	1.03

* PEAK SEASON

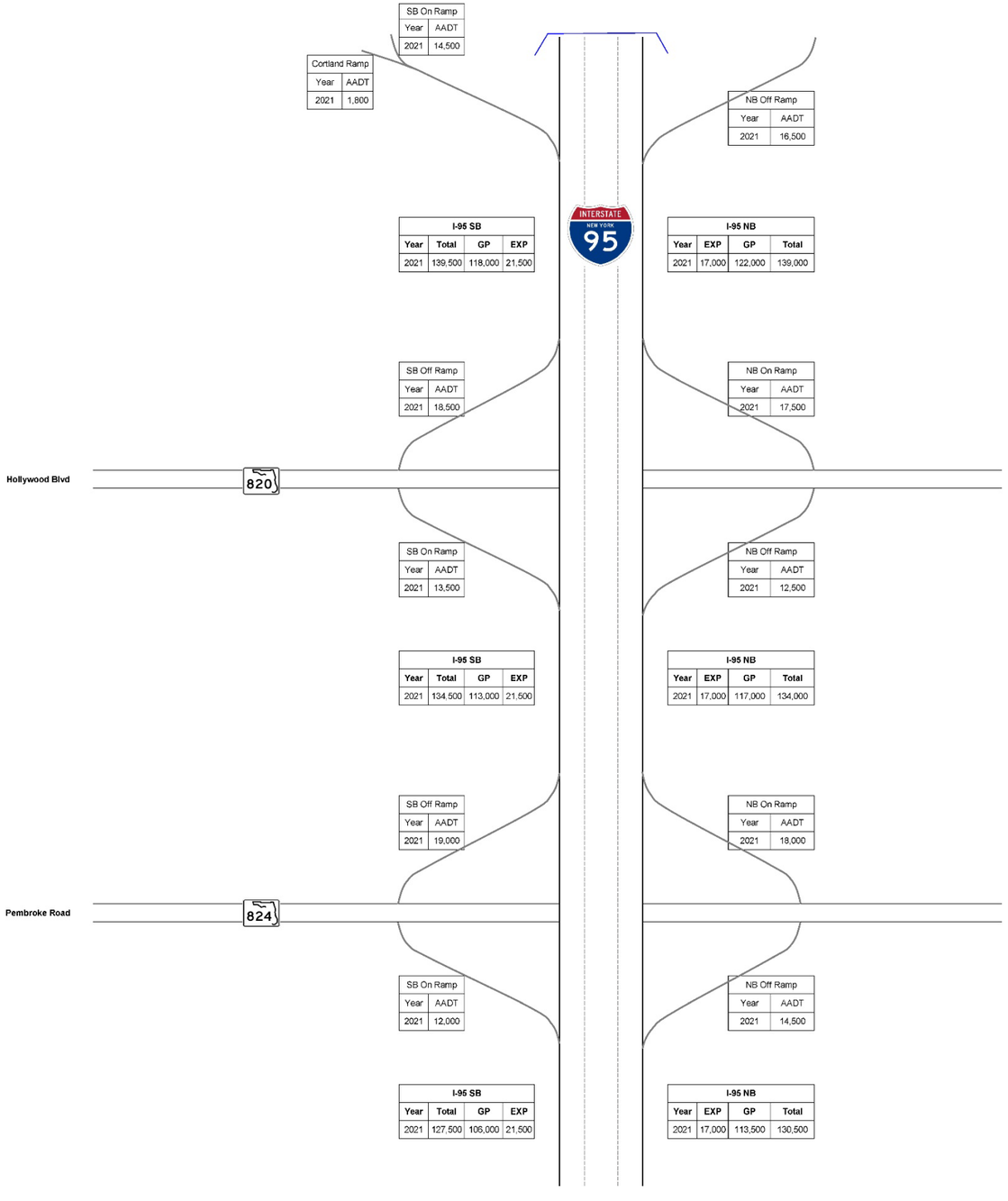
Appendix A-7
Base Year (2021) Unbalanced AADTs



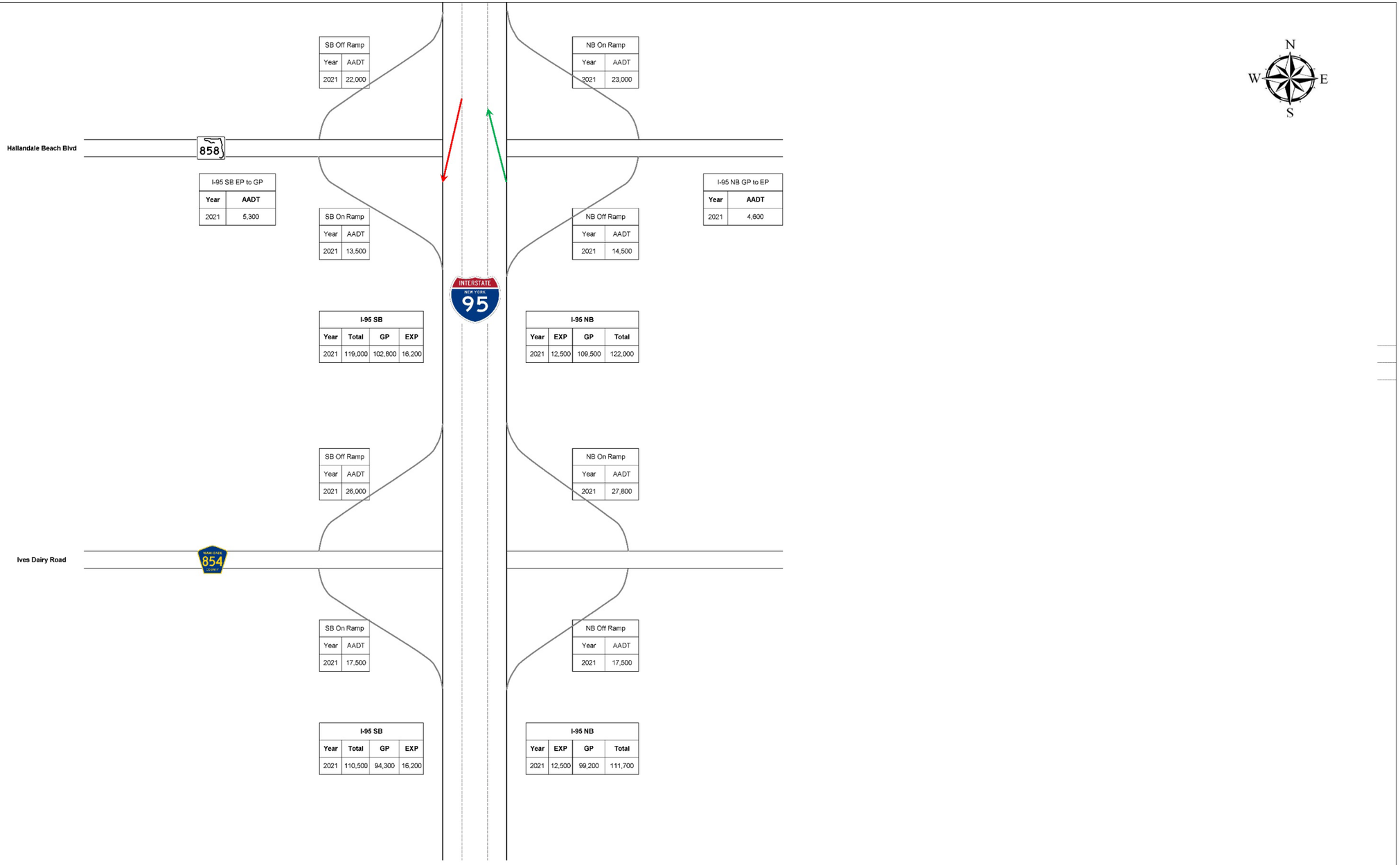
Appendix A-7. Base Year (2021) Unbalanced AADTs



Appendix A-7. Base Year (2021) Unbalanced AADTs (Cont'd)

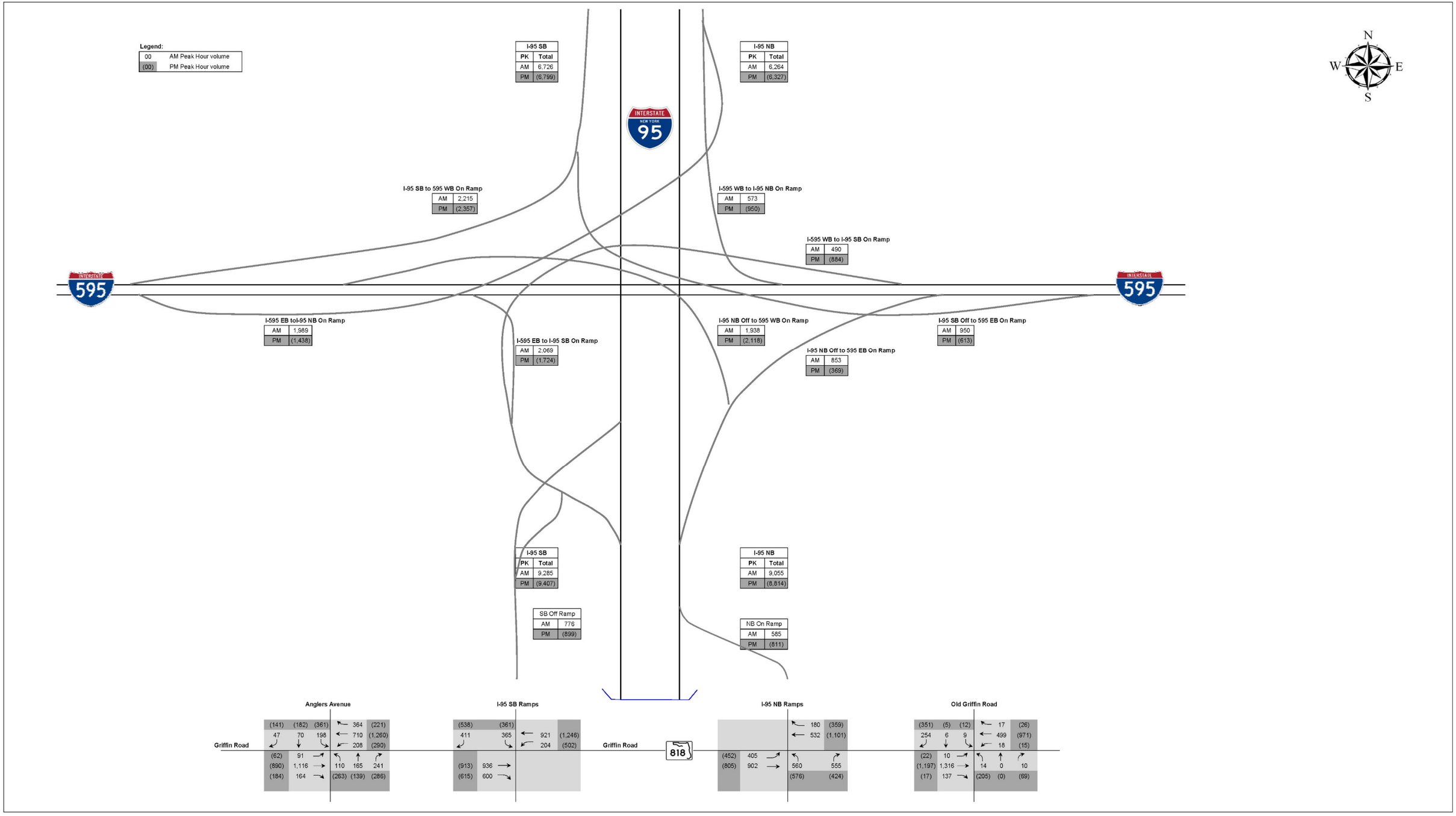


Appendix A-7. Base Year (2021) Unbalanced AADTs (Cont'd)

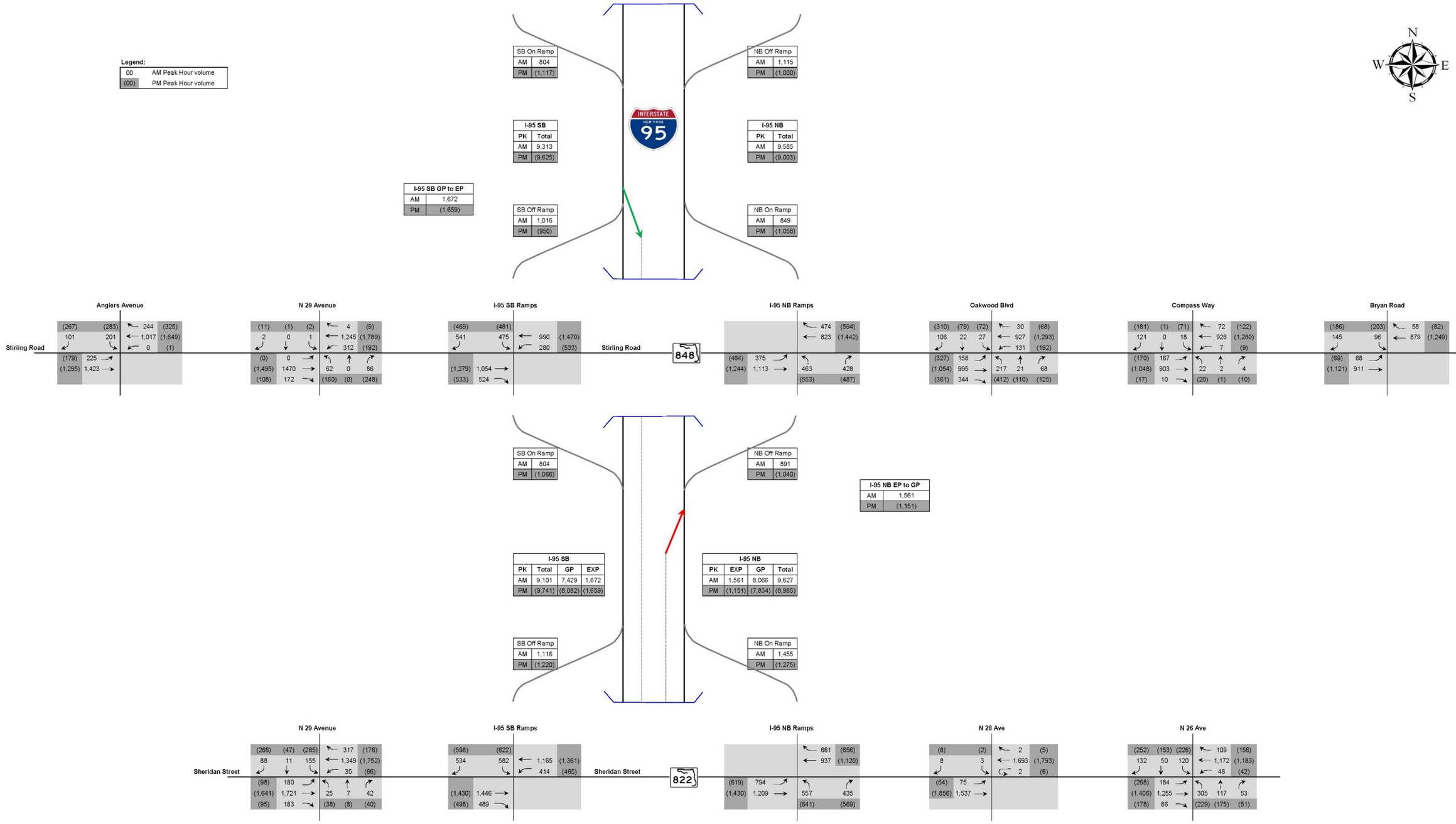


Appendix A-7. Base Year (2021) Unbalanced AADTs (Cont'd)

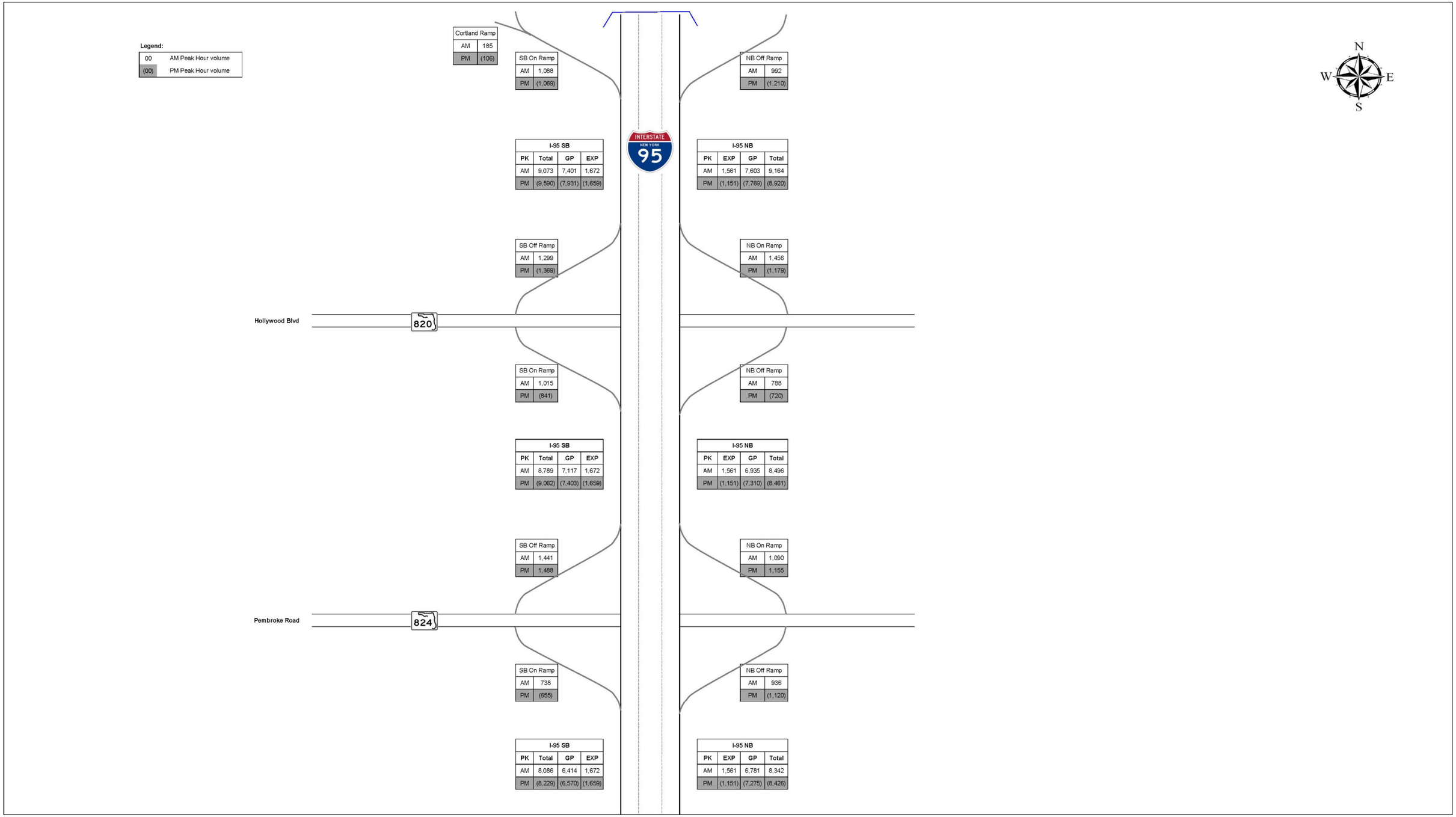
Appendix A-8
Base Year (2021) Unbalanced Peak Hour Volumes



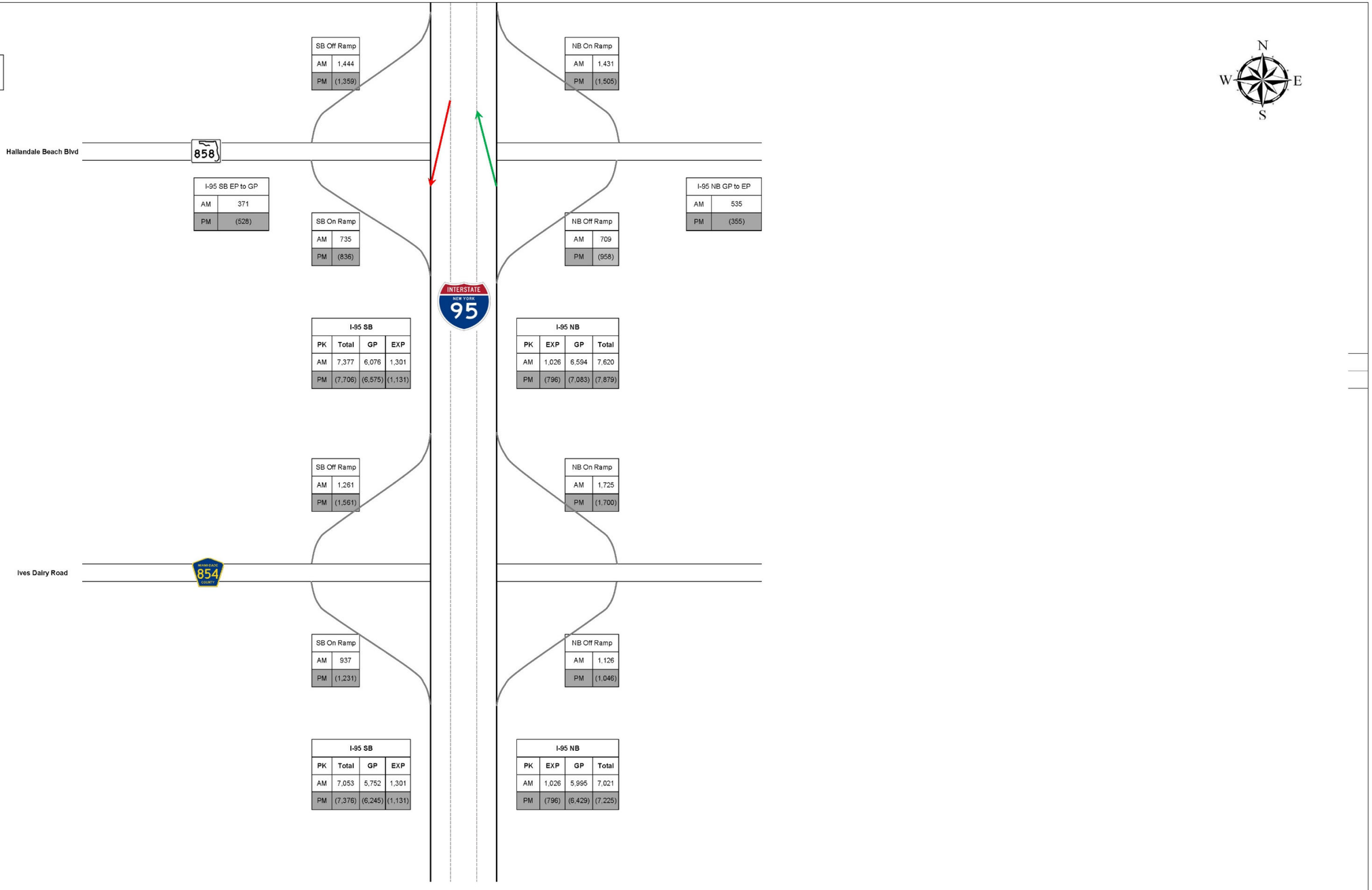
Appendix A-8. Base Year (2021) Unbalanced Peak Hour Volumes



Appendix A-8. Base Year (2021) Unbalanced Peak Hour Volumes (Cont'd)



Appendix A-8. Base Year (2021) Unbalanced Peak Hour Volumes (Cont'd)

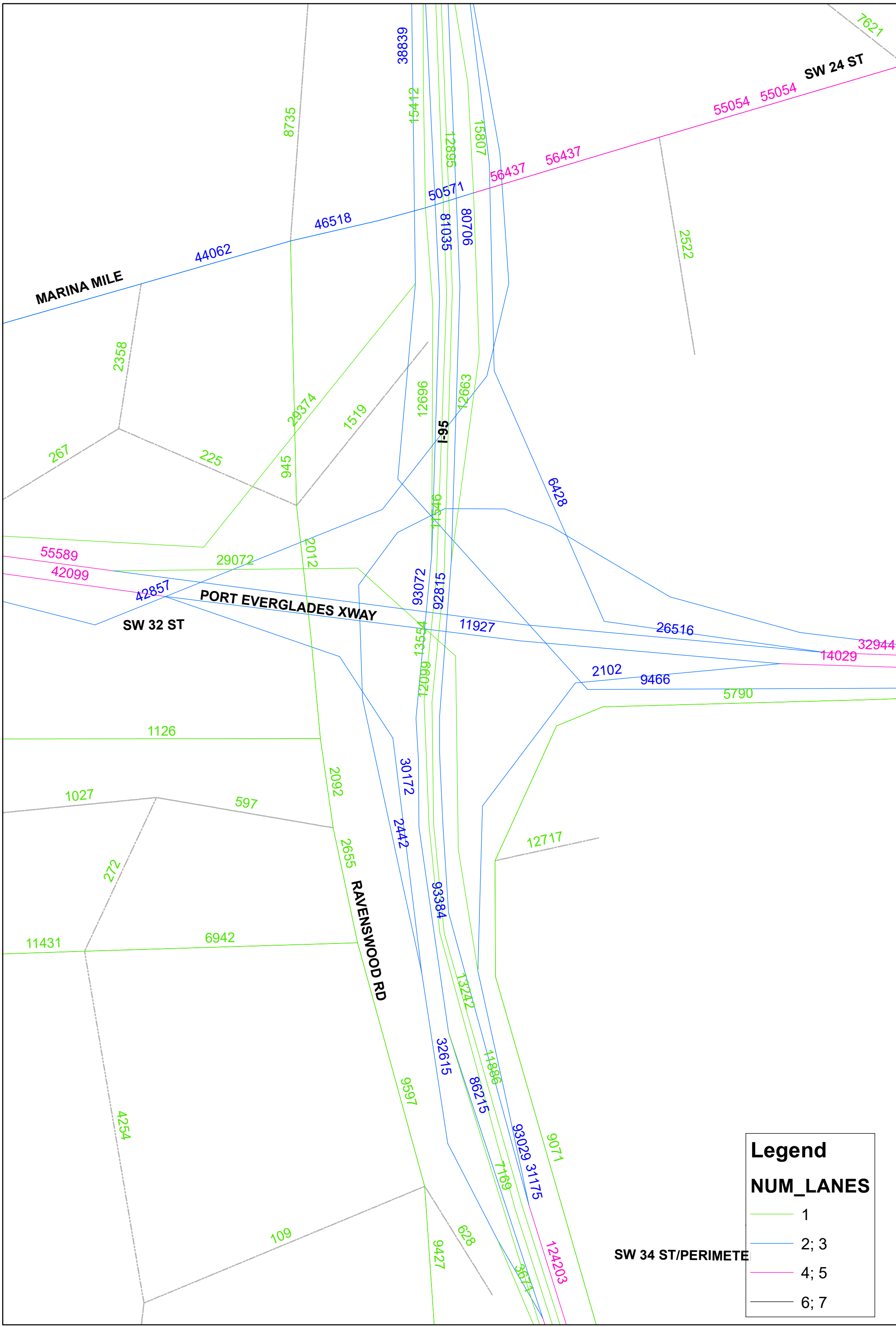


Appendix A-8. Base Year (2021) Unbalanced Peak Hour Volumes (Cont'd)

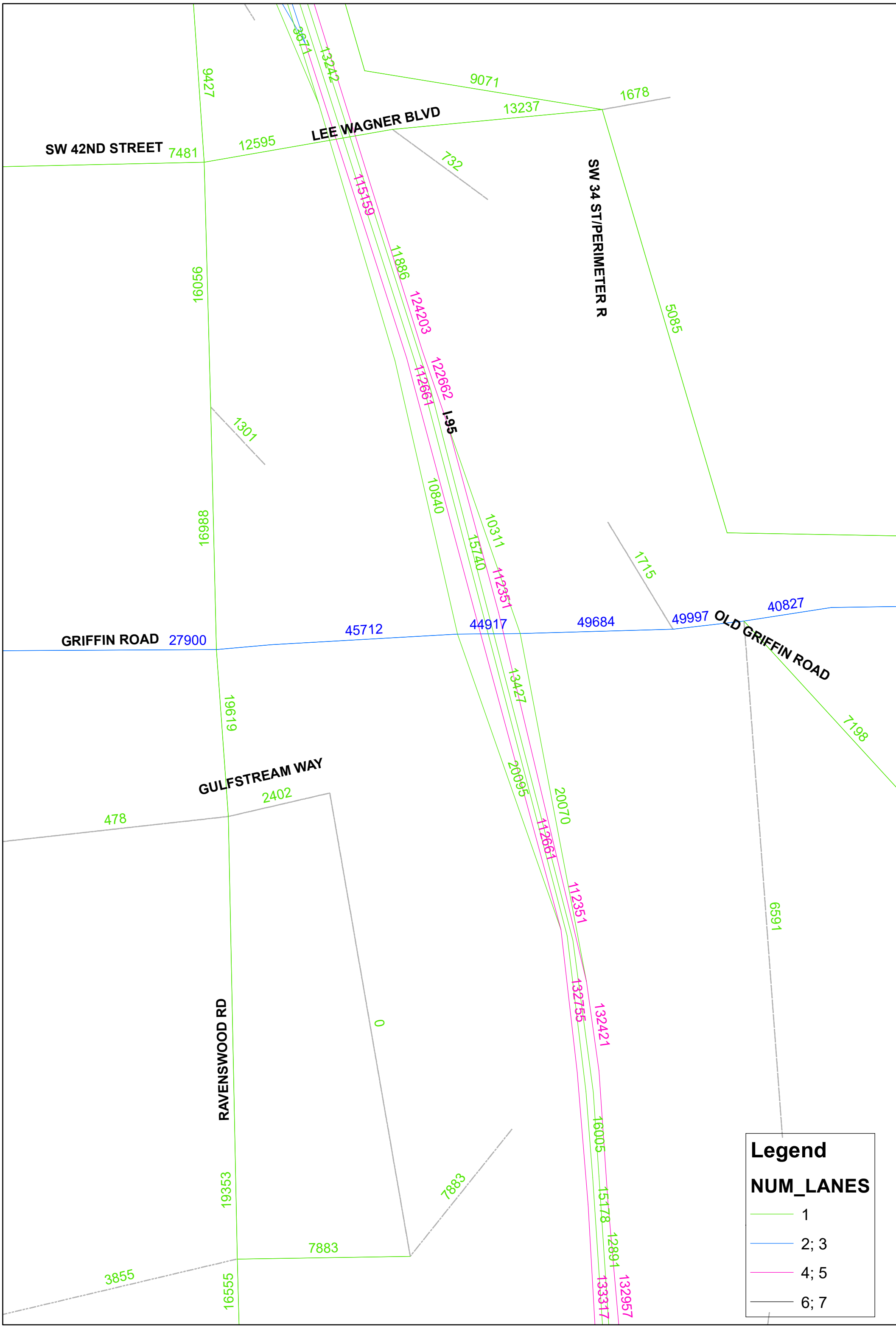
APPENDIX B
SERPM 8 (VERSION 8.513) DATA

Appendix B-1
2015 Model Volumes

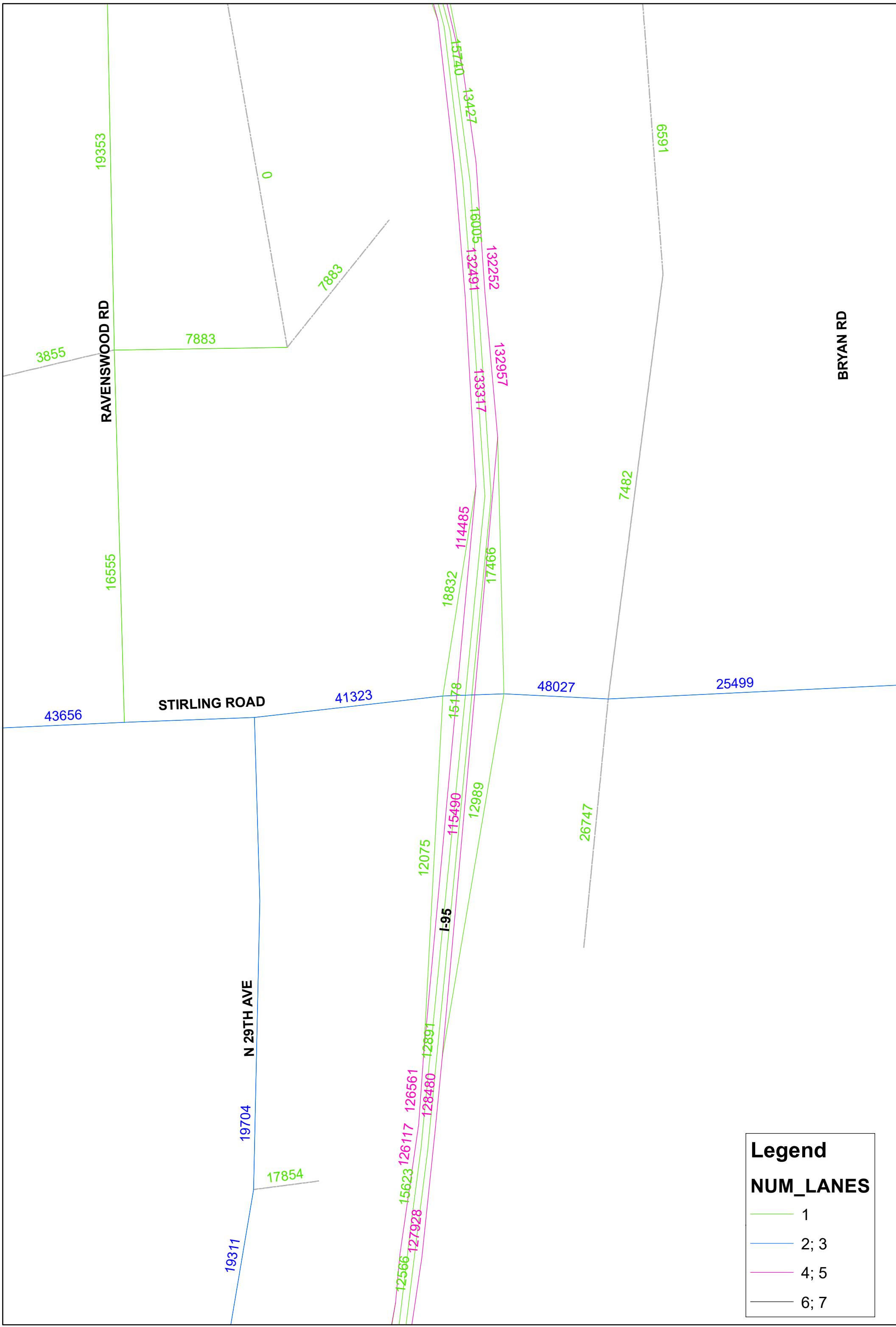
SERPM 2015 Model



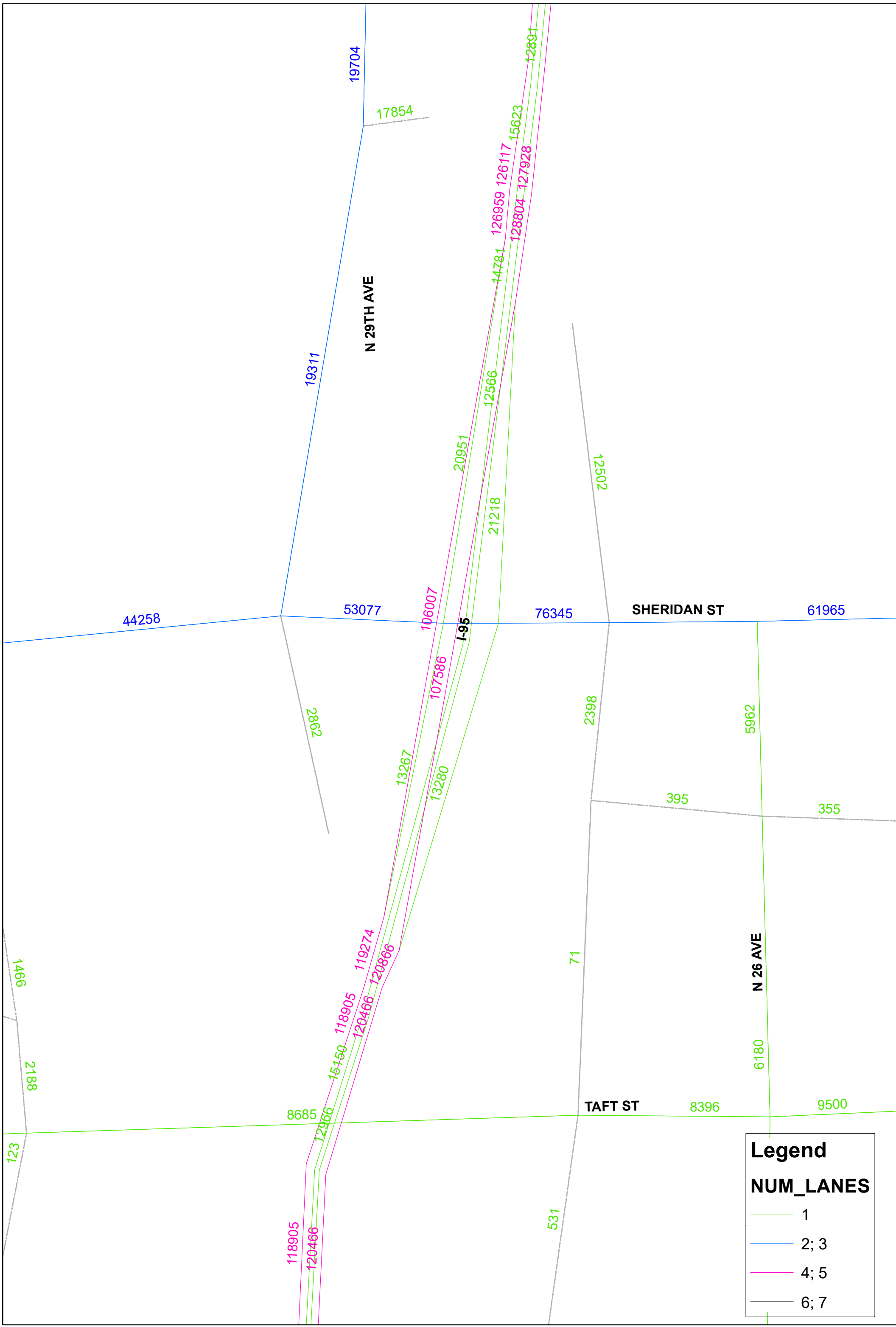
SERPM 2015 Model



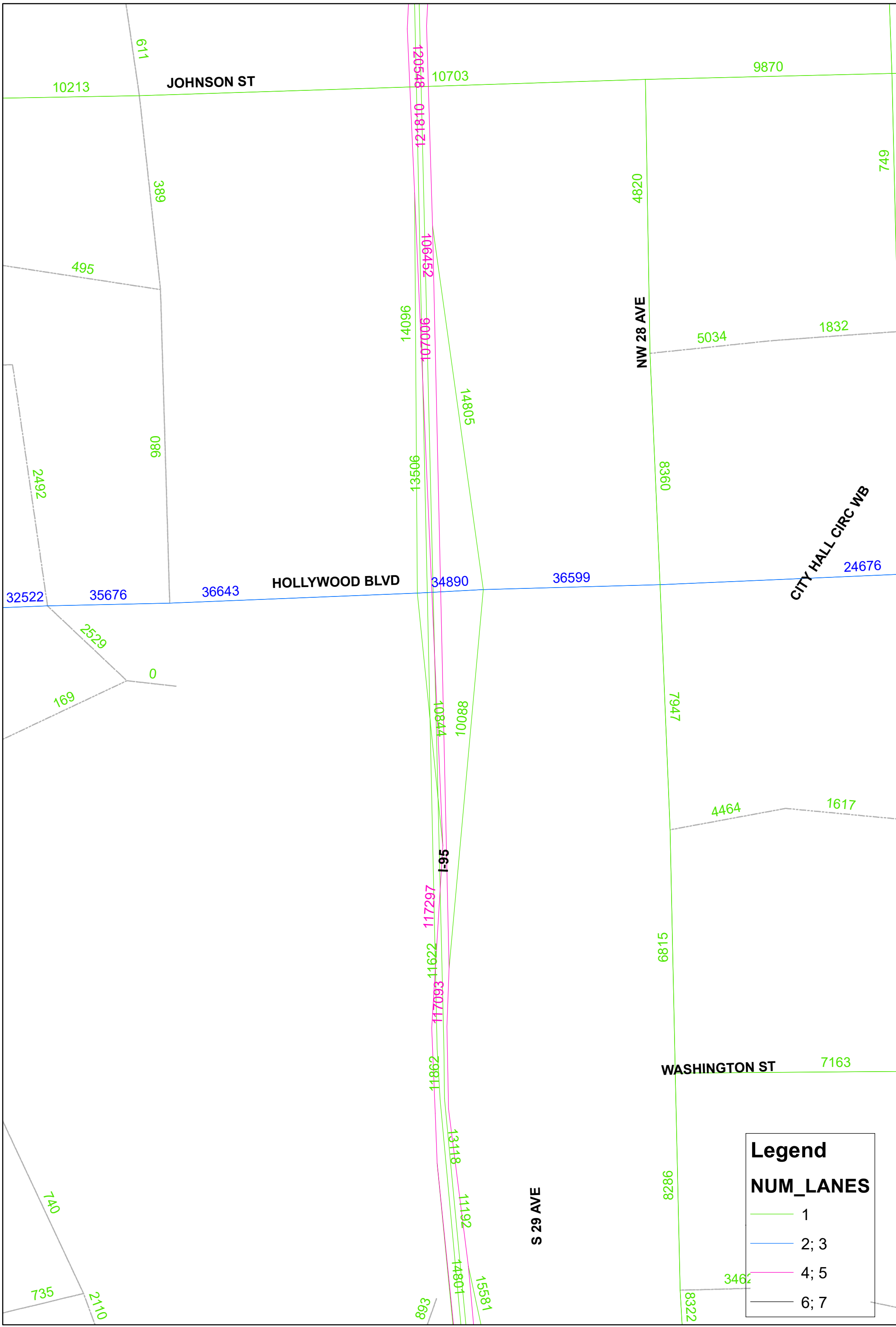
SERPM 2015 Model



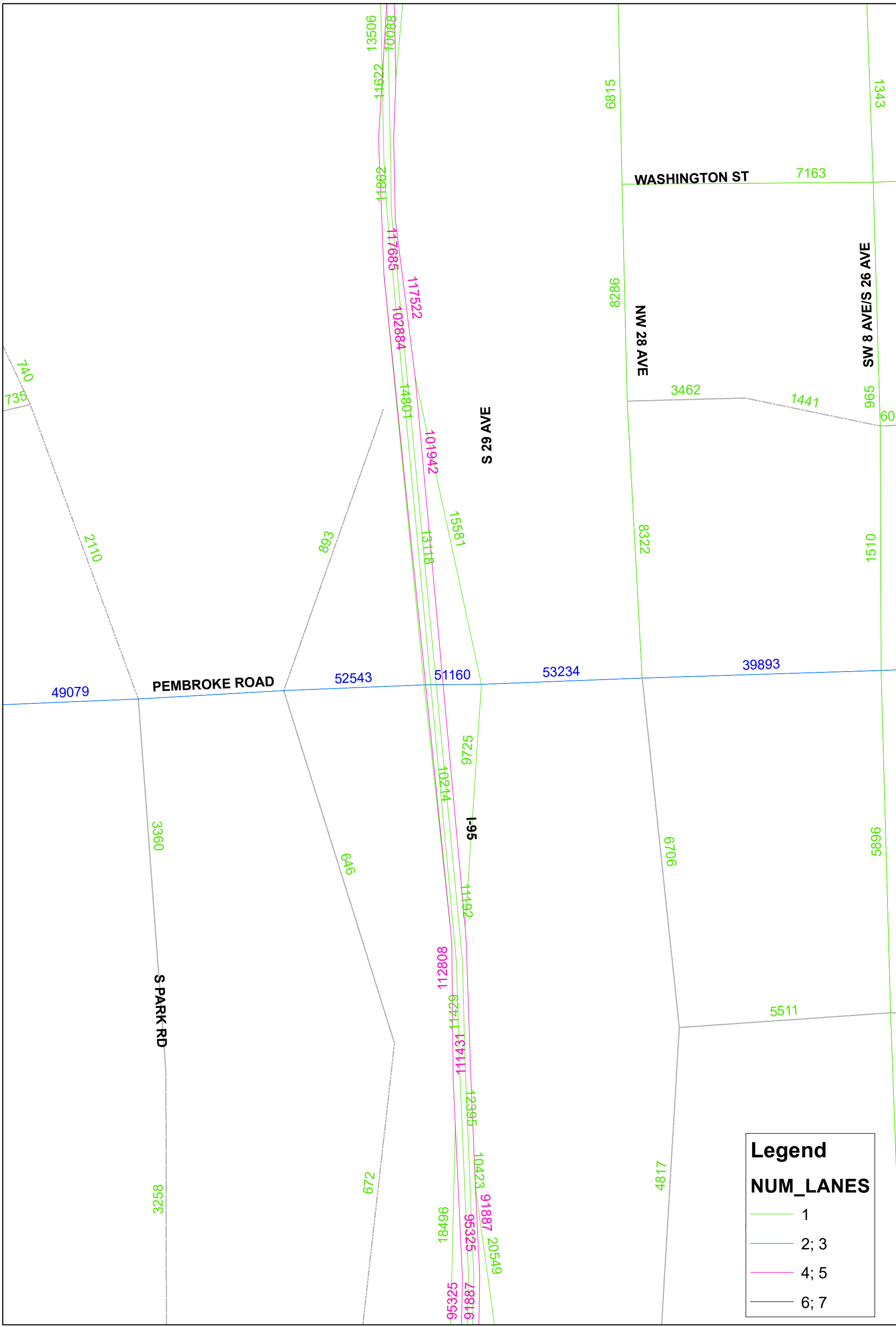
SERPM 2015 Model



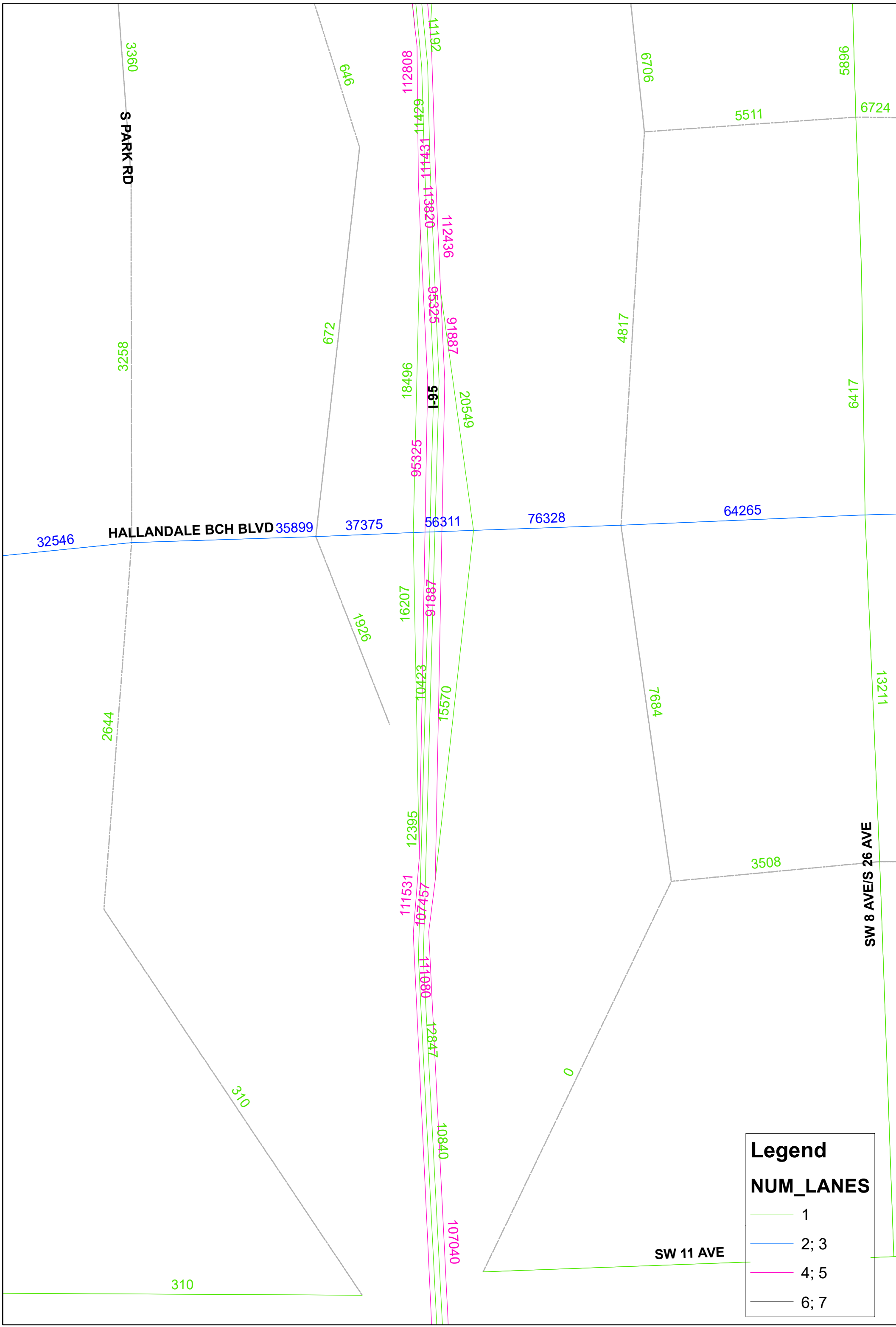
SERPM 2015 Model



SERPM 2015 Model



SERPM 2015 Model

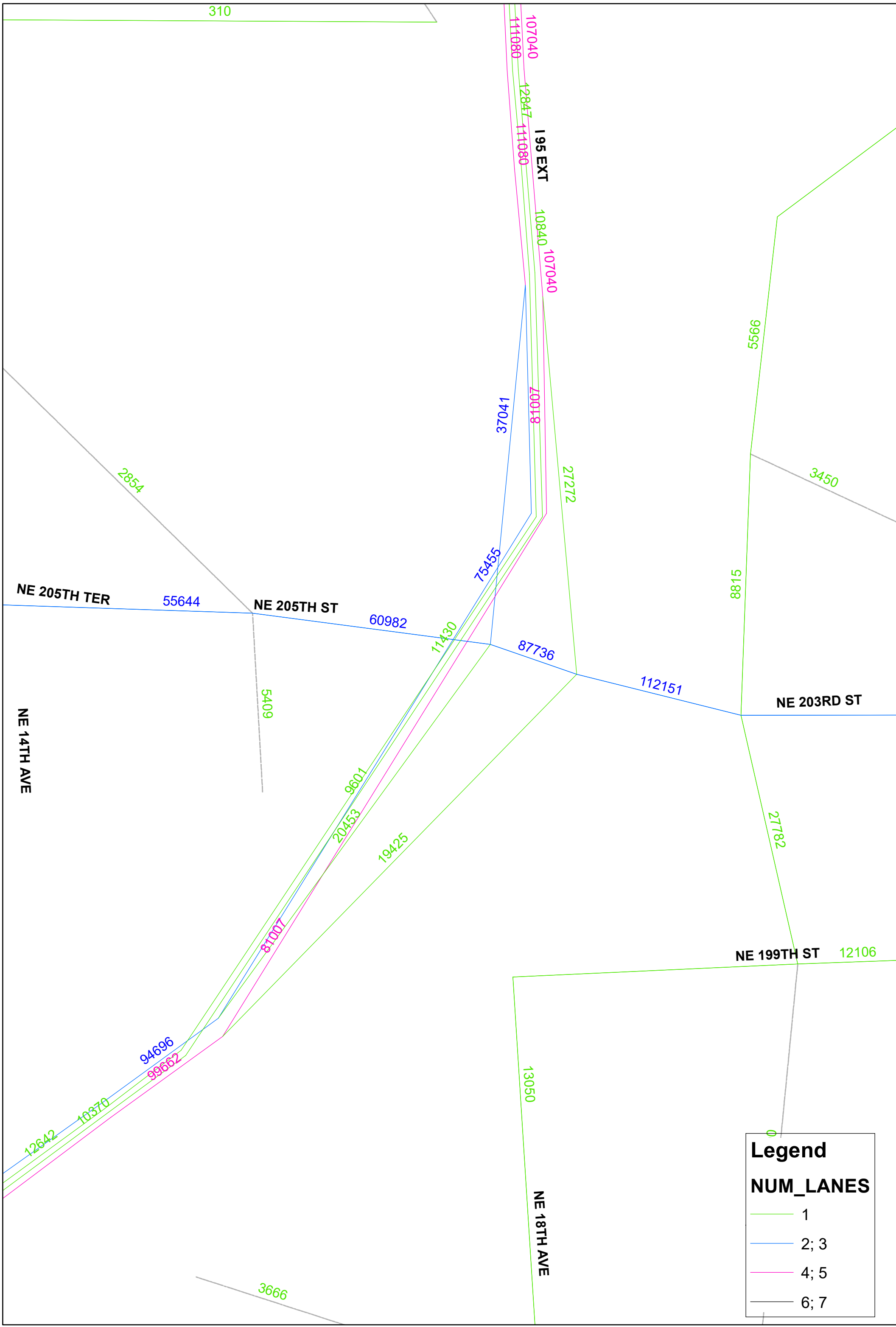


Legend

NUM_LANES

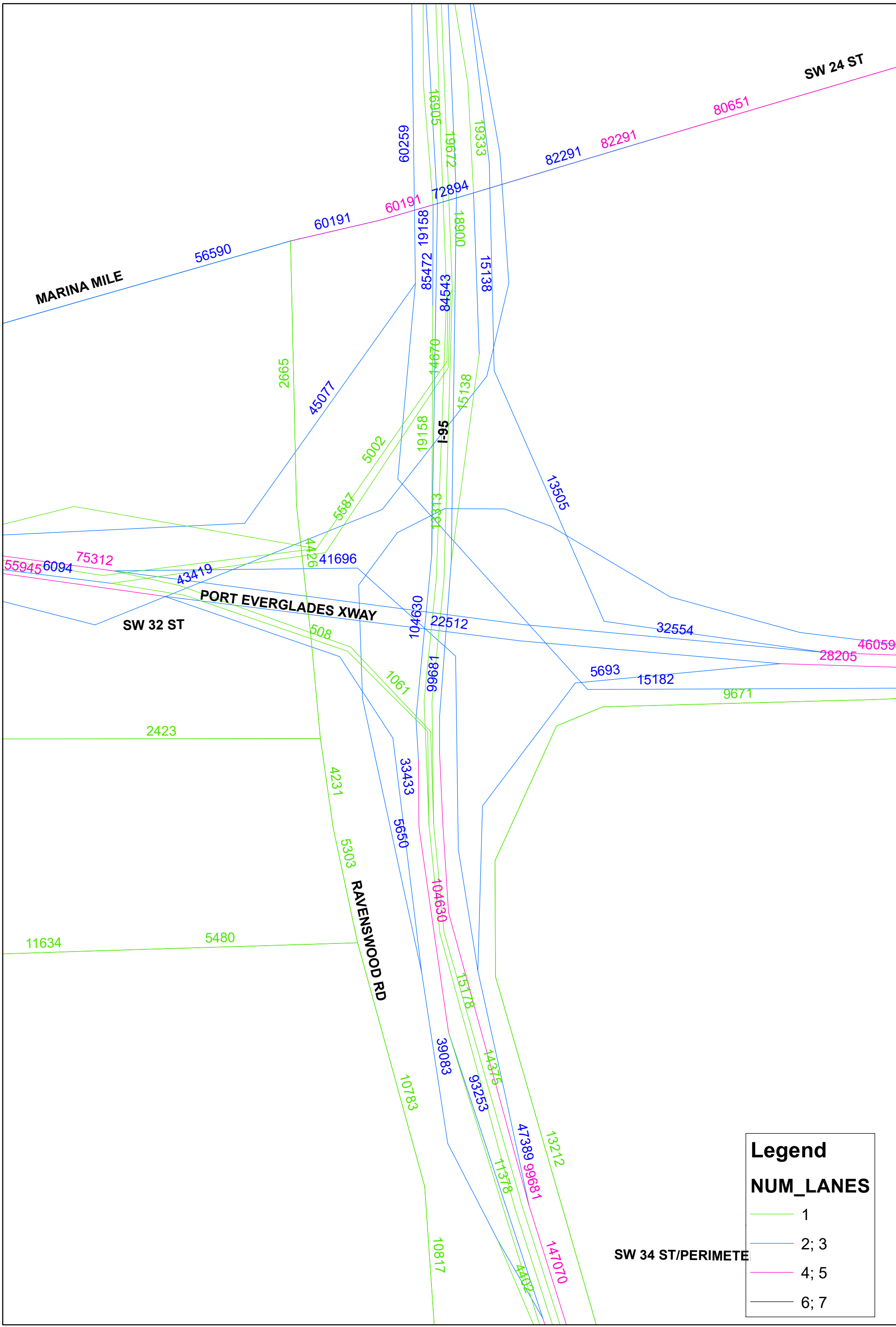
- 1
- 2; 3
- 4; 5
- 6; 7

SERPM 2015 Model

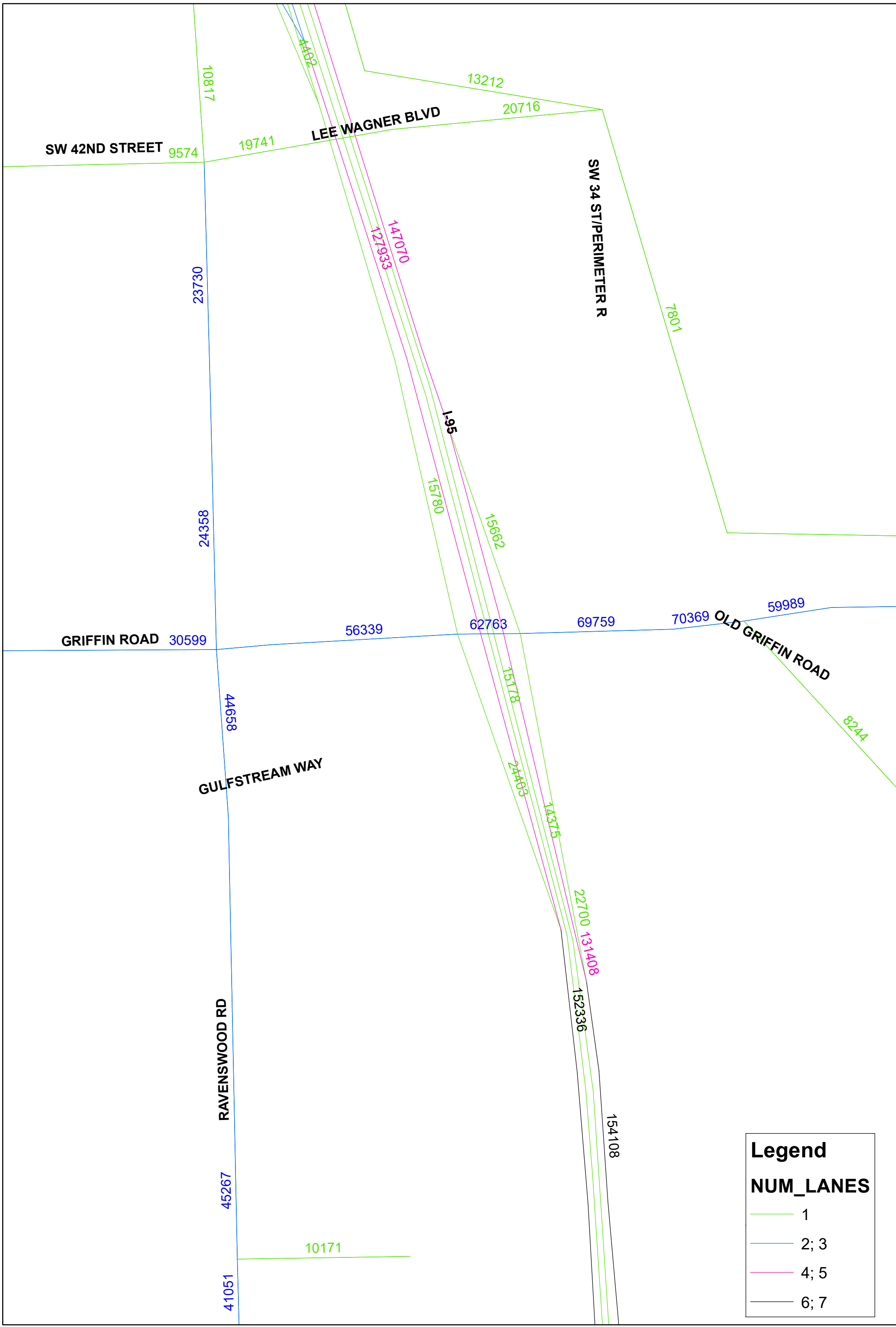


Appendix B-2
2045 Model Volumes

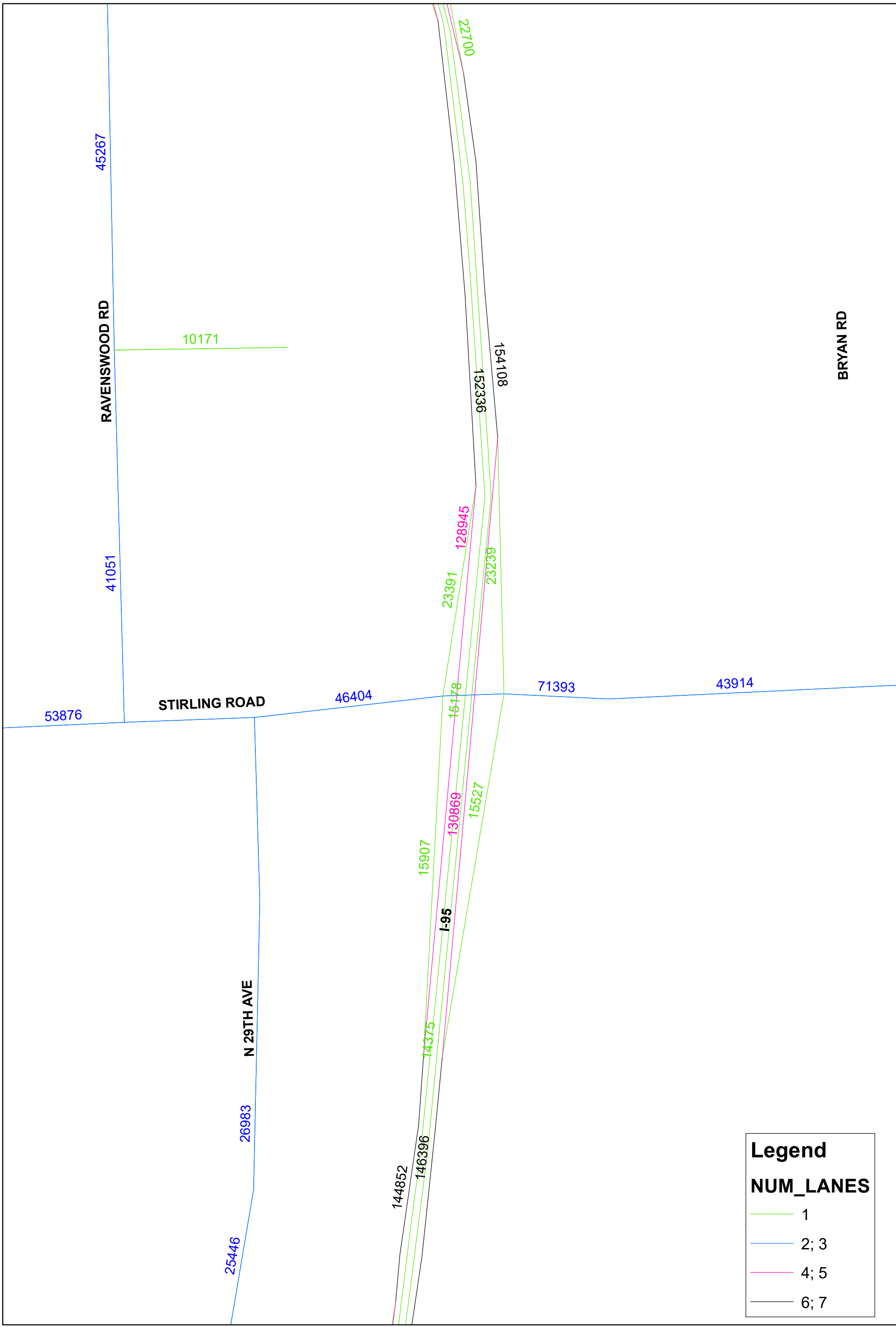
SERPM 2045 Model



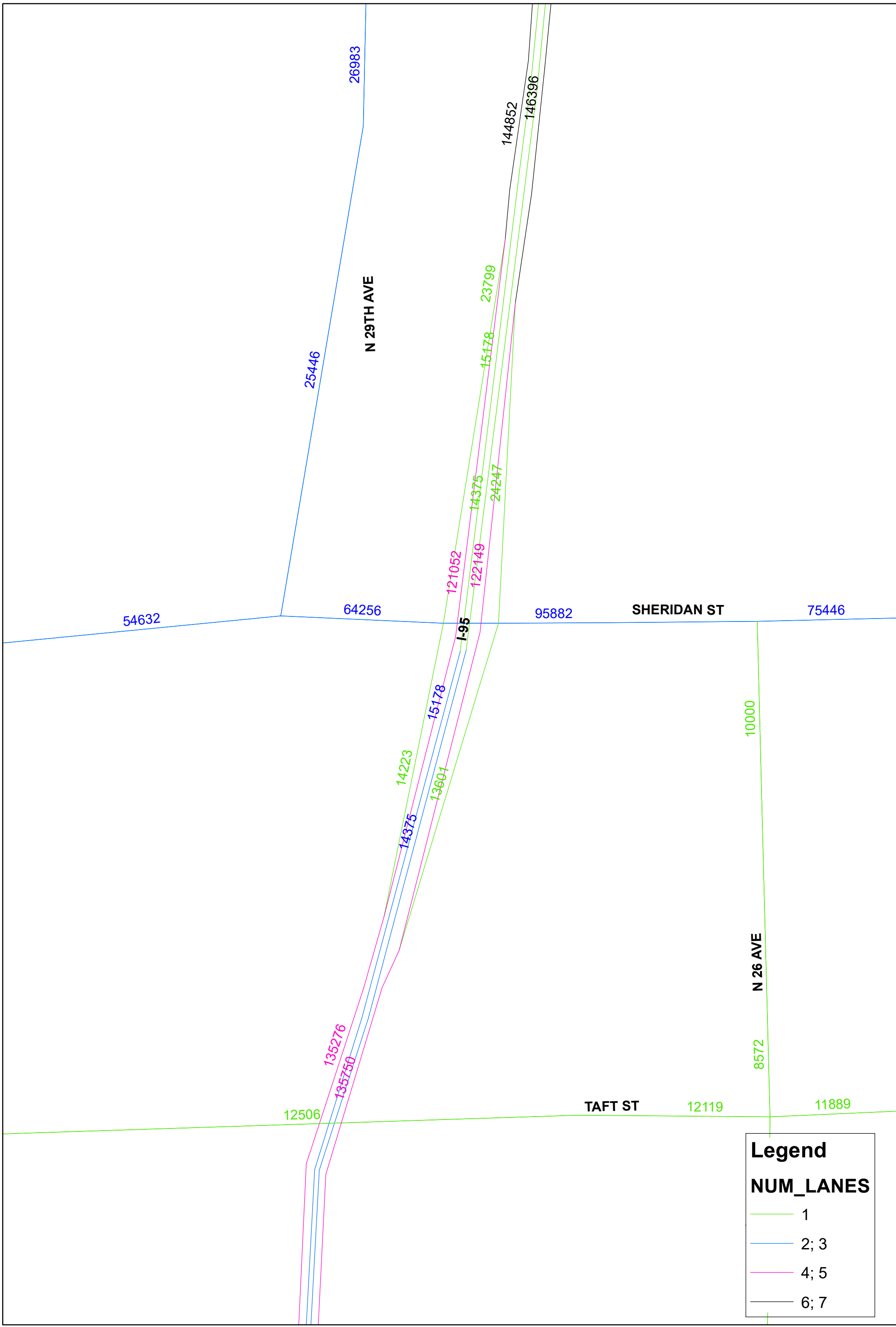
SERPM 2045 Model



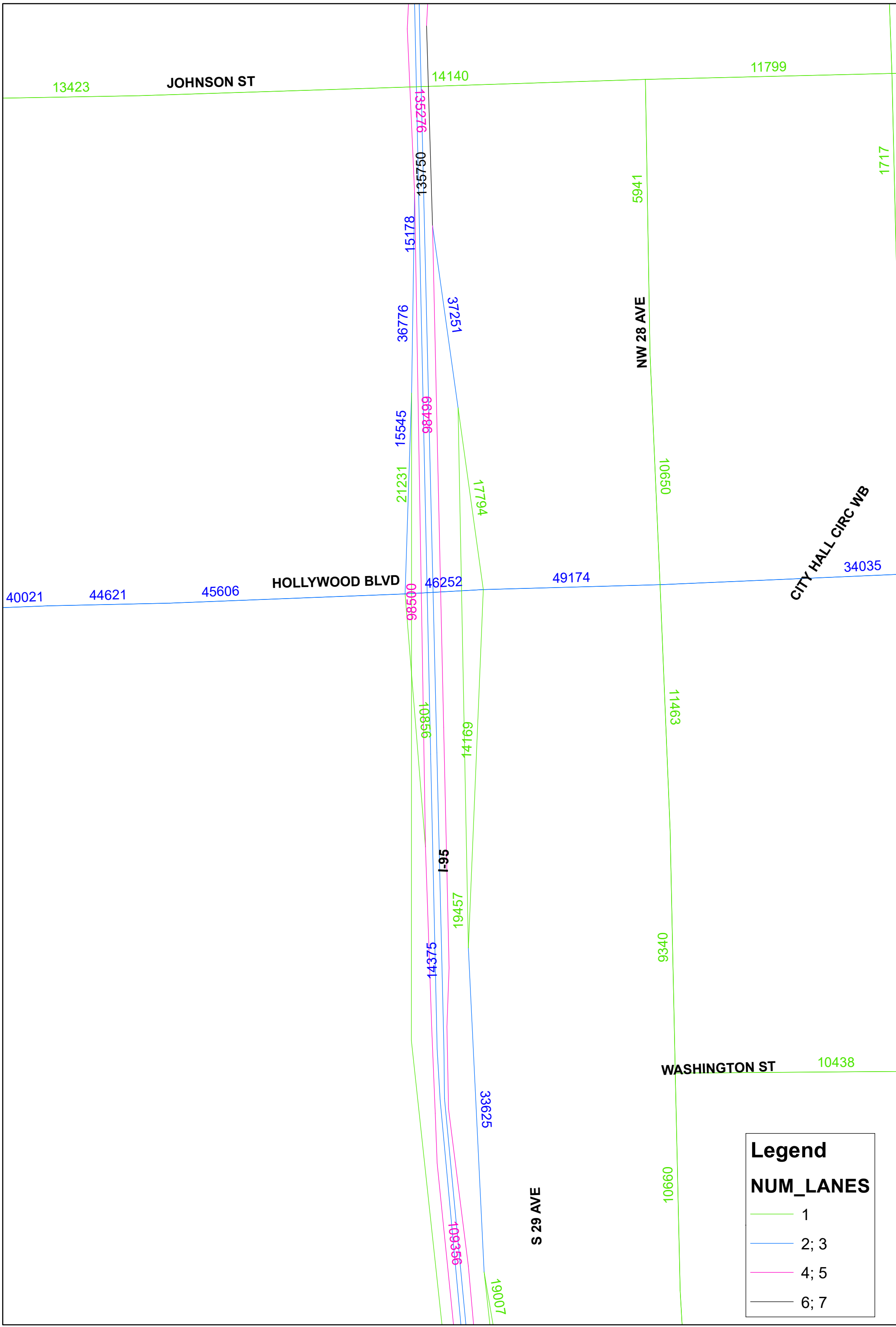
SERPM 2045 Model



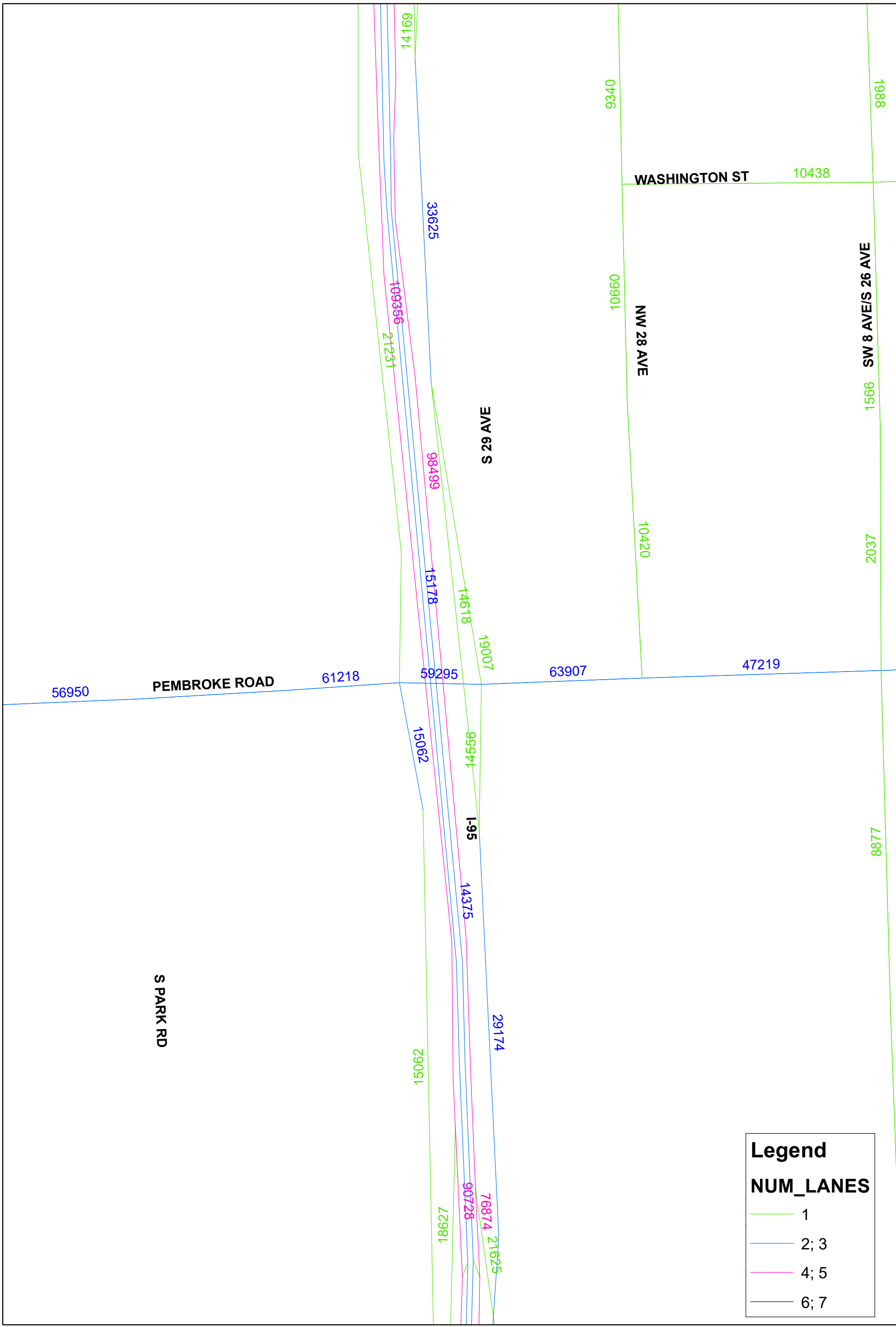
SERPM 2045 Model



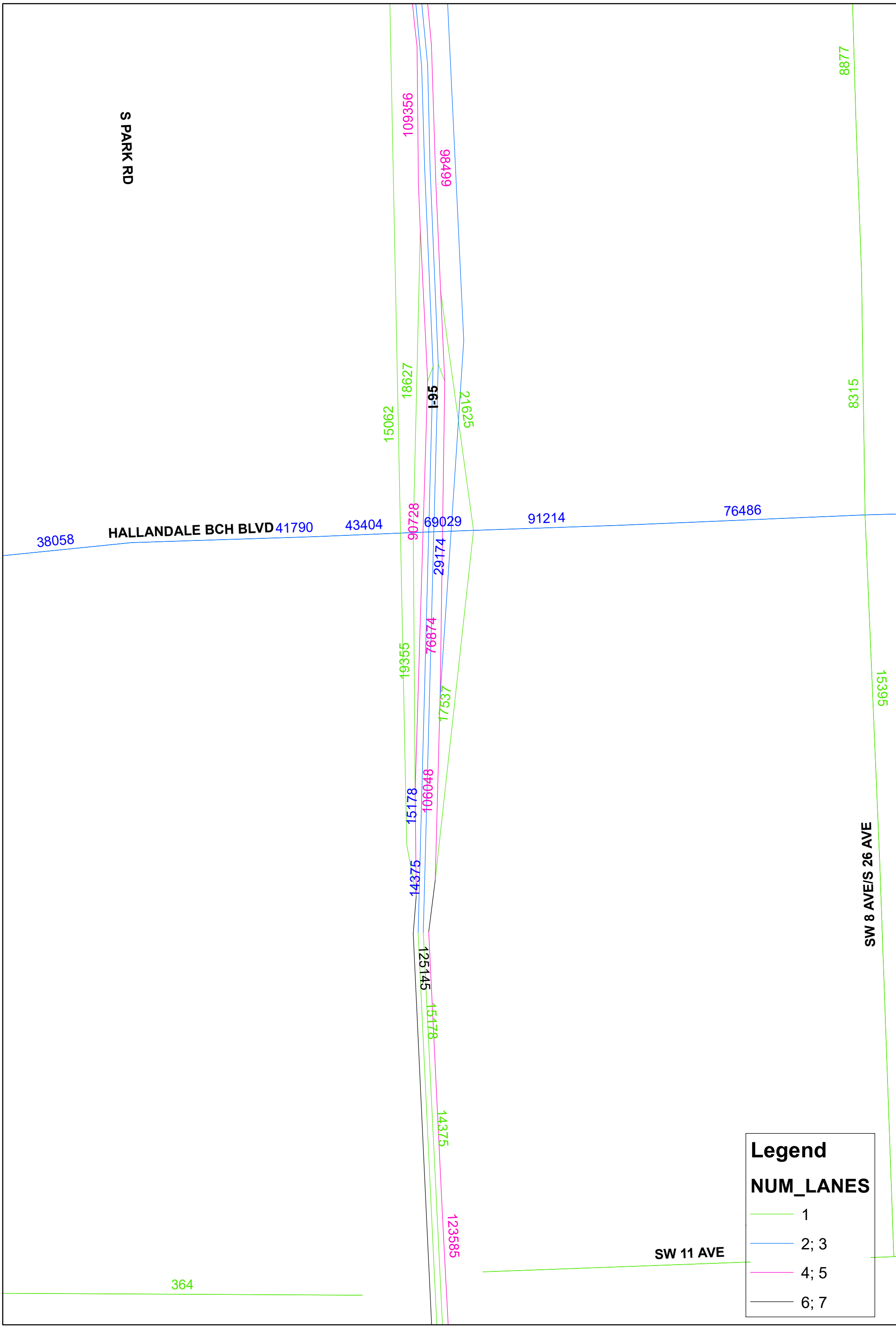
SERPM 2045 Model



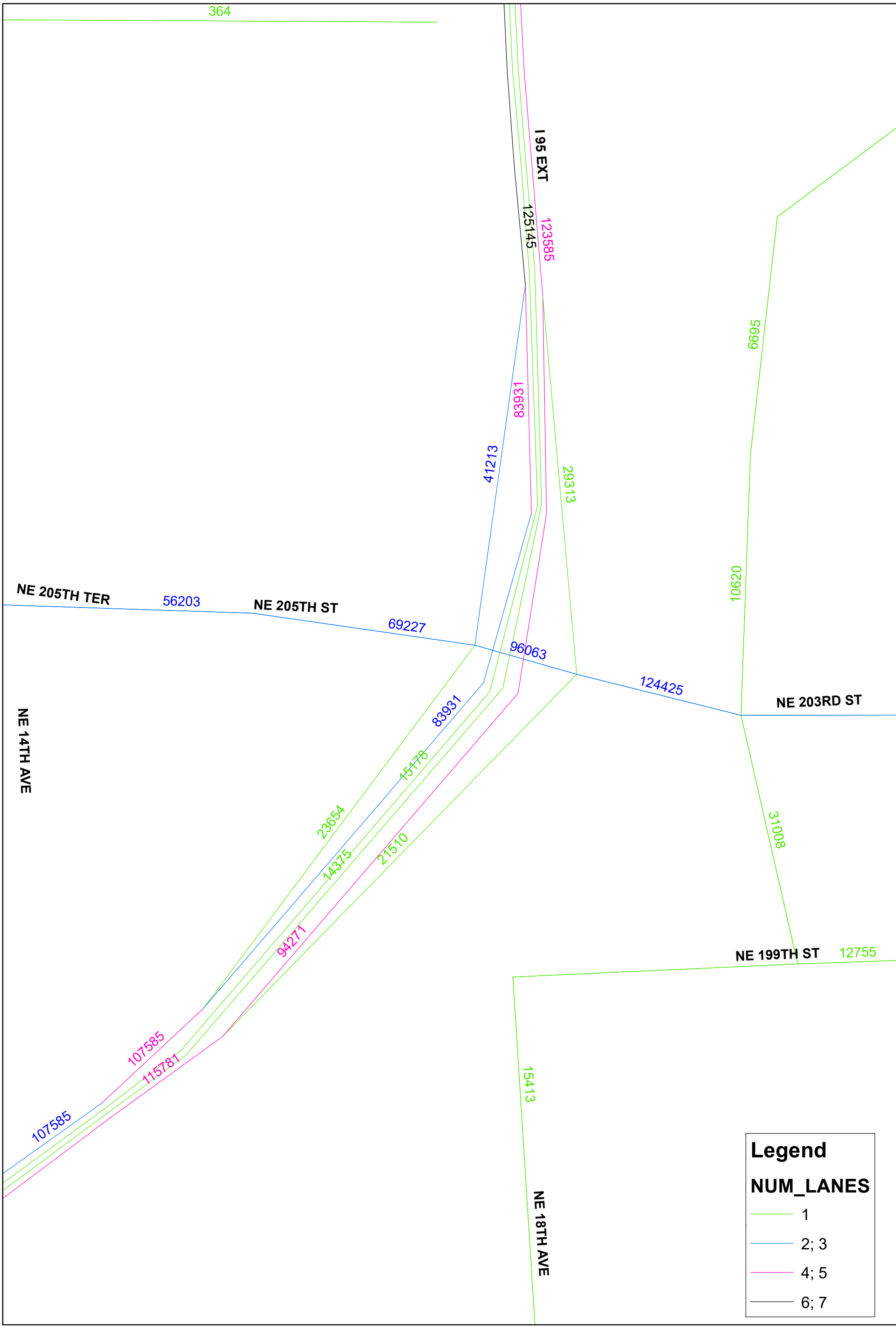
SERPM 2045 Model



SERPM 2045 Model

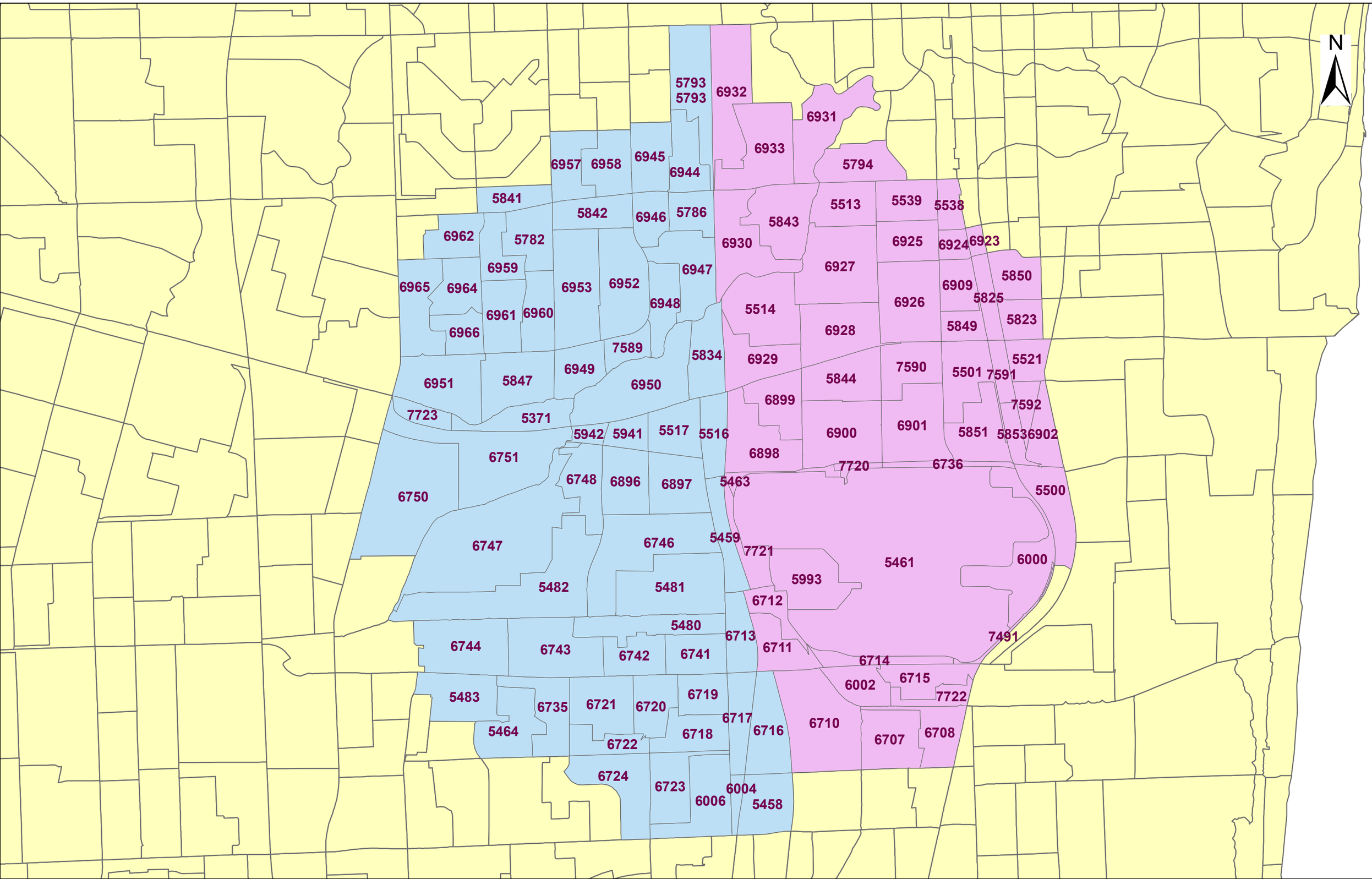


SERPM 2045 Model



Appendix B-3
Population and Employment Data Summary

SERPM MAZ 2 Mile Buffer - I-95 at I-595 Interchange



Model Population and Employment Data by MAZ

I-595 east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5461	0	0	1,401	1,811
5463	0	0	0	0
5500	0	0	0	0
5501	0	24	1,124	1,453
5513	758	776	71	91
5514	625	722	539	696
5521	27	46	330	427
5538	329	1,119	139	180
5539	648	707	60	78
5793	694	475	670	865
5794	1,070	1,110	100	129
5823	488	1,099	618	799
5825	0	924	888	1,148
5843	613	635	262	338
5844	881	1,078	339	439
5849	285	706	137	177
5850	286	1,093	1,254	1,621
5851	0	0	1,759	2,273
5853	0	61	218	281
5993	0	0	499	645
6000	0	0	0	1,750
6002	342	587	41	53
6707	574	731	214	276
6708	705	909	110	143
6710	340	918	2,330	3,010
6714	0	0	0	0

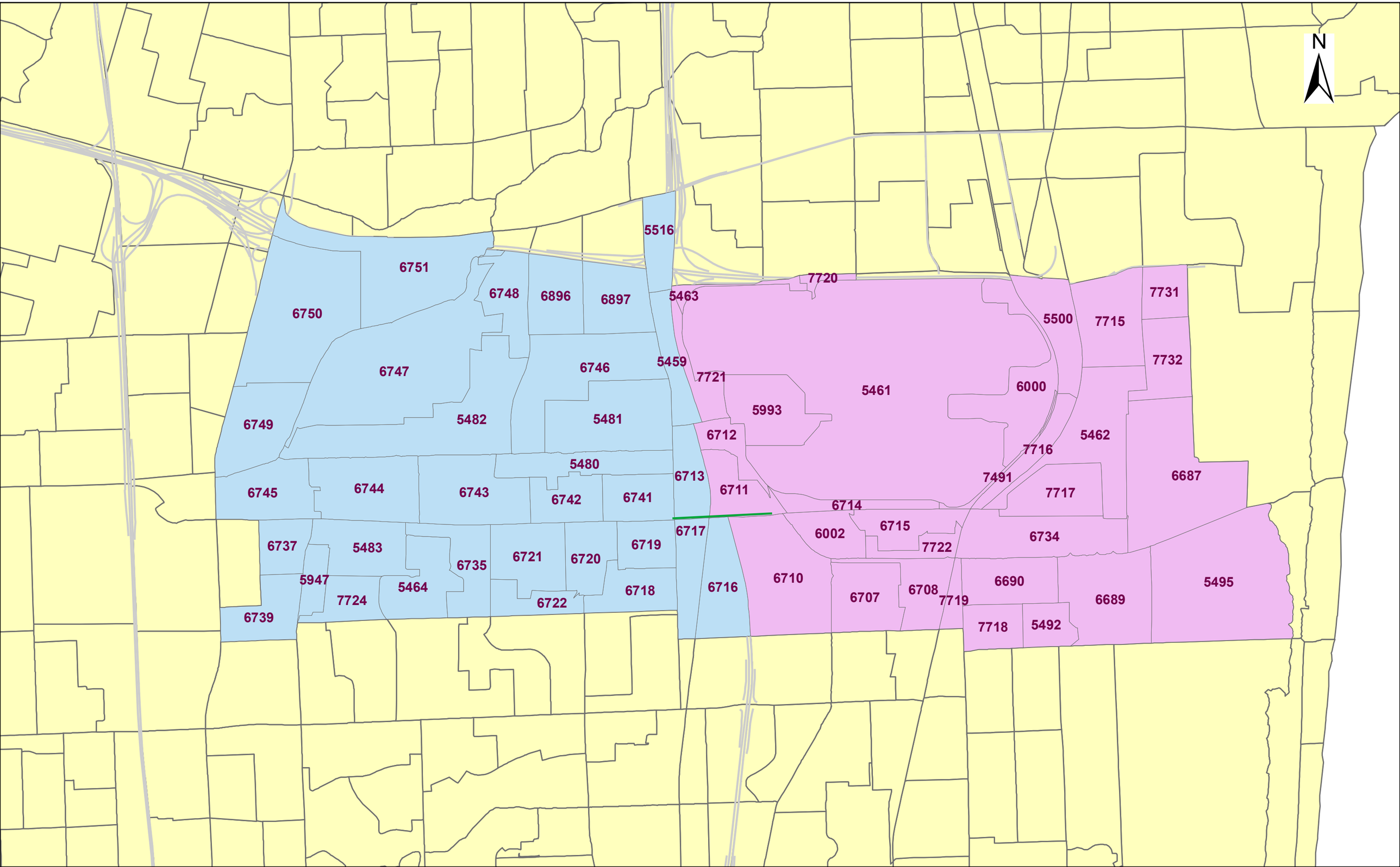
MAZ	Population		Employment	
	2015	2045	2015	2045
6715	458	807	21	28
6736	0	0	2,895	3,741
6898	327	392	8	11
6899	646	759	138	178
6900	801	851	734	948
6901	49	51	90	116
6902	0	16	302	390
6909	383	951	164	211
6923	0	0	187	242
6924	255	845	98	127
6925	683	756	160	207
6926	542	605	110	143
6927	1,234	1,368	133	172
6928	489	560	491	634
6929	836	927	568	734
6930	464	453	45	58
6931	902	1,243	230	297
6932	1,338	1,256	287	371
6933	1,166	1,153	282	365
7491	0	0	0	0
7590	413	400	1,055	1,363
7591	0	0	205	266
7592	81	127	633	818
7720	0	0	2	3
7721	0	0	29	37
7722	94	163	18	24
Total	**19,826**	**27,403**	**21,988**	**30,167**
Compound Growth Rate		**1.1%**		**1.1%**

Model Population and Employment Data by MAZ

I-595 west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5371	13	29	407	526
5458	0	0	236	305
5459	0	0	81	104
5464	745	721	72	92
5480	481	579	66	86
5481	10	8	374	3,262
5482	0	0	2,768	3,577
5483	919	959	68	89
5516	0	0	479	620
5517	0	37	482	623
5782	658	662	135	174
5786	592	555	90	116
5793	694	475	670	865
5834	475	574	261	337
5841	728	773	166	214
5842	534	509	252	326
5847	634	945	247	320
5941	0	25	557	720
5942	0	0	43	55
6006	223	296	2,033	2,627
6713	4	4	189	244
6716	0	0	769	993
6717	0	0	233	301
6718	672	631	105	136
6719	1,791	1,694	44	57
6720	472	460	112	145
6721	595	554	213	275
6722	433	428	4	5
6723	461	617	102	132
6724	672	848	118	152
6735	1,086	1,055	314	406
6741	711	789	1,004	1,297
6742	765	903	45	58
6743	1,135	1,267	877	1,133
6744	435	771	183	236
6746	0	0	1,582	2,045
6747	0	0	0	0
6748	0	0	283	366
6750	0	0	0	0
6751	0	0	43	55
6896	5	5	247	320
6897	0	0	371	480
6944	984	701	211	272
6945	654	474	367	474
6946	351	356	122	157
6947	614	612	360	465
6948	313	327	126	162
6949	211	225	36	46
6950	249	301	976	1,262
6951	775	1,129	139	180
6952	862	873	58	75
6953	1,179	1,134	112	145
6957	604	656	192	248
6958	533	529	361	466
6959	578	555	77	99
6960	639	615	55	71
6961	625	608	117	151
6962	555	584	271	350
6964	1,203	1,183	38	49
6965	532	536	693	896
6966	0	0	18	24
7589	112	124	22	29
7723	516	1,067	0	0
Total	**28,032**	**29,762**	**20,676**	**29,495**
Compound Growth Rate		**0.2%**		**1.2%**

SERPM MAZ 2 Mile Buffer - I-95 at Griffin Road Interchange



Model Population and Employment Data by MAZ
Griffin Road east of I-95

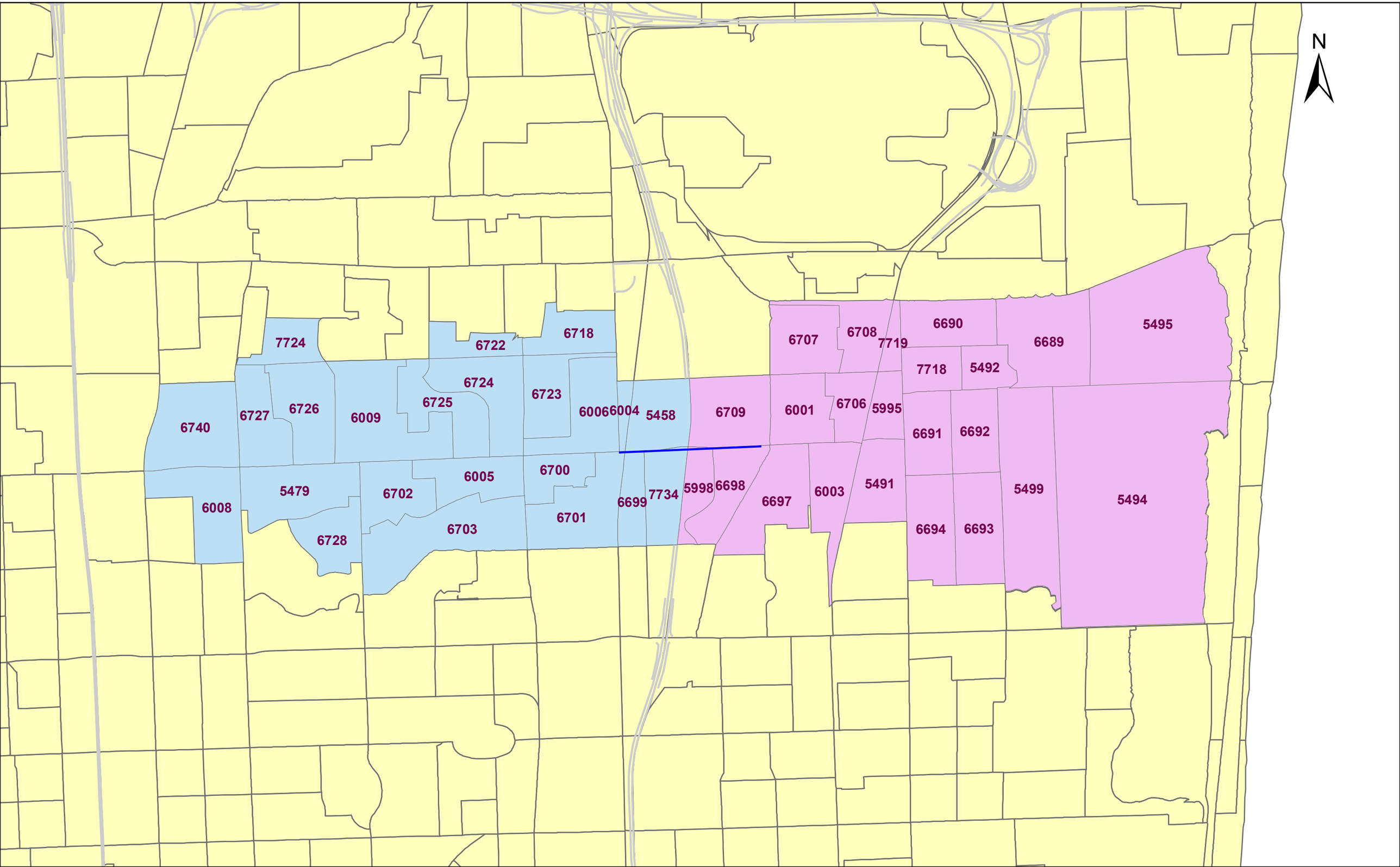
MAZ	Population		Employment	
	2015	2045	2015	2045
5461	0	0	1,401	1,811
5462	0	693	294	380
5463	0	0	0	0
5492	316	850	24	30
5495	0	692	0	0
5500	0	0	0	0
5993	0	0	499	645
6000	0	0	0	1,750
6002	342	587	41	53
6687	0	0	0	0
6689	1,087	2,217	414	535
6690	292	663	228	295
6707	574	731	214	276
6708	705	909	110	143
6710	340	918	2,330	3,010
6711	0	0	268	346
6712	0	0	4	5
6714	0	0	0	0
6715	458	807	21	28
6734	0	692	291	376
7491	0	0	0	0
7715	0	0	209	269
7716	0	0	0	0
7717	0	0	0	0
7718	458	996	604	781
7719	179	466	188	243
7720	0	0	2	3
7721	0	0	29	37
7722	94	163	18	24
7731	0	0	183	236
7732	0	0	0	0
Total	**4,845**	**11,384**	**7,372**	**11,276**
Compound Growth Rate		**2.9%**		**1.4%**

Model Population and Employment Data by MAZ

Griffin Road west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5459	0	0	81	104
5464	745	721	72	92
5480	481	579	66	86
5481	10	8	374	3262
5482	0	0	2768	3577
5483	919	959	68	89
5516	0	0	479	620
5947	399	439	92	119
6713	4	4	189	244
6716	0	0	769	993
6717	0	0	233	301
6718	672	631	105	136
6719	1791	1694	44	57
6720	472	460	112	145
6721	595	554	213	275
6722	433	428	4	5
6735	1086	1055	314	406
6737	599	986	35	45
6739	1686	2370	105	136
6741	711	789	1004	1297
6742	765	903	45	58
6743	1135	1267	877	1133
6744	435	771	183	236
6745	614	1020	146	189
6746	0	0	1582	2045
6747	0	0	0	0
6748	0	0	283	366
6749	0	692	73	94
6750	0	0	0	0
6751	0	0	43	55
6896	5	5	247	320
6897	0	0	371	480
7724	308	322	21	28
Total	**13,865**	**16,657**	**10,998**	**16,993**
Compound Growth Rate		**0.6%**		**1.5%**

SERPM MAZ 2 Mile Buffer - I-95 at Stirling Road Interchange



Model Population and Employment Data by MAZ

Stirling Road east of I-95

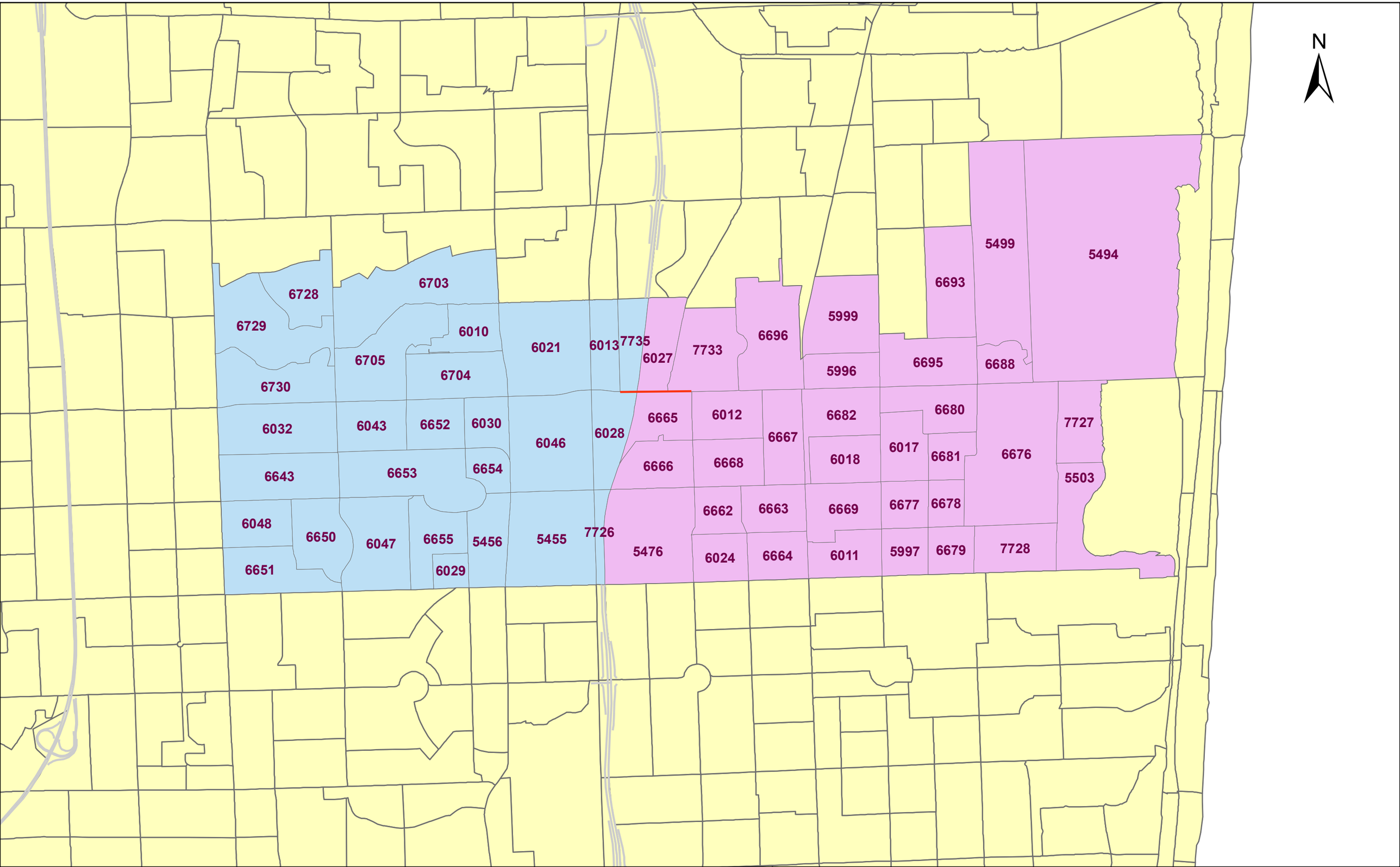
MAZ	Population		Employment	
	2015	2045	2015	2045
5491	809	1,053	181	234
5492	316	850	24	30
5494	332	942	71	91
5495	0	692	0	0
5499	683	948	136	176
5995	428	1,068	995	1,285
5998	4	680	205	266
6001	592	799	707	914
6689	1,087	2,217	414	535
6690	292	663	228	295
6691	614	686	341	441
6692	885	1,021	548	708
6693	1,432	1,595	41	53
6694	1,094	1,178	254	328
6697	317	337	495	639
6698	0	0	1,187	1,534
6706	806	995	97	125
6707	574	731	214	276
6708	705	909	110	143
6709	0	0	528	683
7718	458	996	604	781
7719	179	466	188	243
Total	**11,607**	**18,826**	**7,568**	**9,780**
Compound Growth Rate		**1.6%**		**0.9%**

Model Population and Employment Data by MAZ

Stirling Road west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5458	0	0	236	305
5479	424	548	320	413
6004	0	4	296	383
6005	605	635	52	67
6006	223	296	2,033	2,627
6008	1,344	1,742	772	997
6009	443	462	361	466
6699	0	0	1,005	1,298
6700	554	889	339	439
6701	831	1,317	408	527
6702	312	339	54	70
6703	0	0	138	178
6718	672	631	105	136
6722	433	428	4	5
6723	461	617	102	132
6724	672	848	118	152
6725	864	907	399	515
6726	321	395	74	95
6727	463	577	203	263
6728	411	548	44	57
6740	658	911	249	322
7724	308	322	21	28
7734	0	0	1,745	2,255
Total	**9,999**	**12,416**	**9,078**	**11,730**
Compound Growth Rate		**0.7%**		**0.9%**

SERPM MAZ 2 Mile Buffer - I-95 at Sheridan Street Interchange



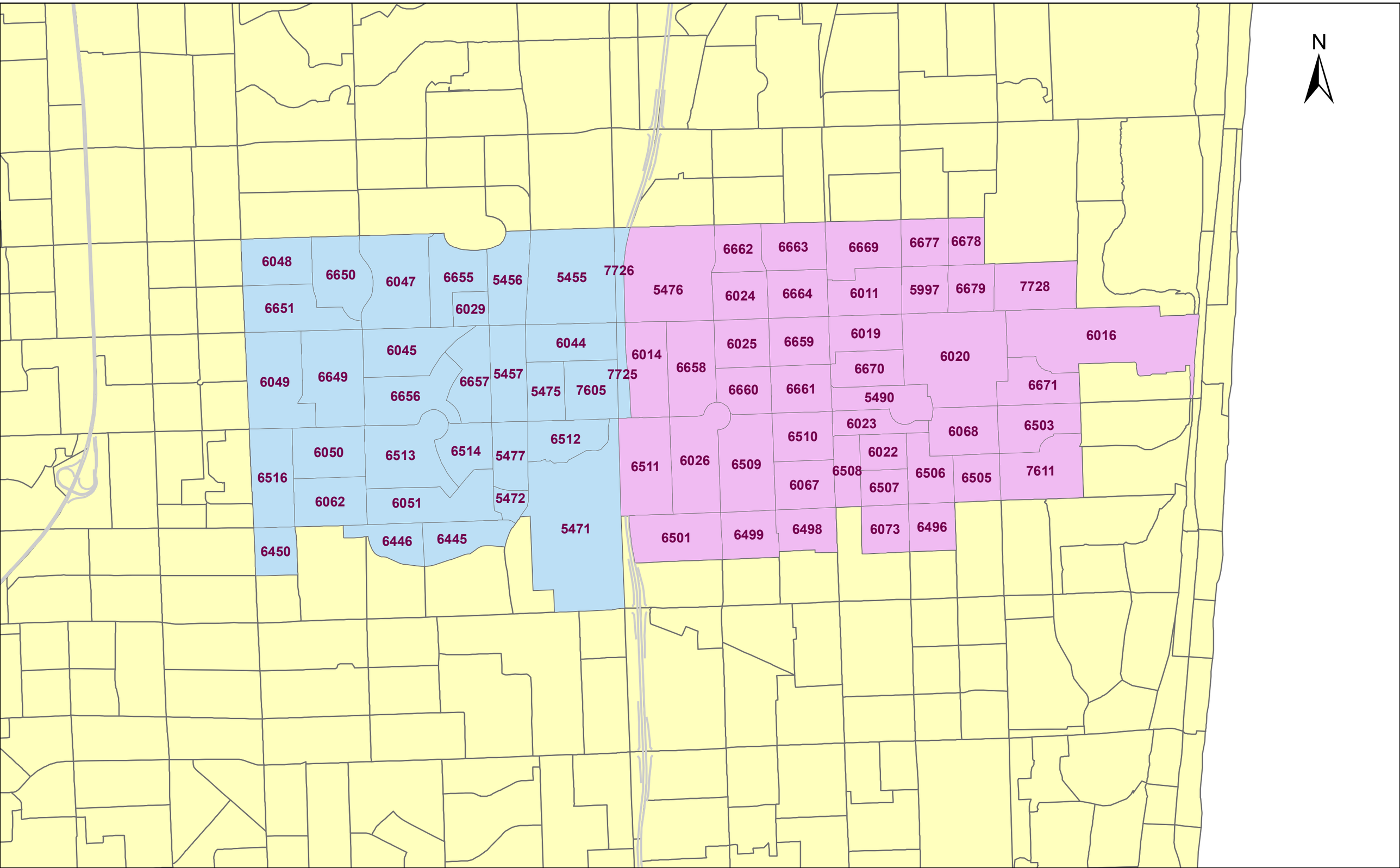
Model Population and Employment Data by MAZ
Sheridan Street east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5476	814	822	178	230
5494	332	942	71	91
5499	683	948	136	176
5503	0	0	53	69
5996	692	793	117	151
5997	1,094	1,573	155	201
5999	901	1,130	471	609
6011	884	1,376	464	600
6012	787	1,280	133	172
6017	567	750	362	468
6018	1,075	1,953	374	483
6024	816	1,149	31	40
6027	60	130	1,439	1,860
6662	761	1,047	7	9
6663	934	1,349	51	66
6664	742	1,086	210	271
6665	440	429	43	55
6666	896	840	27	34
6667	846	1,272	283	366
6668	1,107	1,743	33	42
6669	628	984	843	1,090
6676	1,290	1,247	323	417
6677	538	614	75	96
6678	614	683	38	49
6679	471	514	26	33
6680	767	1,048	279	361
6681	442	587	15	20
6682	657	1,042	551	712
6688	868	1,260	63	82
6693	1,432	1,595	41	53
6695	1,289	1,461	494	638
6696	1,911	2,382	247	320
7727	0	0	13	17
7728	1,203	1,302	109	141
7733	1,443	1,794	67	87
Total	**27,984**	**37,125**	**7,822**	**10,109**
Compound Growth Rate		**0.9%**		**0.9%**

Model Population and Employment Data by MAZ
Sheridan Street west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5455	1,219	1,188	458	592
5456	425	425	174	225
6010	1,953	1,968	140	181
6013	0	680	993	1,283
6021	0	0	611	790
6028	737	2,489	11	15
6029	4	5	379	490
6030	338	351	266	343
6032	851	819	912	1,178
6043	851	829	1,073	1,387
6046	1,061	1,633	635	820
6047	766	636	48	62
6048	555	566	36	46
6643	906	893	42	54
6650	505	506	103	133
6651	728	723	24	30
6652	492	500	525	679
6653	973	958	148	192
6654	211	218	59	77
6655	732	891	1,315	1,699
6703	0	0	138	178
6704	941	977	1,454	1,878
6705	1,308	1,333	209	269
6728	411	548	44	57
6729	404	548	121	156
6730	1,271	1,576	2,023	2,614
7726	0	0	24	30
7735	0	0	881	1,139
Total	**17,642**	**21,260**	**12,846**	**16,597**
Compound Growth Rate		**0.6%**		**0.9%**

SERPM MAZ 2 Mile Buffer - I-95 at Hollywood Blvd. Interchange



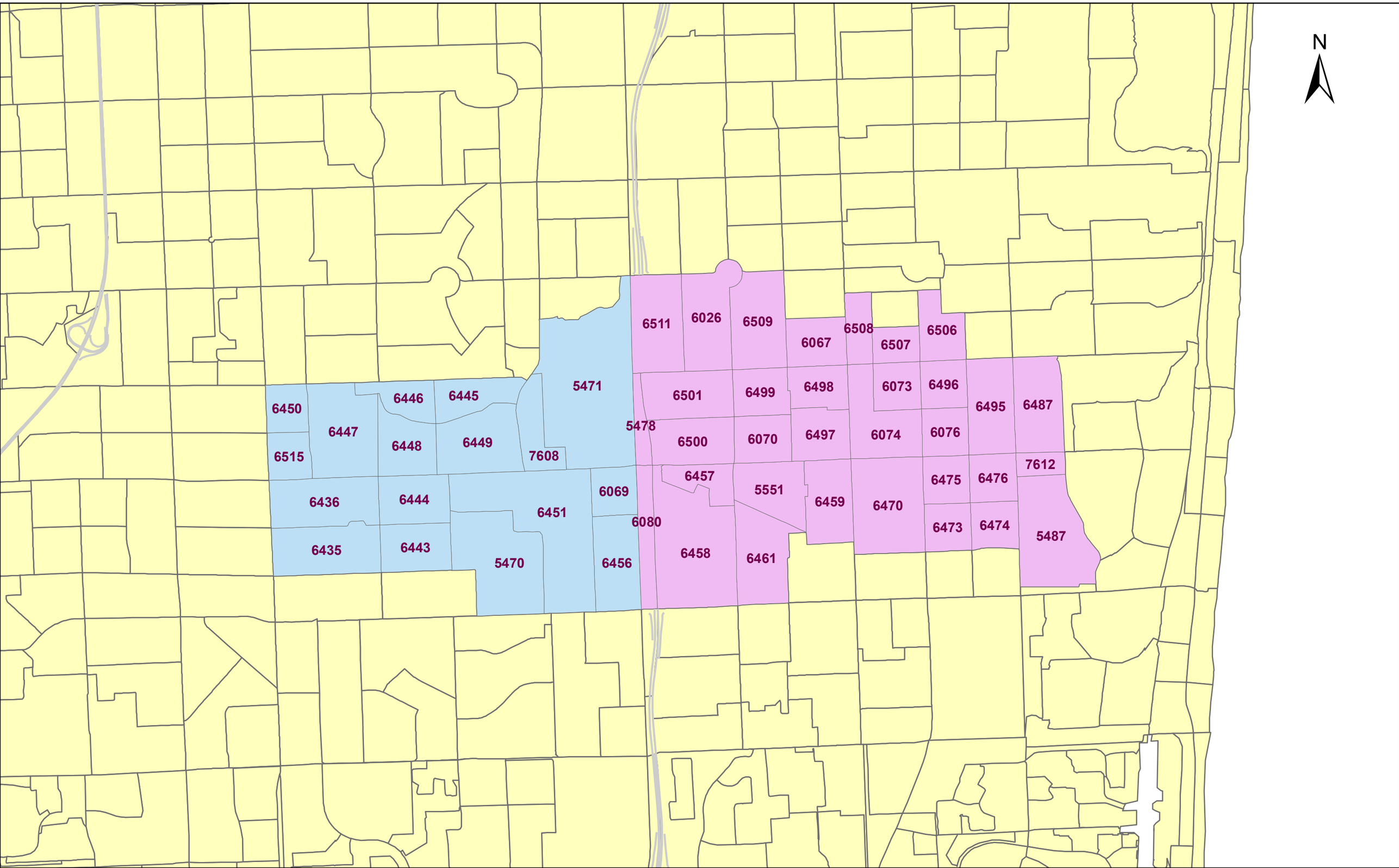
Model Population and Employment Data by MAZ
Hollywood Blvd east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5476	814	822	178	230
5490	876	1,583	1,637	2,115
5997	1,094	1,573	155	201
6011	884	1,376	464	600
6014	939	1,306	247	320
6016	754	755	199	258
6019	693	928	180	232
6020	1,018	1,756	365	472
6022	619	790	90	116
6023	499	1,209	2,761	3,568
6024	816	1,149	31	40
6025	1,311	1,694	35	45
6026	586	873	787	1,017
6067	1,198	1,429	106	137
6068	621	813	139	180
6073	981	1,341	102	132
6496	748	928	91	118
6498	566	699	127	164
6499	690	927	42	54
6501	831	793	116	149
6503	438	457	27	34
6505	319	416	7	9
6506	776	1,092	174	225
6507	749	962	99	128
6508	535	651	337	436
6509	815	968	868	1,121
6510	1,390	1,656	407	526
6511	805	1,158	226	292
6658	1,319	1,868	267	345
6659	795	1,013	300	387
6660	728	878	495	639
6661	907	1,154	826	1,067
6662	761	1,047	7	9
6663	934	1,349	51	66
6664	742	1,086	210	271
6669	628	984	843	1,090
6670	892	1,179	124	160
6671	437	428	26	33
6677	538	614	75	96
6678	614	683	38	49
6679	471	514	26	33
7611	456	465	28	36
7728	1,203	1,302	109	141
Total	**33,790**	**44,668**	**13,422**	**17,341**
Compound Growth Rate		**0.9%**		**0.9%**

Model Population and Employment Data by MAZ
Hollywood Blvd west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5455	1,219	1,188	458	592
5456	425	425	174	225
5457	216	243	550	711
5471	0	0	135	174
5472	582	606	26	33
5475	76	124	766	989
5477	717	728	1,003	1,296
6029	4	5	379	490
6044	398	416	22	29
6045	457	468	143	185
6047	766	636	48	62
6048	555	566	36	46
6049	690	687	236	305
6050	512	526	350	452
6051	729	685	155	201
6062	441	440	47	61
6445	751	714	1,007	1,301
6446	1,166	1,553	445	575
6450	1,116	909	35	45
6512	196	577	695	898
6513	515	534	2,285	2,952
6514	1,622	1,489	381	493
6516	826	794	25	32
6649	711	705	241	312
6650	505	506	103	133
6651	728	723	24	30
6655	732	891	1,315	1,699
6656	481	521	657	849
6657	715	733	251	325
7605	310	329	25	32
Total	**18,161**	**18,721**	**12,017**	**15,527**
Compound Growth Rate		**0.1%**		**0.9%**

SERPM MAZ 2 Mile Buffer - I-95 at Pembroke Road Interchange



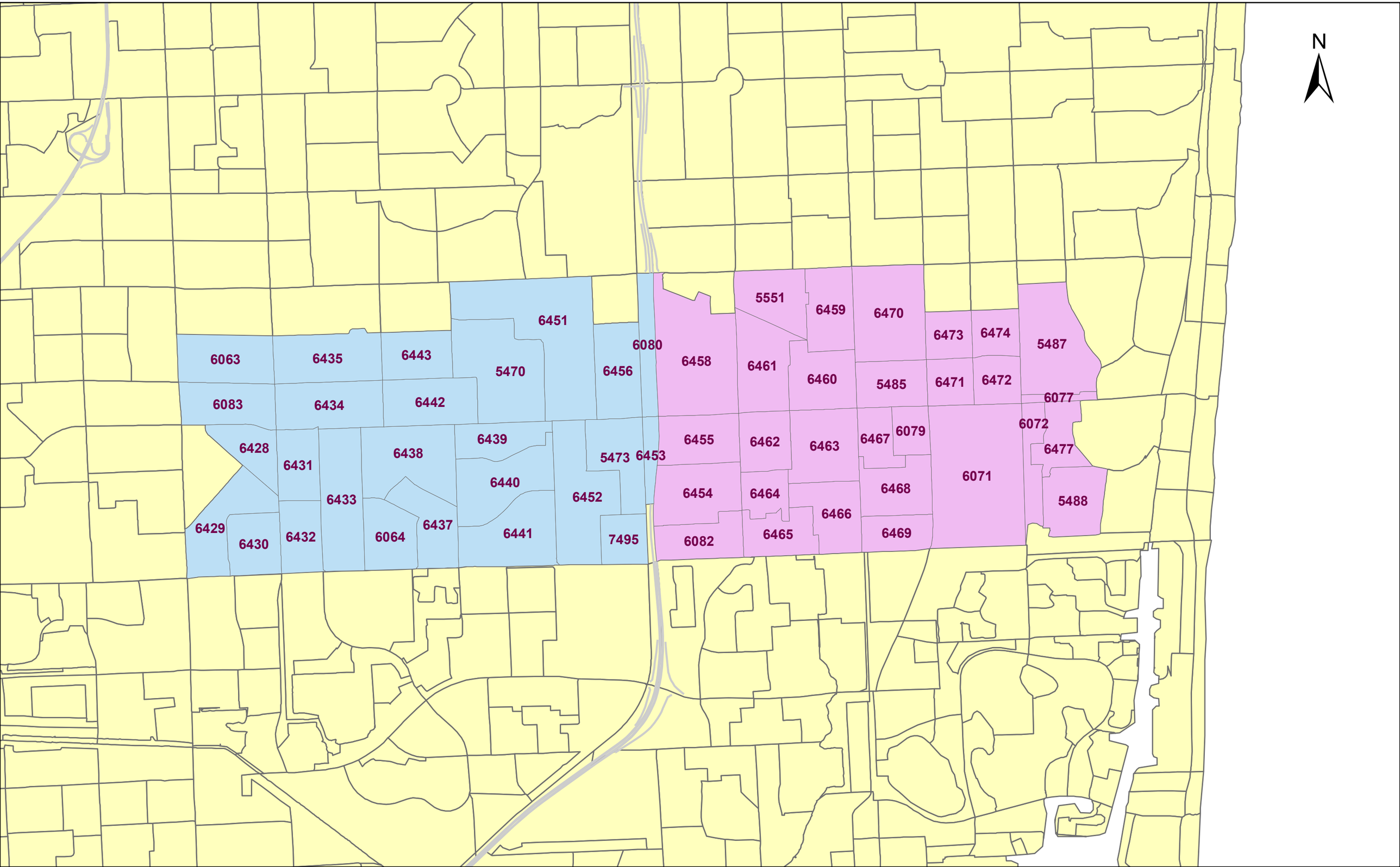
Model Population and Employment Data by MAZ
Pembroke Road east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5478	0	4	274	354
5487	1,041	1,297	674	871
5551	669	861	67	87
6026	586	873	787	1,017
6067	1,198	1,429	106	137
6070	555	728	77	99
6073	981	1,341	102	132
6074	893	1,150	446	576
6076	672	891	108	140
6080	0	0	261	337
6457	564	835	83	107
6458	1,642	2,328	1,138	1,470
6459	886	1,382	185	239
6461	1,219	1,535	383	495
6470	317	452	1,425	1,841
6473	614	676	271	350
6474	1,392	1,587	6	8
6475	851	948	233	301
6476	949	980	110	143
6487	682	655	143	185
6495	618	800	242	313
6496	748	928	91	118
6497	536	725	226	292
6498	566	699	127	164
6499	690	927	42	54
6500	577	522	283	366
6501	831	793	116	149
6506	776	1,092	174	225
6507	749	962	99	128
6508	535	651	337	436
6509	815	968	868	1,121
6511	805	1,158	226	292
7612	226	277	5	7
Total	**24,183**	**30,454**	**9,715**	**12,554**
Compound Growth Rate		**0.8%**		**0.9%**

Model Population and Employment Data by MAZ
Pembroke Road west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5470	0	0	1,181	1,526
5471	0	0	135	174
5478	0	4	274	354
6069	0	0	392	506
6080	0	0	261	337
6435	989	966	120	155
6436	1,032	970	110	143
6443	721	741	92	119
6444	721	729	51	66
6445	751	714	1,007	1,301
6446	1,166	1,553	445	575
6447	604	513	109	141
6448	1,433	1,194	322	416
6449	0	0	375	485
6450	1,116	909	35	45
6451	389	471	1,416	1,830
6456	562	609	1,300	1,680
6515	605	642	35	45
7608	1,130	2,111	62	81
Total	**11,219**	**12,126**	**7,722**	**9,979**
Compound Growth Rate		**0.3%**		**0.9%**

SERPM MAZ 2 Mile Buffer - I-95 at Hallandale Beach Blvd. Interchange



Model Population and Employment Data by MAZ
Hallandale Beach Blvd east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5485	923	1,308	564	729
5487	1,041	1,297	674	871
5488	212	647	35	45
5551	669	861	67	87
6071	0	926	1,740	2,248
6072	173	443	291	376
6077	2	148	590	762
6079	841	1,015	302	390
6082	853	927	256	330
6454	1,190	1,269	227	293
6455	946	1,005	335	433
6458	1,642	2,328	1,138	1,470
6459	886	1,382	185	239
6460	707	905	607	785
6461	1,219	1,535	383	495
6462	691	848	95	123
6463	700	862	648	837
6464	683	873	16	21
6465	1,001	1,192	19	25
6466	974	1,185	171	221
6467	379	508	99	128
6468	589	742	1,010	1,305
6469	485	589	182	235
6470	317	452	1,425	1,841
6471	669	727	289	374
6472	1,001	1,158	231	299
6473	614	676	271	350
6474	1,392	1,587	6	8
6477	719	2,222	233	301
Total	**21,518**	**29,617**	**12,089**	**15,621**
Compound Growth Rate		**1.1%**		**0.9%**

Model Population and Employment Data by MAZ
Pembroke Road west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5470	0	0	1,181	1,526
5471	0	0	135	174
5478	0	4	274	354
6069	0	0	392	506
6080	0	0	261	337
6435	989	966	120	155
6436	1,032	970	110	143
6443	721	741	92	119
6444	721	729	51	66
6445	751	714	1,007	1,301
6446	1,166	1,553	445	575
6447	604	513	109	141
6448	1,433	1,194	322	416
6449	0	0	375	485
6450	1,116	909	35	45
6451	389	471	1,416	1,830
6456	562	609	1,300	1,680
6515	605	642	35	45
7608	1,130	2,111	62	81
Total	**11,219**	**12,126**	**7,722**	**9,979**
Compound Growth Rate		**0.3%**		**0.9%**

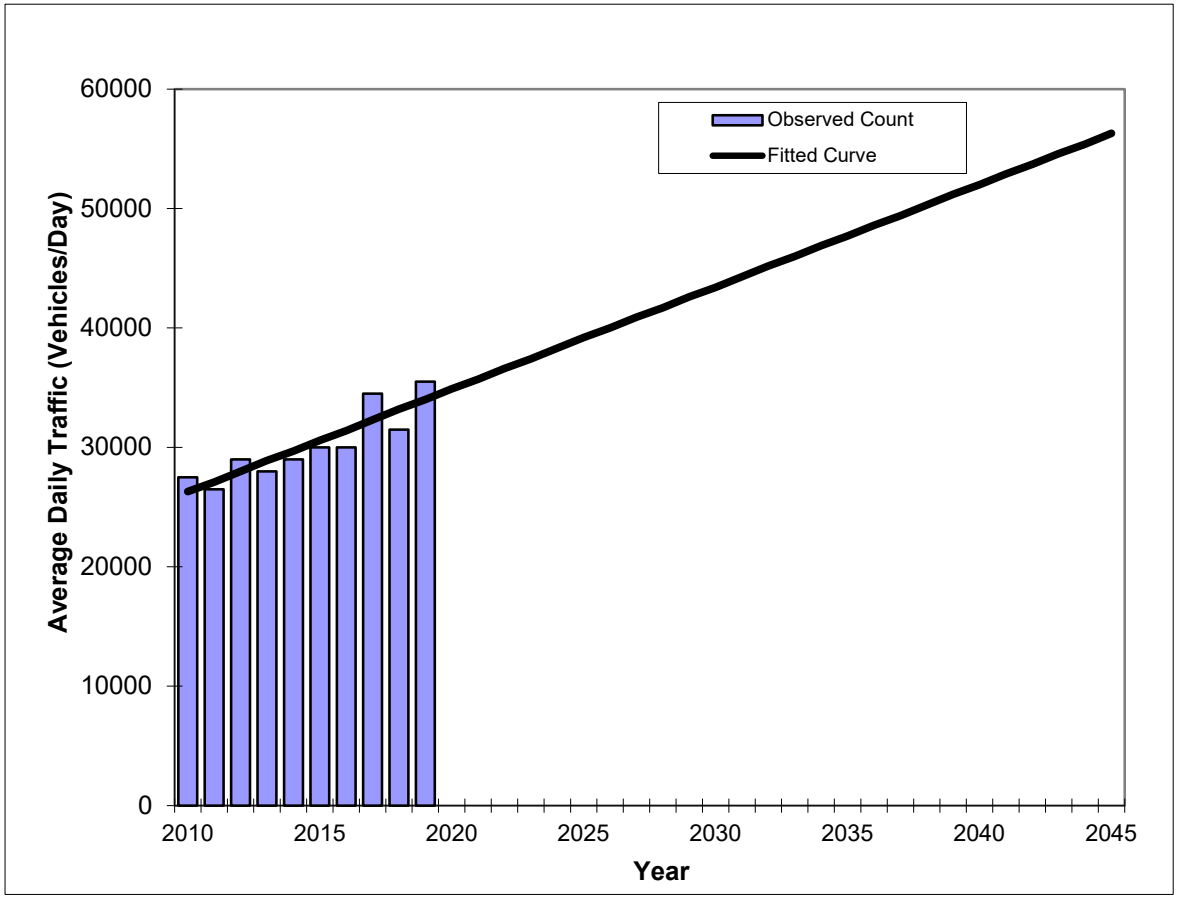
APPENDIX C
HISTORIC TREND ANALYSIS

Traffic Trends - V3.0

GRIFFIN ROAD -- E OF I-95 W OF OLD GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0027
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	27500	26300
2011	26500	27100
2012	29000	28000
2013	28000	28900
2014	29000	29700
2015	30000	30600
2016	30000	31400
2017	34500	32300
2018	31500	33200
2019	35500	34000
2031 Opening Year Trend		
2031	N/A	44300
2035 Mid-Year Trend		
2035	N/A	47700
2045 Design Year Trend		
2045	N/A	56300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	858
Trend R-squared:	78.77%
Trend Annual Historic Growth Rate:	3.25%
Trend Growth Rate (2019 to Design Year):	2.52%
Printed:	4-Apr-22

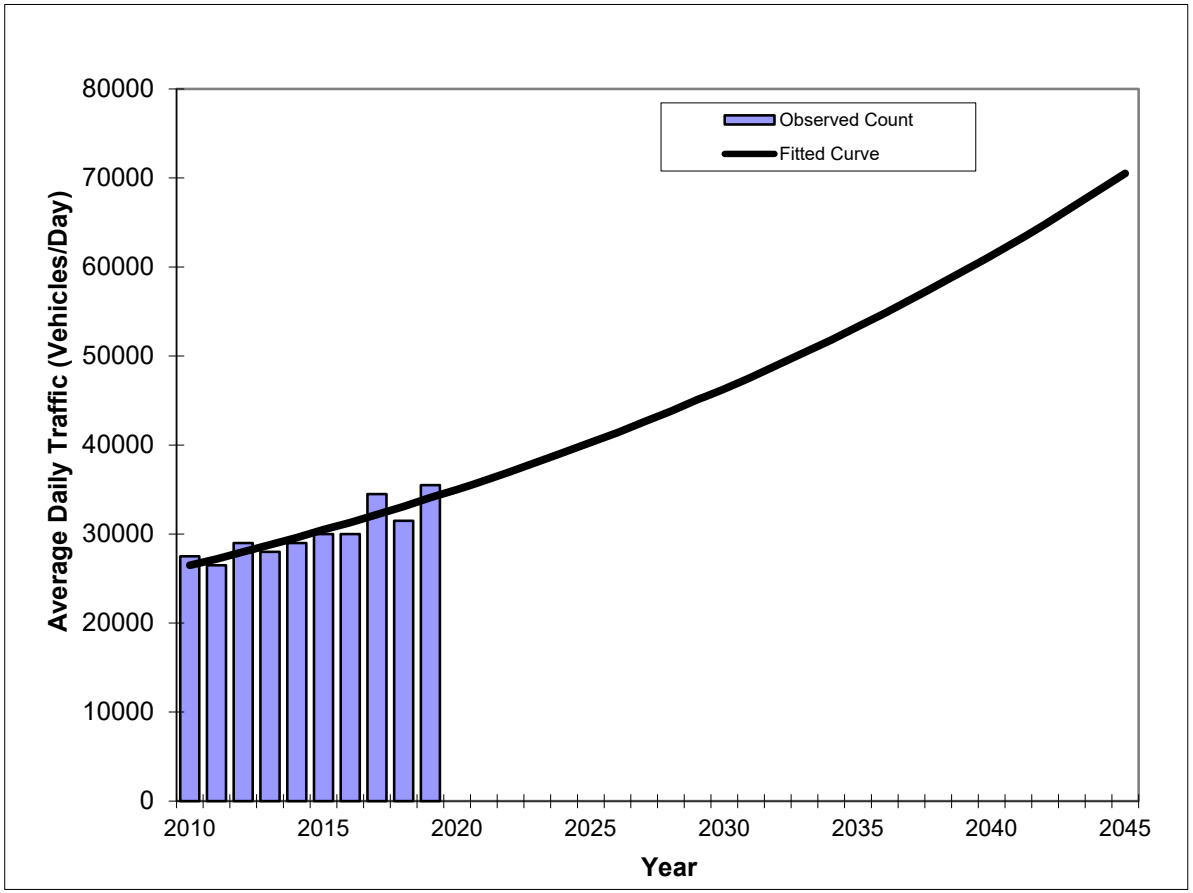
Straight Line Growth Option

Traffic Trends - V3.0

GRIFFIN ROAD -- E OF I-95 W OF OLD GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0027
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	27500	26500
2011	26500	27200
2012	29000	28000
2013	28000	28800
2014	29000	29600
2015	30000	30500
2016	30000	31300
2017	34500	32200
2018	31500	33100
2019	35500	34100
2031 Opening Year Trend		
2031	N/A	47600
2035 Mid-Year Trend		
2035	N/A	53300
2045 Design Year Trend		
2045	N/A	70500
TRANPLAN Forecasts/Trends		

Trend R-squared:	80.49%
Compounded Annual Historic Growth Rate:	2.84%
Compounded Growth Rate (2019 to Design Year):	2.83%
Printed:	11-May-22

Exponential Growth Option

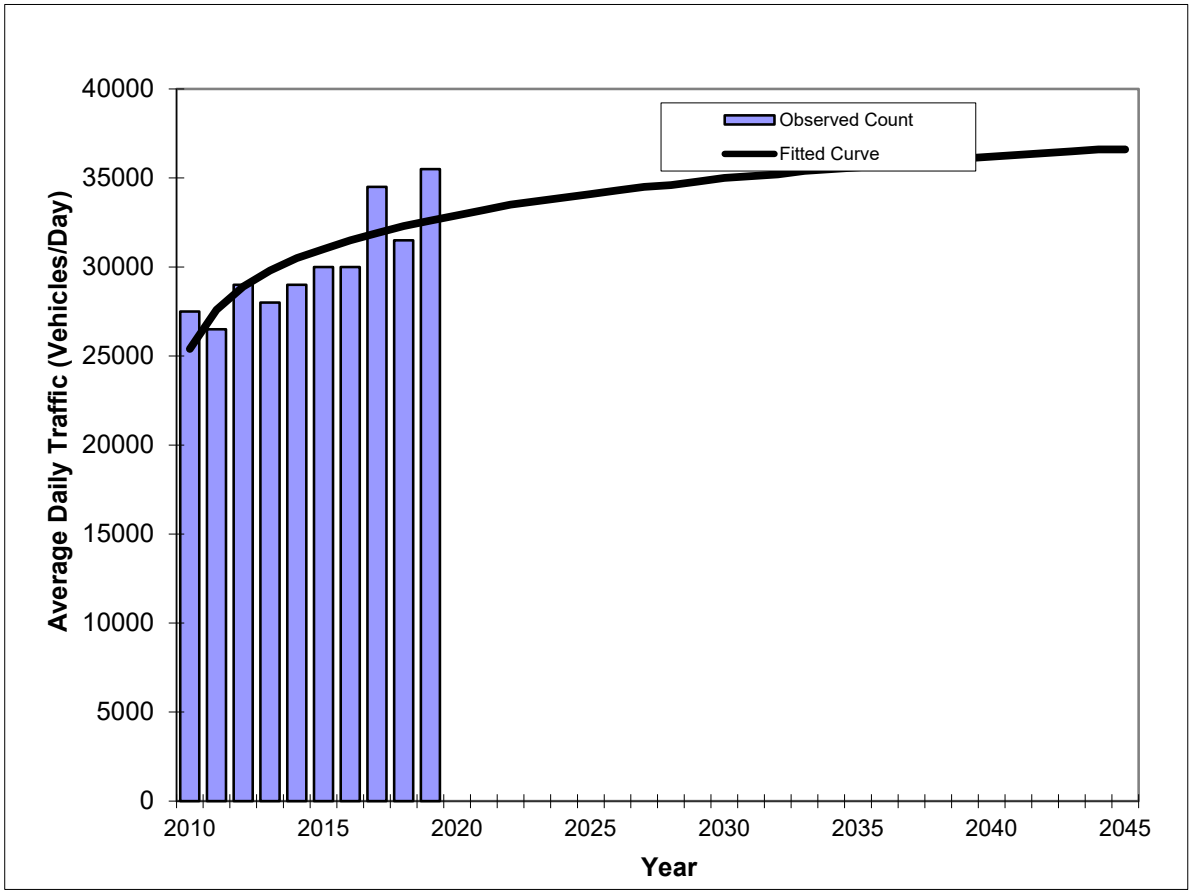
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- E OF I-95 W OF OLD GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0027
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	27500	25400
2011	26500	27600
2012	29000	28900
2013	28000	29800
2014	29000	30500
2015	30000	31000
2016	30000	31500
2017	34500	31900
2018	31500	32300
2019	35500	32600
2031 Opening Year Trend		
2031	N/A	35100
2035 Mid-Year Trend		
2035	N/A	35600
2045 Design Year Trend		
2045	N/A	36600
TRANPLAN Forecasts/Trends		

Trend R-squared:	61.58%
Compounded Annual Historic Growth Rate:	2.81%
Compounded Growth Rate (2019 to Design Year):	0.45%
Printed:	11-May-22

Decaying Exponential Growth Option

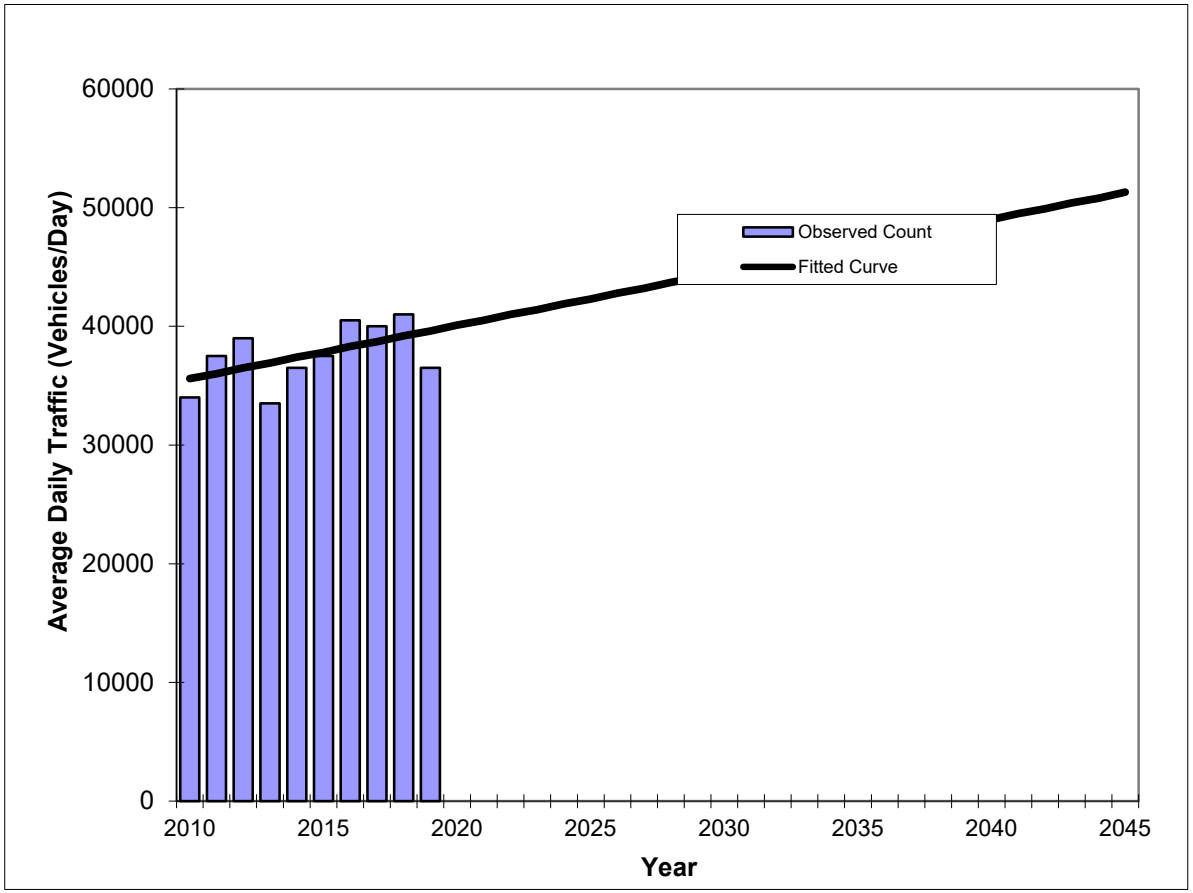
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0032
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	34000	35600
2011	37500	36000
2012	39000	36500
2013	33500	36900
2014	36500	37400
2015	37500	37800
2016	40500	38300
2017	40000	38700
2018	41000	39200
2019	36500	39600
2031 Opening Year Trend		
2031	N/A	45000
2035 Mid-Year Trend		
2035	N/A	46800
2045 Design Year Trend		
2045	N/A	51300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	448
Trend R-squared:	27.70%
Trend Annual Historic Growth Rate:	1.25%
Trend Growth Rate (2019 to Design Year):	1.14%
Printed:	11-May-22

Straight Line Growth Option

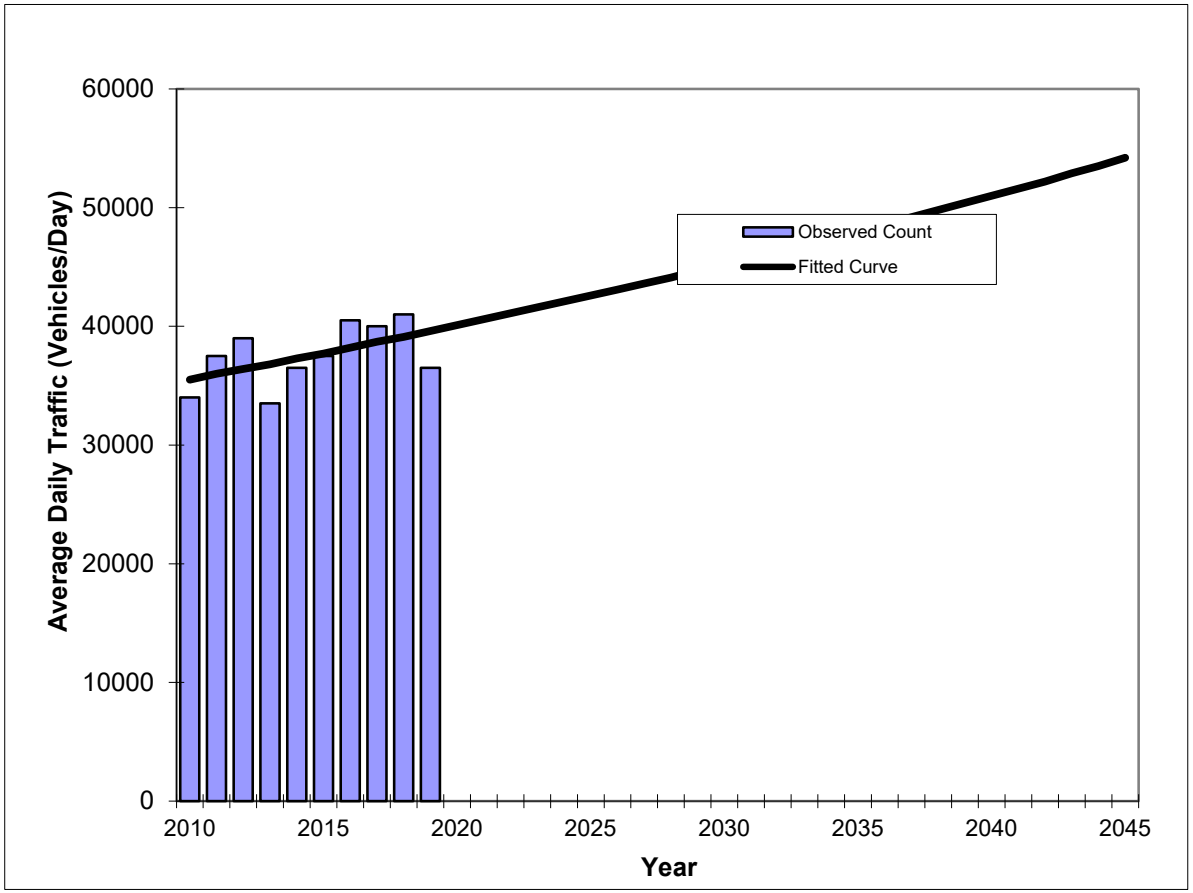
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0032
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	34000	35500
2011	37500	36000
2012	39000	36400
2013	33500	36800
2014	36500	37300
2015	37500	37700
2016	40500	38200
2017	40000	38700
2018	41000	39100
2019	36500	39600
2031 Opening Year Trend		
2031	N/A	45800
2035 Mid-Year Trend		
2035	N/A	48000
2045 Design Year Trend		
2045	N/A	54200
TRANPLAN Forecasts/Trends		

Trend R-squared:	27.56%
Compounded Annual Historic Growth Rate:	1.22%
Compounded Growth Rate (2019 to Design Year):	1.21%
Printed:	11-May-22

Exponential Growth Option

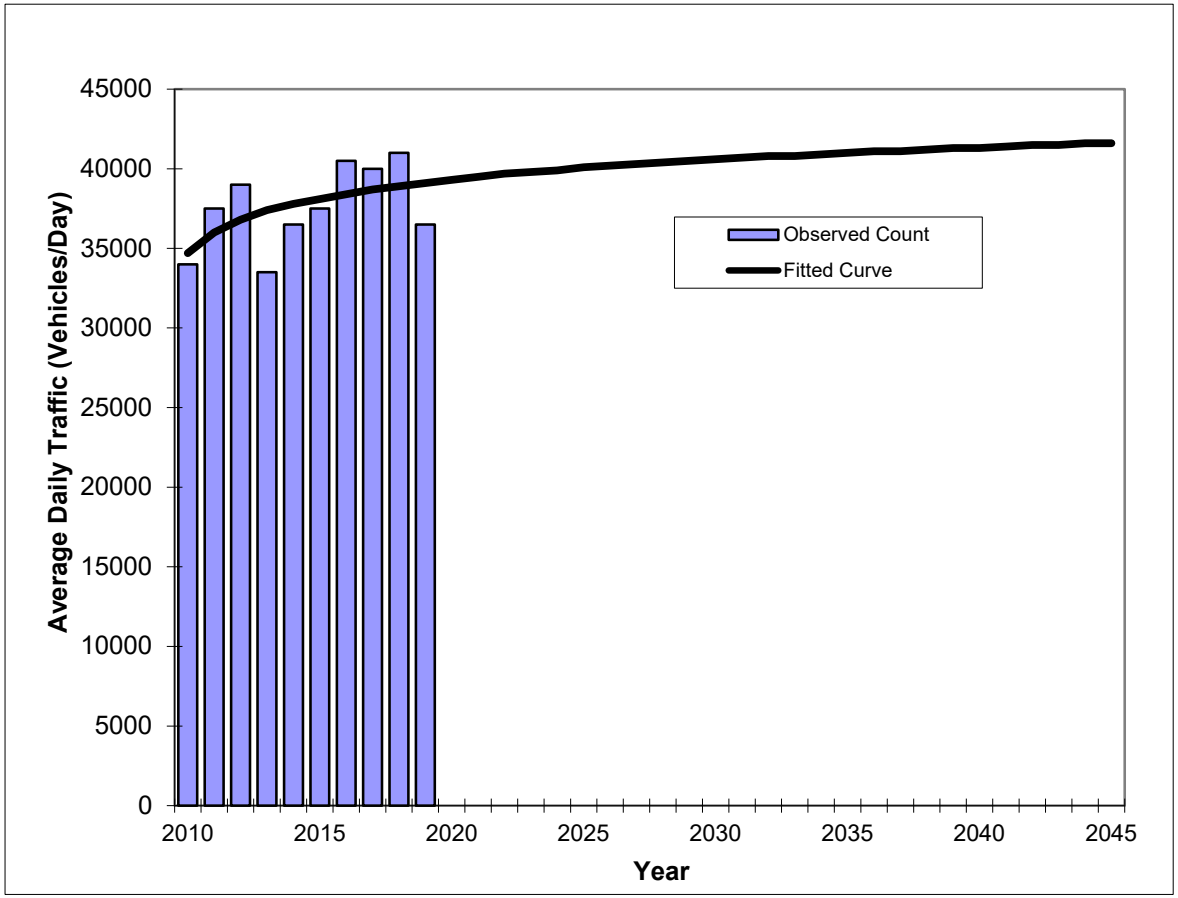
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0032
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	34000	34700
2011	37500	36000
2012	39000	36800
2013	33500	37400
2014	36500	37800
2015	37500	38100
2016	40500	38400
2017	40000	38700
2018	41000	38900
2019	36500	39100
2031 Opening Year Trend		
2031	N/A	40700
2035 Mid-Year Trend		
2035	N/A	41000
2045 Design Year Trend		
2045	N/A	41600
TRANPLAN Forecasts/Trends		

Trend R-squared:	30.55%
Compounded Annual Historic Growth Rate:	1.34%
Compounded Growth Rate (2019 to Design Year):	0.24%
Printed:	4-Apr-22

Decaying Exponential Growth Option

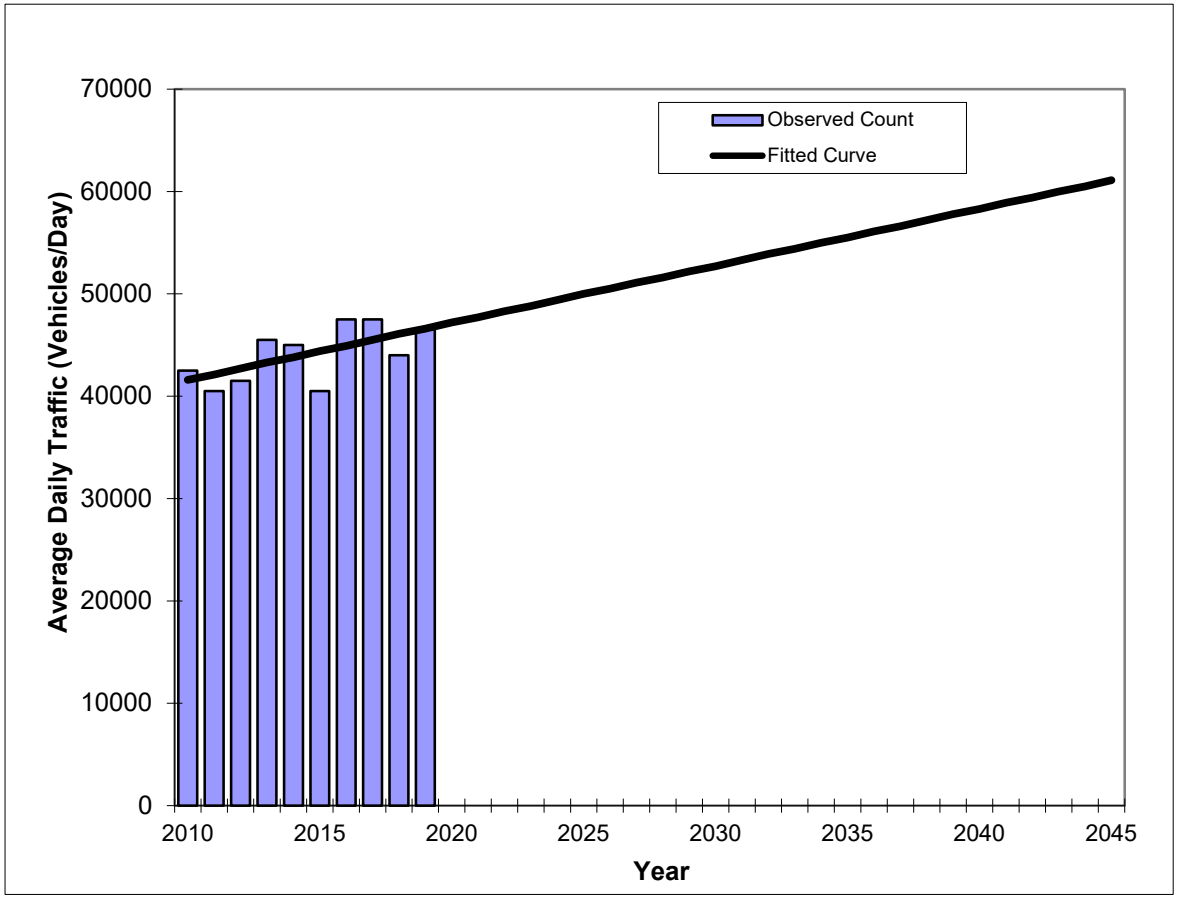
*Axle-Adjusted

Traffic Trends - V3.0

SHERIDAN ST -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0034
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	42500	41600
2011	40500	42100
2012	41500	42700
2013	45500	43300
2014	45000	43800
2015	40500	44400
2016	47500	44900
2017	47500	45500
2018	44000	46100
2019	46500	46600
2031 Opening Year Trend		
2031	N/A	53300
2035 Mid-Year Trend		
2035	N/A	55500
2045 Design Year Trend		
2045	N/A	61100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	558
Trend R-squared:	38.34%
Trend Annual Historic Growth Rate:	1.34%
Trend Growth Rate (2019 to Design Year):	1.20%
Printed:	4-Apr-22
Straight Line Growth Option	

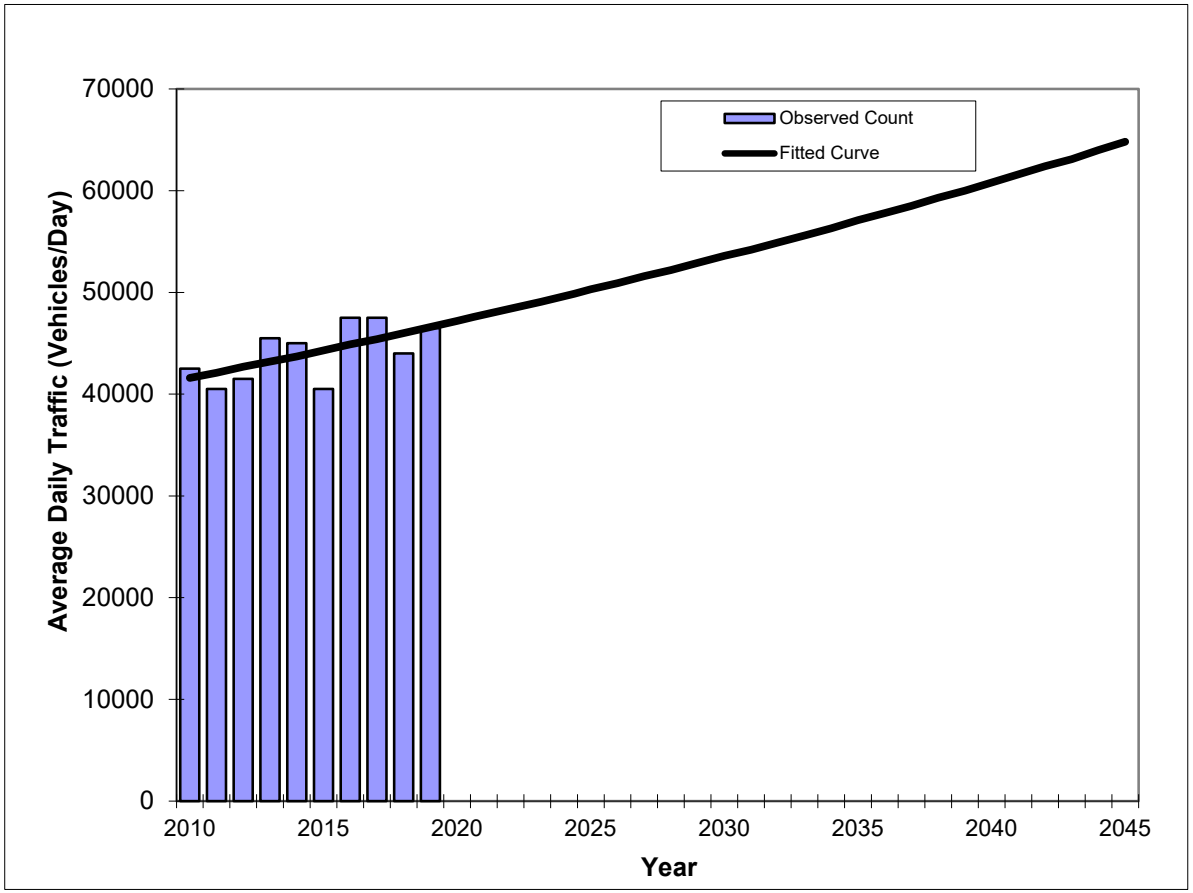
*Axle-Adjusted

Traffic Trends - V3.0

SHERIDAN ST -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0034
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	42500	41600
2011	40500	42100
2012	41500	42700
2013	45500	43200
2014	45000	43700
2015	40500	44300
2016	47500	44900
2017	47500	45400
2018	44000	46000
2019	46500	46600
2031 Opening Year Trend		
2031	N/A	54200
2035 Mid-Year Trend		
2035	N/A	57100
2045 Design Year Trend		
2045	N/A	64800
TRANPLAN Forecasts/Trends		

Trend R-squared:	38.03%
Compounded Annual Historic Growth Rate:	1.27%
Compounded Growth Rate (2019 to Design Year):	1.28%
Printed:	11-May-22

Exponential Growth Option

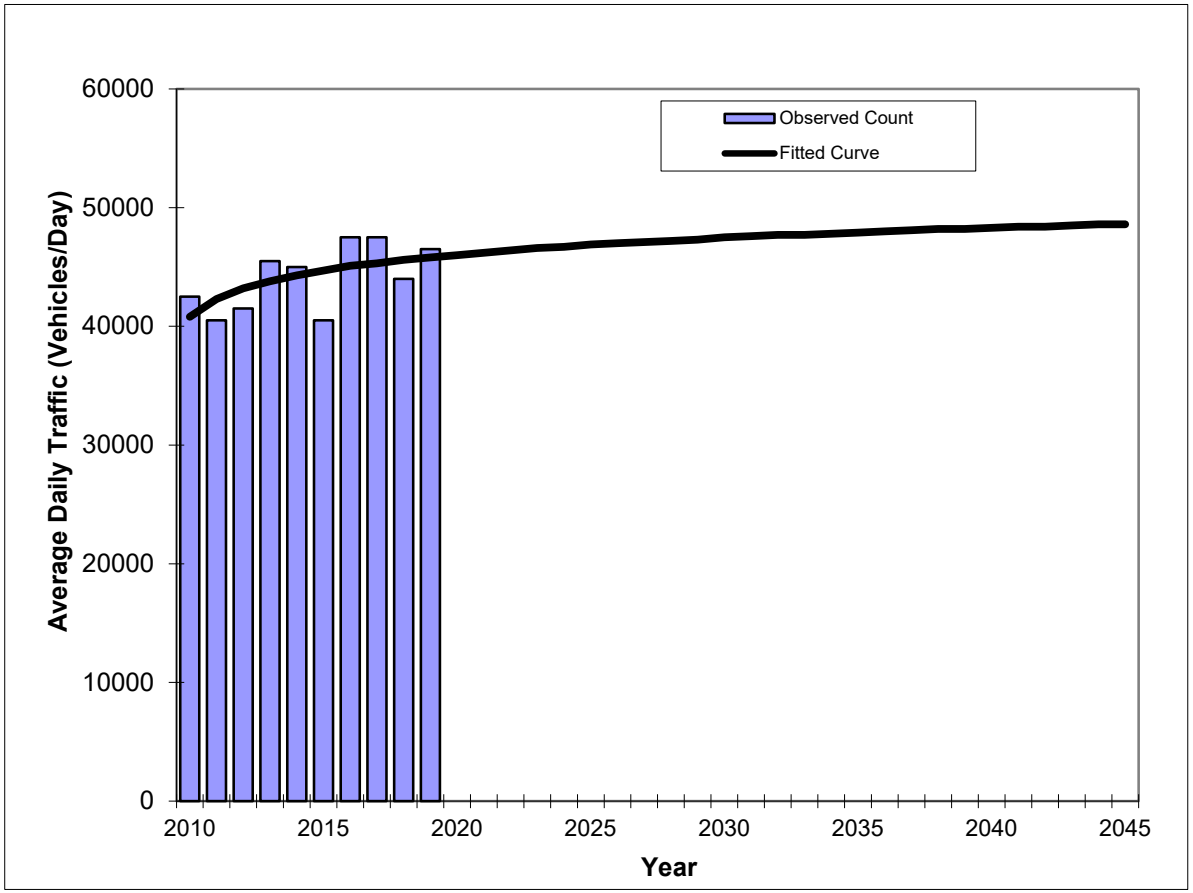
***Axle-Adjusted**

Traffic Trends - V3.0

SHERIDAN ST -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0034
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	42500	40800
2011	40500	42300
2012	41500	43200
2013	45500	43800
2014	45000	44300
2015	40500	44700
2016	47500	45100
2017	47500	45300
2018	44000	45600
2019	46500	45800
2031 Opening Year Trend		
2031	N/A	47600
2035 Mid-Year Trend		
2035	N/A	47900
2045 Design Year Trend		
2045	N/A	48600
TRANPLAN Forecasts/Trends		

Trend R-squared:	34.60%
Compounded Annual Historic Growth Rate:	1.29%
Compounded Growth Rate (2019 to Design Year):	0.23%
Printed:	11-May-22

Decaying Exponential Growth Option

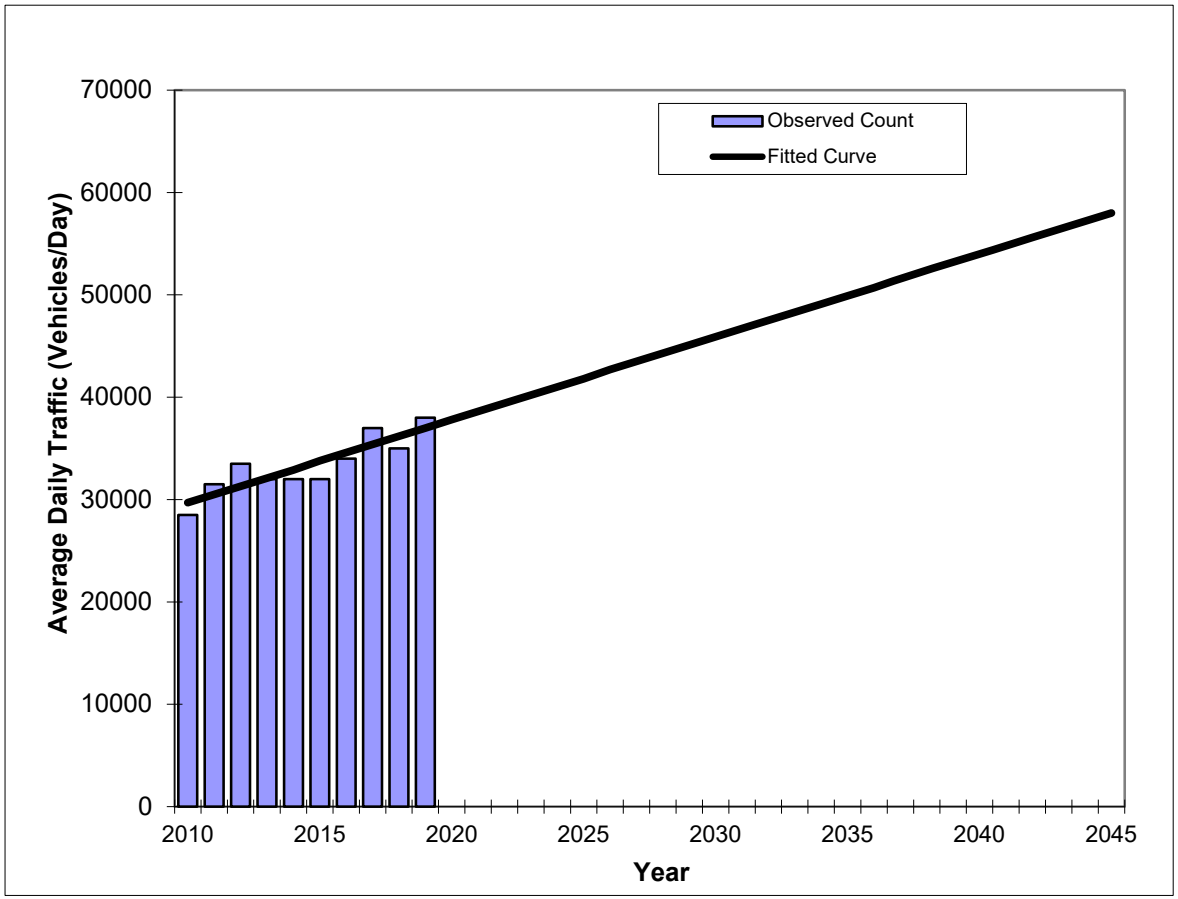
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0076
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	28500	29700
2011	31500	30500
2012	33500	31300
2013	32000	32100
2014	32000	32900
2015	32000	33800
2016	34000	34600
2017	37000	35400
2018	35000	36200
2019	38000	37000
2031 Opening Year Trend		
2031	N/A	46700
2035 Mid-Year Trend		
2035	N/A	49900
2045 Design Year Trend		
2045	N/A	58000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	809
Trend R-squared:	76.58%
Trend Annual Historic Growth Rate:	2.73%
Trend Growth Rate (2019 to Design Year):	2.18%
Printed:	5-Apr-22

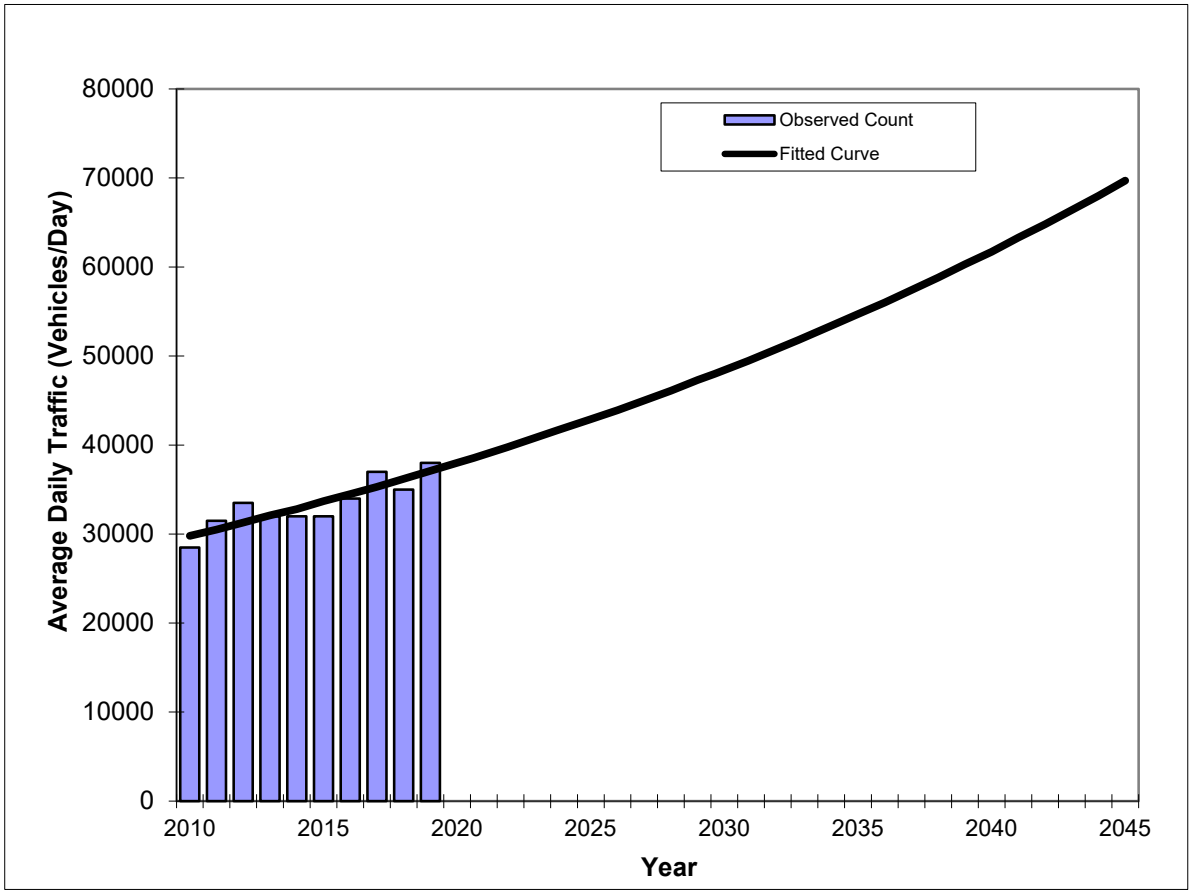
Straight Line Growth Option

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0076
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	28500	29800
2011	31500	30500
2012	33500	31300
2013	32000	32100
2014	32000	32800
2015	32000	33700
2016	34000	34500
2017	37000	35300
2018	35000	36200
2019	38000	37100
2031 Opening Year Trend		
2031	N/A	49600
2035 Mid-Year Trend		
2035	N/A	54700
2045 Design Year Trend		
2045	N/A	69700
TRANPLAN Forecasts/Trends		

Trend R-squared:	76.53%
Compounded Annual Historic Growth Rate:	2.46%
Compounded Growth Rate (2019 to Design Year):	2.45%
Printed:	11-May-22

Exponential Growth Option

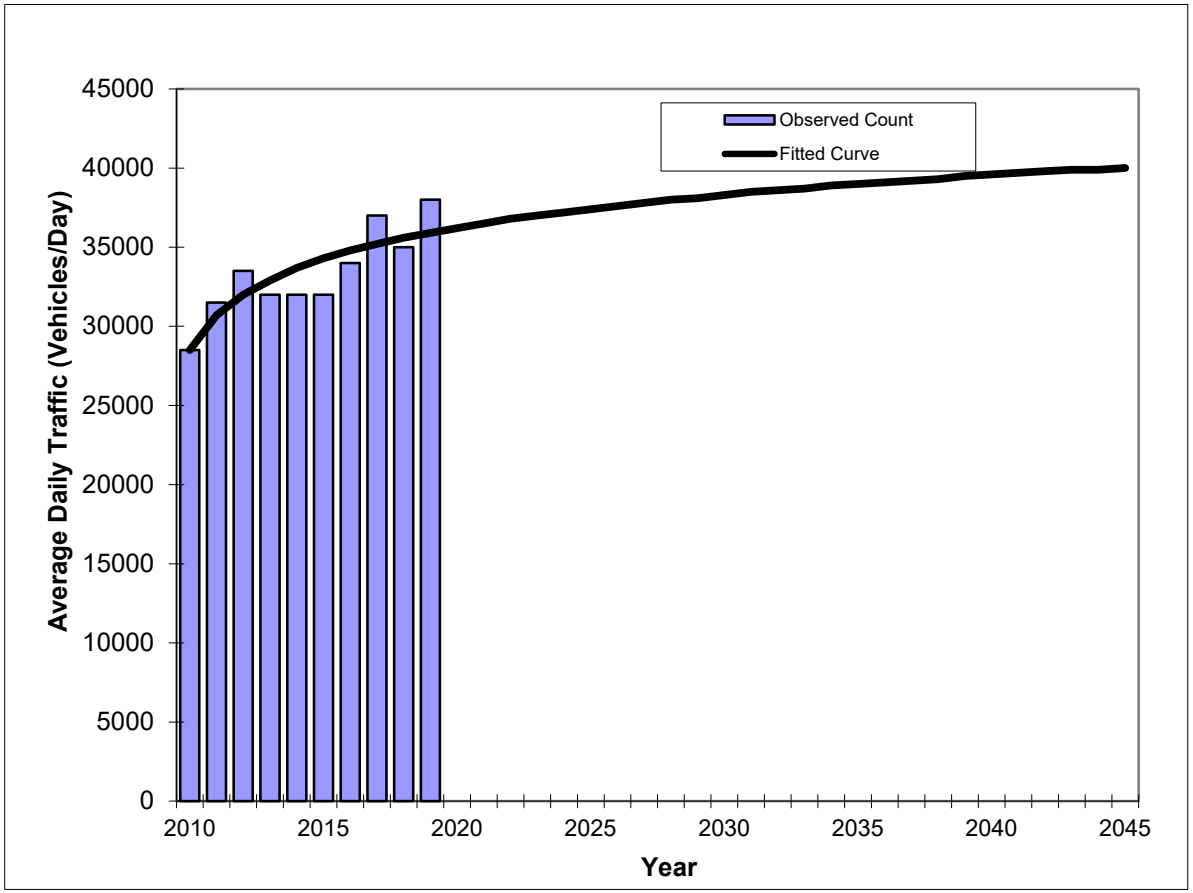
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0076
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	28500	28500
2011	31500	30700
2012	33500	32000
2013	32000	32900
2014	32000	33700
2015	32000	34300
2016	34000	34800
2017	37000	35200
2018	35000	35600
2019	38000	35900
2031 Opening Year Trend		
2031	N/A	38500
2035 Mid-Year Trend		
2035	N/A	39000
2045 Design Year Trend		
2045	N/A	40000
TRANPLAN Forecasts/Trends		

Trend R-squared:	71.42%
Compounded Annual Historic Growth Rate:	2.60%
Compounded Growth Rate (2019 to Design Year):	0.42%
Printed:	11-May-22

Decaying Exponential Growth Option

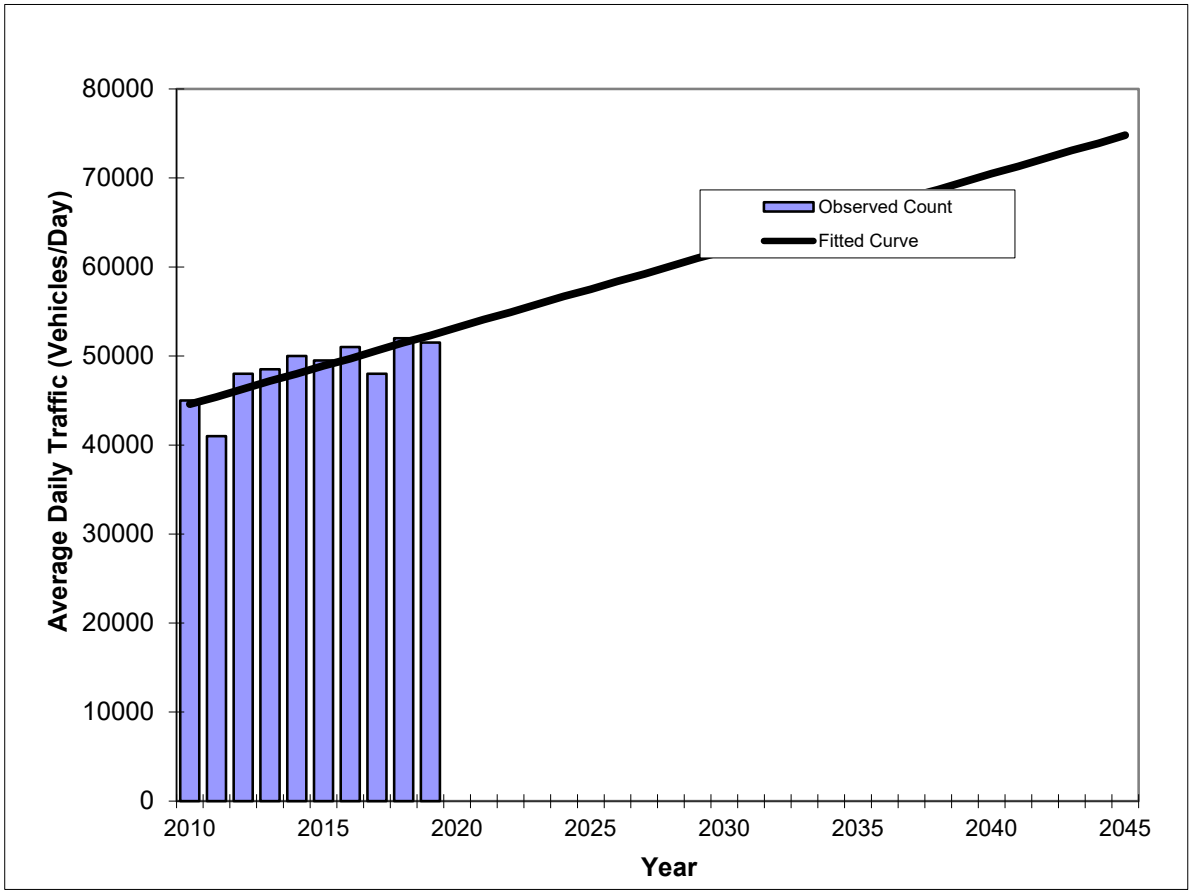
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0092
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	44600
2011	41000	45400
2012	48000	46300
2013	48500	47200
2014	50000	48000
2015	49500	48900
2016	51000	49700
2017	48000	50600
2018	52000	51500
2019	51500	52300
2031 Opening Year Trend		
2031	N/A	62700
2035 Mid-Year Trend		
2035	N/A	66200
2045 Design Year Trend		
2045	N/A	74800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	864
Trend R-squared:	61.70%
Trend Annual Historic Growth Rate:	1.92%
Trend Growth Rate (2019 to Design Year):	1.65%
Printed:	11-May-22

Straight Line Growth Option

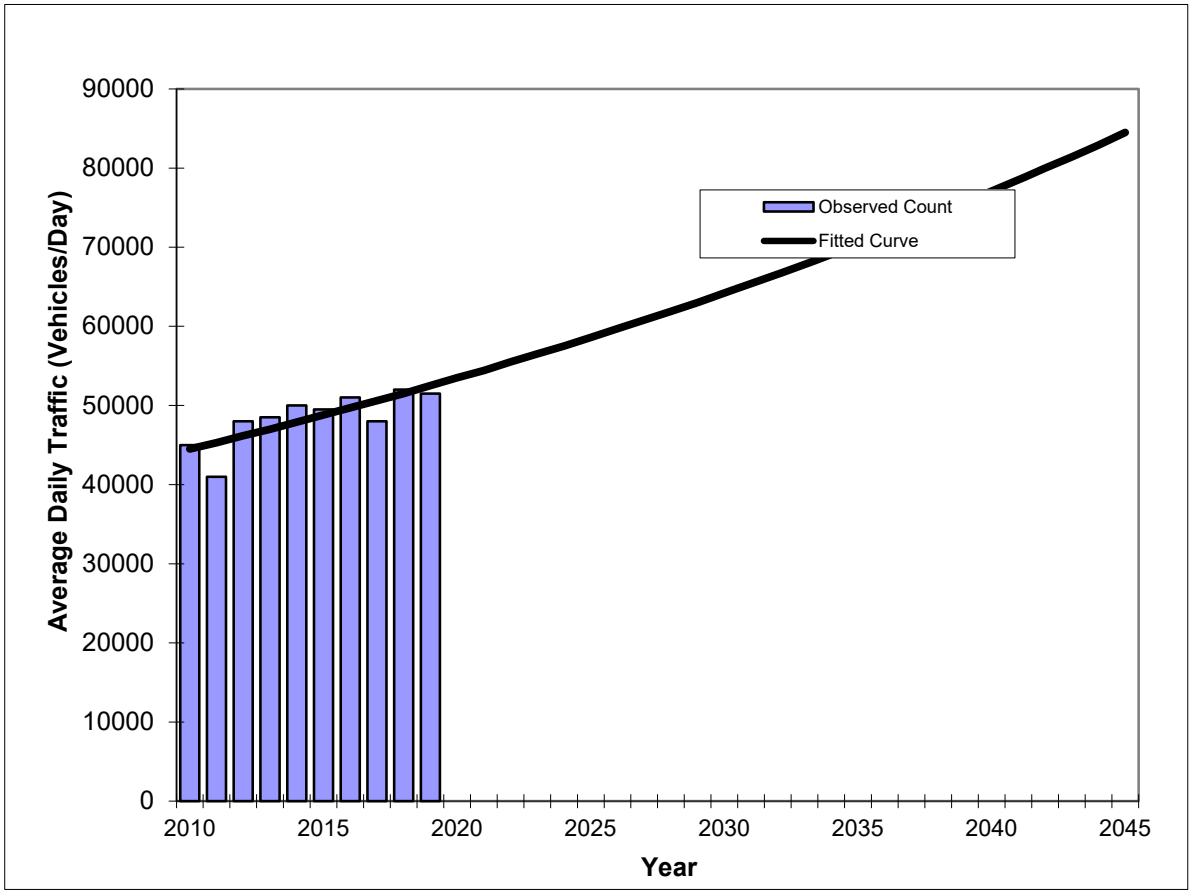
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0092
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	44500
2011	41000	45300
2012	48000	46200
2013	48500	47000
2014	50000	47900
2015	49500	48800
2016	51000	49700
2017	48000	50600
2018	52000	51500
2019	51500	52500
2031 Opening Year Trend		
2031	N/A	65400
2035 Mid-Year Trend		
2035	N/A	70300
2045 Design Year Trend		
2045	N/A	84500
TRANPLAN Forecasts/Trends		

Trend R-squared:	59.68%
Compounded Annual Historic Growth Rate:	1.85%
Compounded Growth Rate (2019 to Design Year):	1.85%
Printed:	11-May-22

Exponential Growth Option

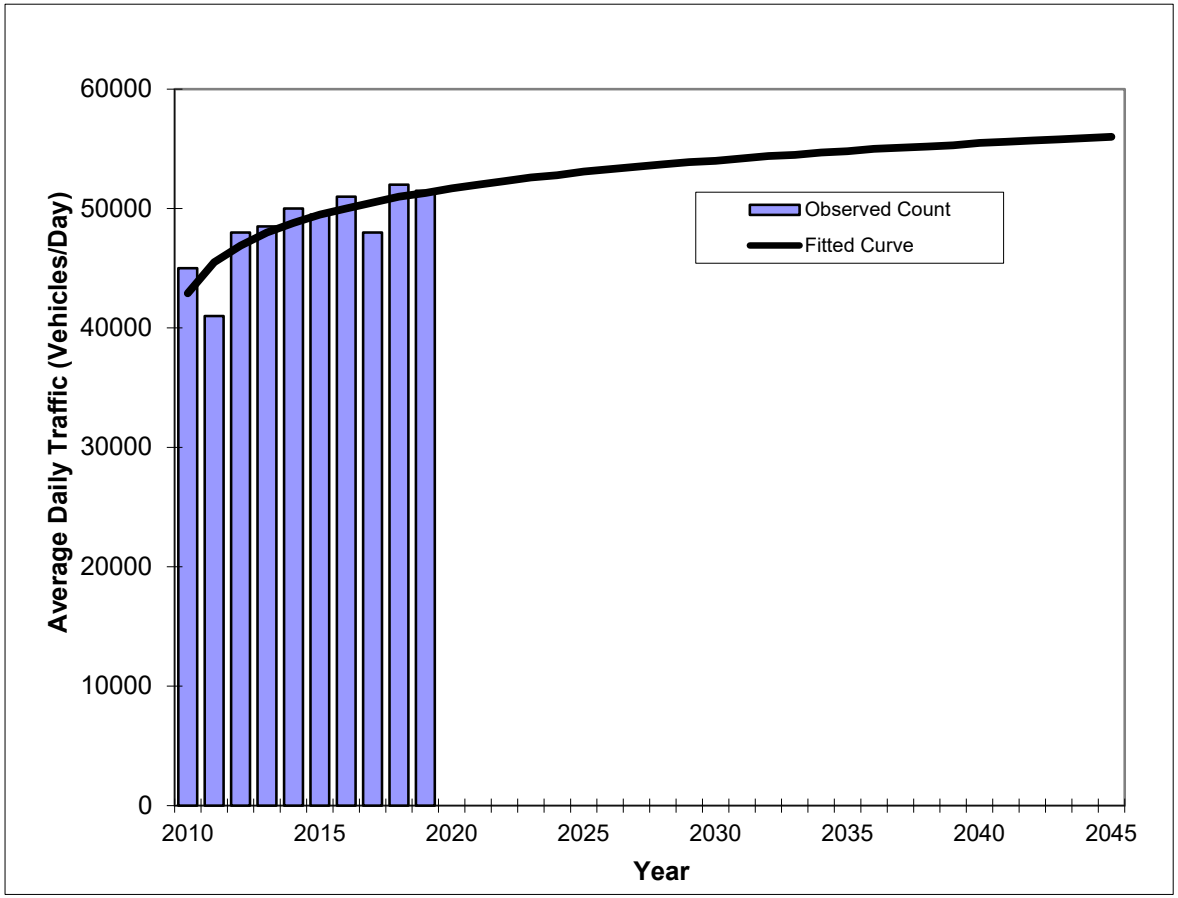
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0092
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	42900
2011	41000	45500
2012	48000	46900
2013	48500	48000
2014	50000	48800
2015	49500	49500
2016	51000	50000
2017	48000	50500
2018	52000	51000
2019	51500	51300
2031 Opening Year Trend		
2031	N/A	54200
2035 Mid-Year Trend		
2035	N/A	54800
2045 Design Year Trend		
2045	N/A	56000
TRANPLAN Forecasts/Trends		

Trend R-squared:	64.50%
Compounded Annual Historic Growth Rate:	2.01%
Compounded Growth Rate (2019 to Design Year):	0.34%
Printed:	4-Apr-22

Decaying Exponential Growth Option

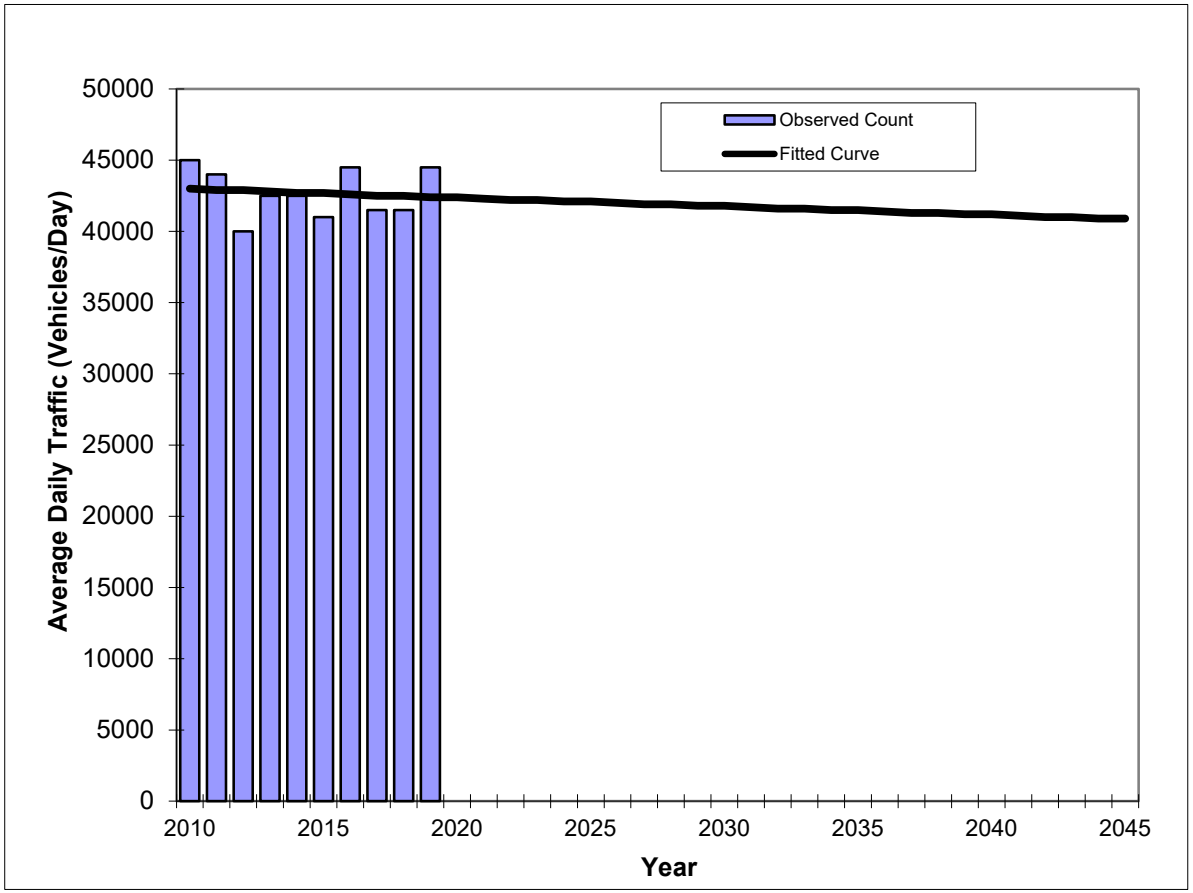
*Axle-Adjusted

Traffic Trends - V3.0

STIRLING RD. -- W OF RAVENSWOOD RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0133
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	43000
2011	44000	42900
2012	40000	42900
2013	42500	42800
2014	42500	42700
2015	41000	42700
2016	44500	42600
2017	41500	42500
2018	41500	42500
2019	44500	42400
2031 Opening Year Trend		
2031	N/A	41700
2035 Mid-Year Trend		
2035	N/A	41500
2045 Design Year Trend		
2045	N/A	40900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-61
Trend R-squared:	1.14%
Trend Annual Historic Growth Rate:	-0.16%
Trend Growth Rate (2019 to Design Year):	-0.14%
Printed:	11-May-22

Straight Line Growth Option

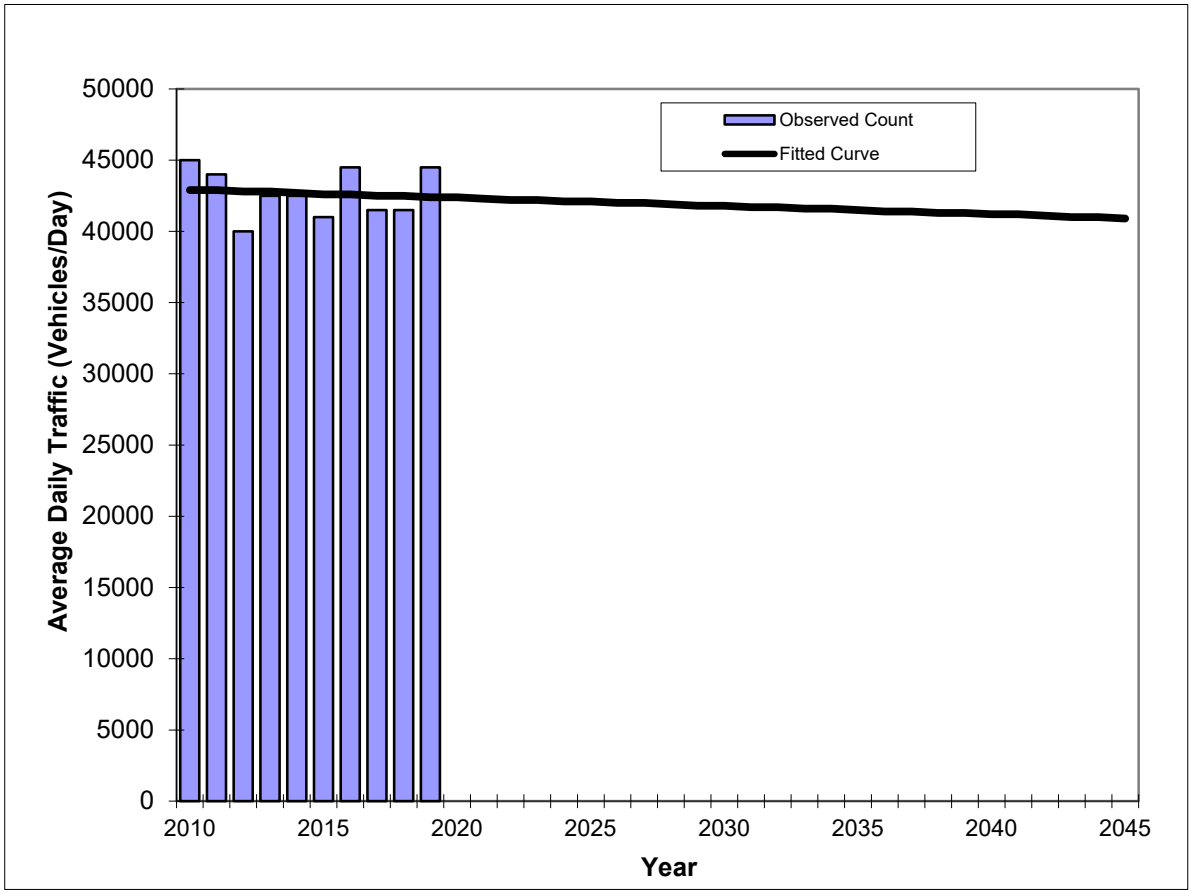
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF RAVENSWOOD RD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	0133
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	42900
2011	44000	42900
2012	40000	42800
2013	42500	42800
2014	42500	42700
2015	41000	42600
2016	44500	42600
2017	41500	42500
2018	41500	42500
2019	44500	42400
2031 Opening Year Trend		
2031	N/A	41700
2035 Mid-Year Trend		
2035	N/A	41500
2045 Design Year Trend		
2045	N/A	40900
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.04%
Compounded Annual Historic Growth Rate:	-0.13%
Compounded Growth Rate (2019 to Design Year):	-0.14%
Printed:	11-May-22

Exponential Growth Option

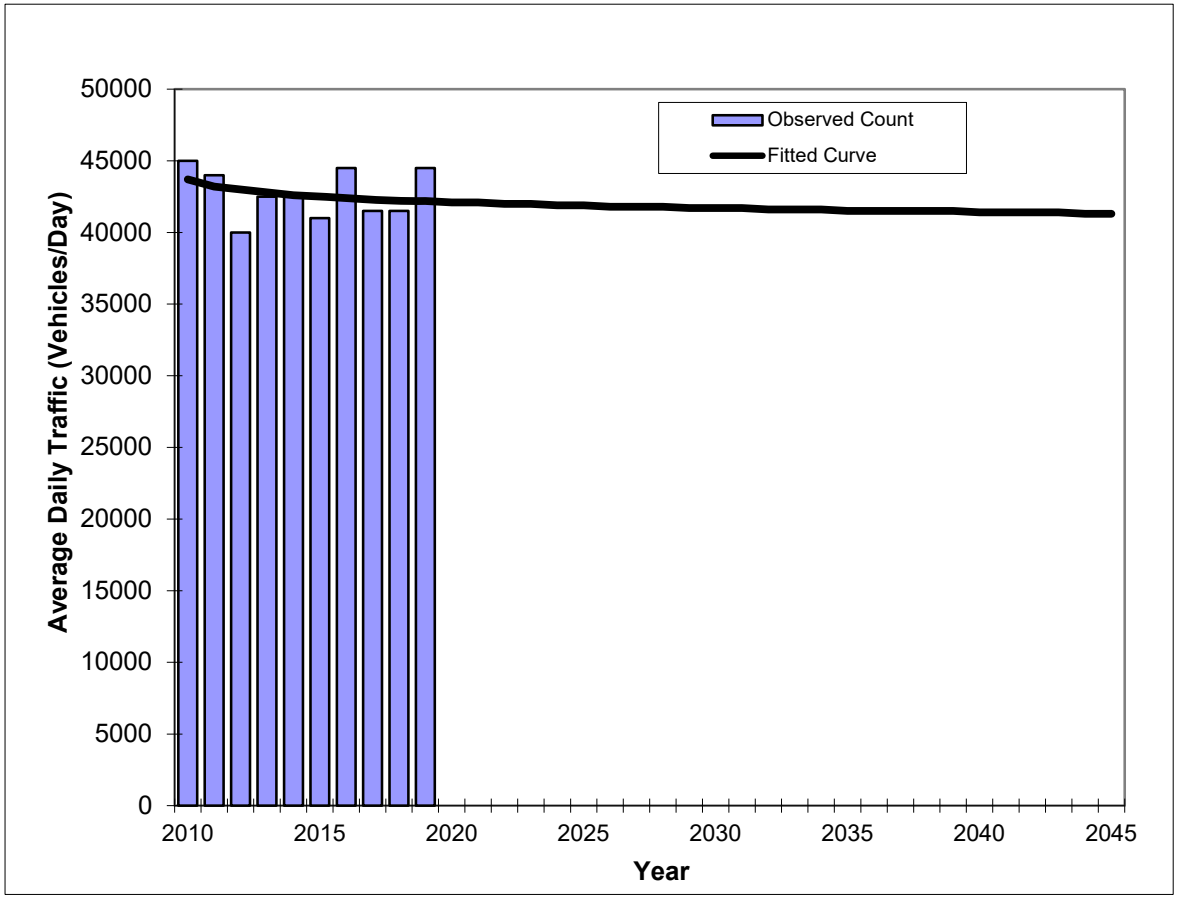
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF RAVENSWOOD RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0133
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	43700
2011	44000	43200
2012	40000	43000
2013	42500	42800
2014	42500	42600
2015	41000	42500
2016	44500	42400
2017	41500	42300
2018	41500	42200
2019	44500	42200
2031 Opening Year Trend		
2031	N/A	41700
2035 Mid-Year Trend		
2035	N/A	41500
2045 Design Year Trend		
2045	N/A	41300
TRANPLAN Forecasts/Trends		

Trend R-squared:	7.94%
Compounded Annual Historic Growth Rate:	-0.39%
Compounded Growth Rate (2019 to Design Year):	-0.08%
Printed:	4-Apr-22

Decaying Exponential Growth Option

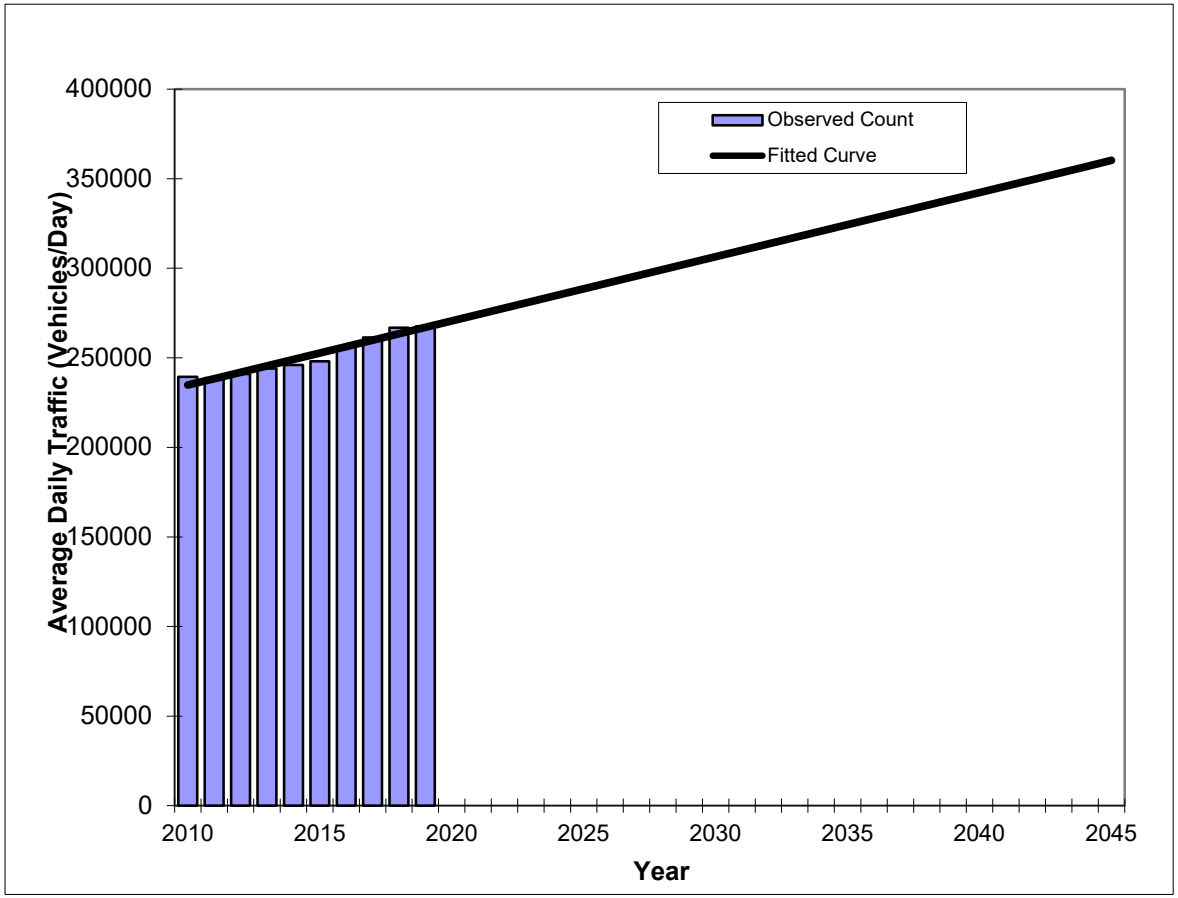
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- N OF SR858/HALLANDALE BCH BLV

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0331
Highway:	I-95



** Annual Trend Increase:	3,584
Trend R-squared:	93.80%
Trend Annual Historic Growth Rate:	1.52%
Trend Growth Rate (2019 to Design Year):	1.34%
Printed:	4-Apr-22

Straight Line Growth Option

Year	Traffic (ADT/AADT) Count*	Trend**
2010	239400	234800
2011	238600	238300
2012	241000	241900
2013	244000	245500
2014	246000	249100
2015	248000	252700
2016	256200	256300
2017	261300	259800
2018	266800	263400
2019	267600	267000
2031 Opening Year Trend		
2031	N/A	310000
2035 Mid-Year Trend		
2035	N/A	324400
2045 Design Year Trend		
2045	N/A	360200
TRANPLAN Forecasts/Trends		

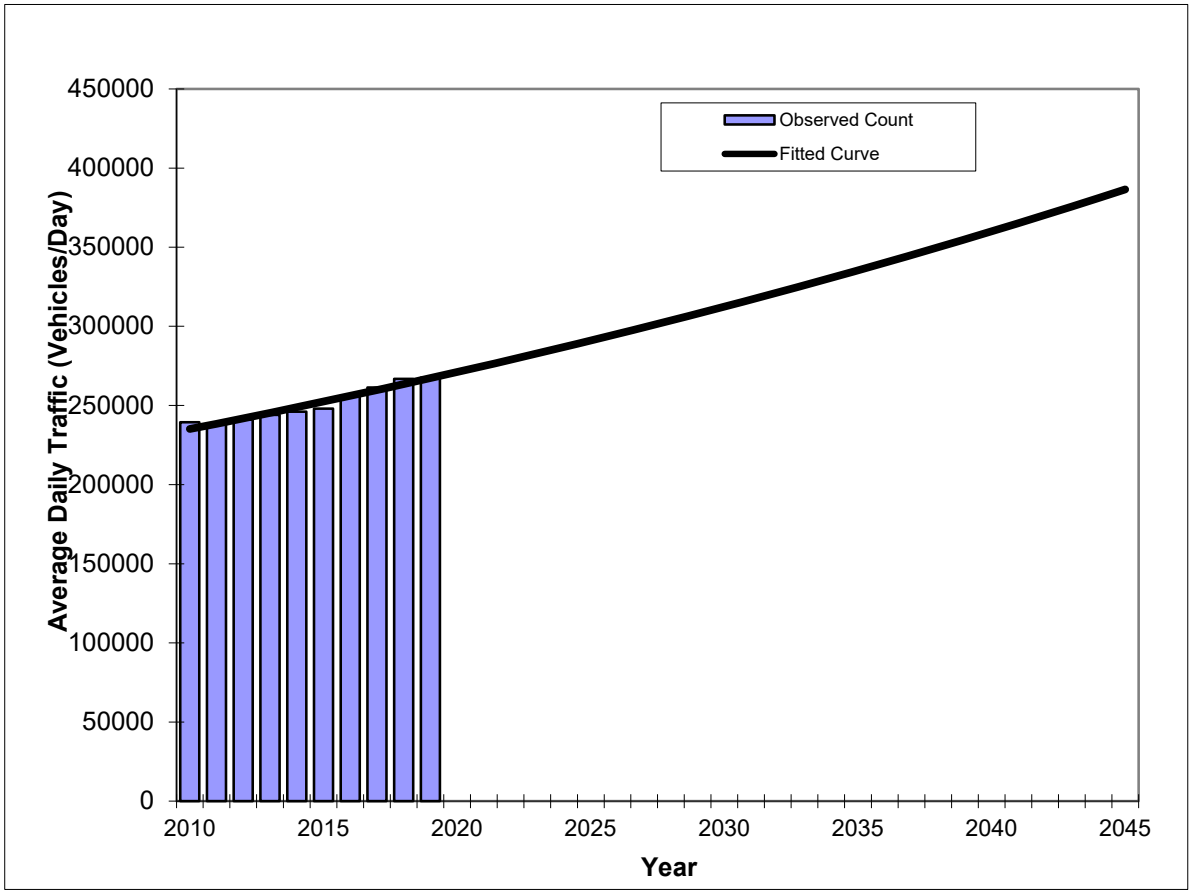
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- N OF SR858/HALLANDALE BCH BLV

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0331
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	239400	235200
2011	238600	238500
2012	241000	241900
2013	244000	245400
2014	246000	248900
2015	248000	252500
2016	256200	256100
2017	261300	259700
2018	266800	263400
2019	267600	267200
2031 Opening Year Trend		
2031	N/A	316900
2035 Mid-Year Trend		
2035	N/A	335400
2045 Design Year Trend		
2045	N/A	386500
TRANPLAN Forecasts/Trends		

Trend R-squared:	94.22%
Compounded Annual Historic Growth Rate:	1.43%
Compounded Growth Rate (2019 to Design Year):	1.43%
Printed:	11-May-22

Exponential Growth Option

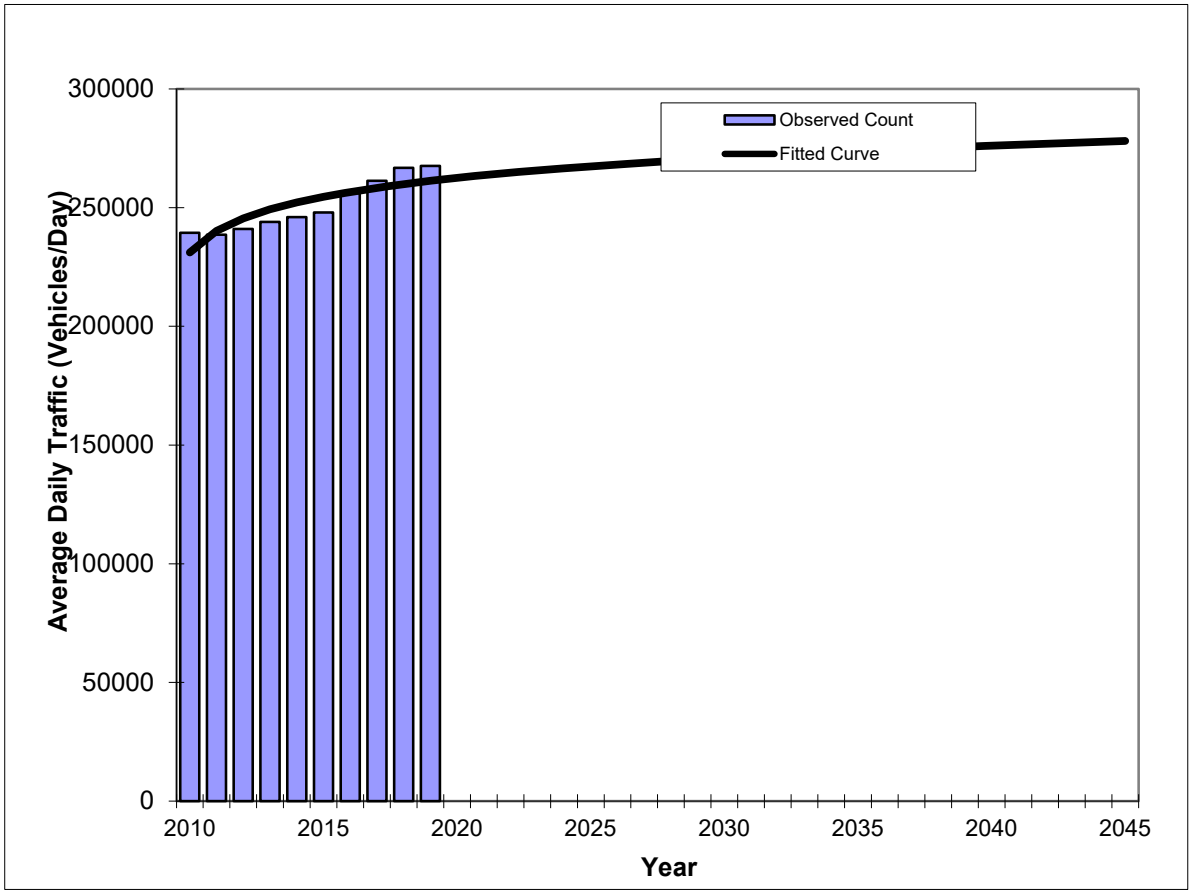
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- N OF SR858/HALLANDALE BCH BLV

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0331
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	239400	231100
2011	238600	240200
2012	241000	245500
2013	244000	249300
2014	246000	252200
2015	248000	254600
2016	256200	256600
2017	261300	258400
2018	266800	259900
2019	267600	261300
2031 Opening Year Trend		
2031	N/A	271600
2035 Mid-Year Trend		
2035	N/A	273800
2045 Design Year Trend		
2045	N/A	278100
TRANPLAN Forecasts/Trends		

Trend R-squared:	73.66%
Compounded Annual Historic Growth Rate:	1.37%
Compounded Growth Rate (2019 to Design Year):	0.24%
Printed:	11-May-22

Decaying Exponential Growth Option

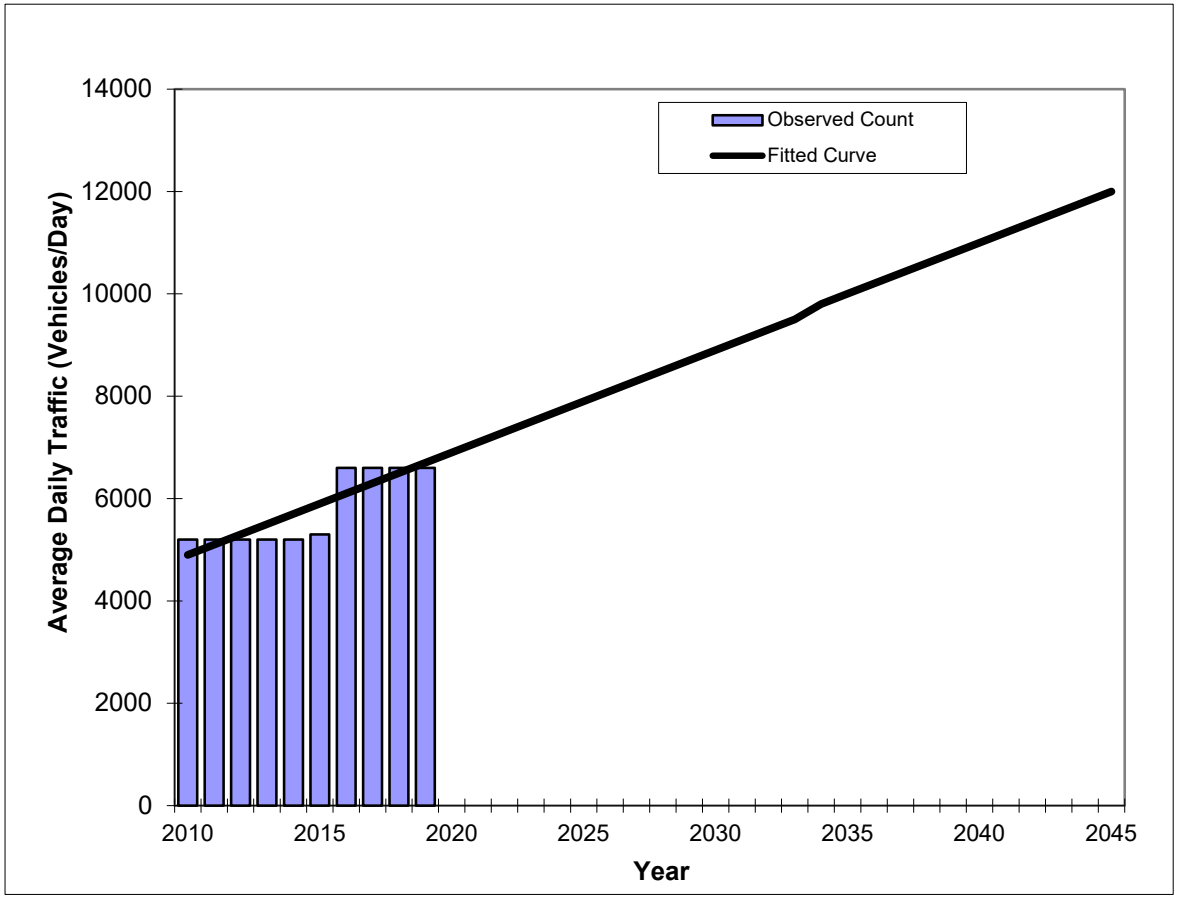
***Axle-Adjusted**

Traffic Trends - V3.0

OLD GRIFFIN ROAD -- S OF SR-818/GRIFFIN ROAD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	0631
Highway:	OLD GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	5200	4900
2011	5200	5100
2012	5200	5300
2013	5200	5500
2014	5200	5700
2015	5300	5900
2016	6600	6100
2017	6600	6300
2018	6600	6500
2019	6600	6700
2031 Opening Year Trend		
2031	N/A	9100
2035 Mid-Year Trend		
2035	N/A	10000
2045 Design Year Trend		
2045	N/A	12000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	204
Trend R-squared:	74.80%
Trend Annual Historic Growth Rate:	4.08%
Trend Growth Rate (2019 to Design Year):	3.04%
Printed:	4-Apr-22

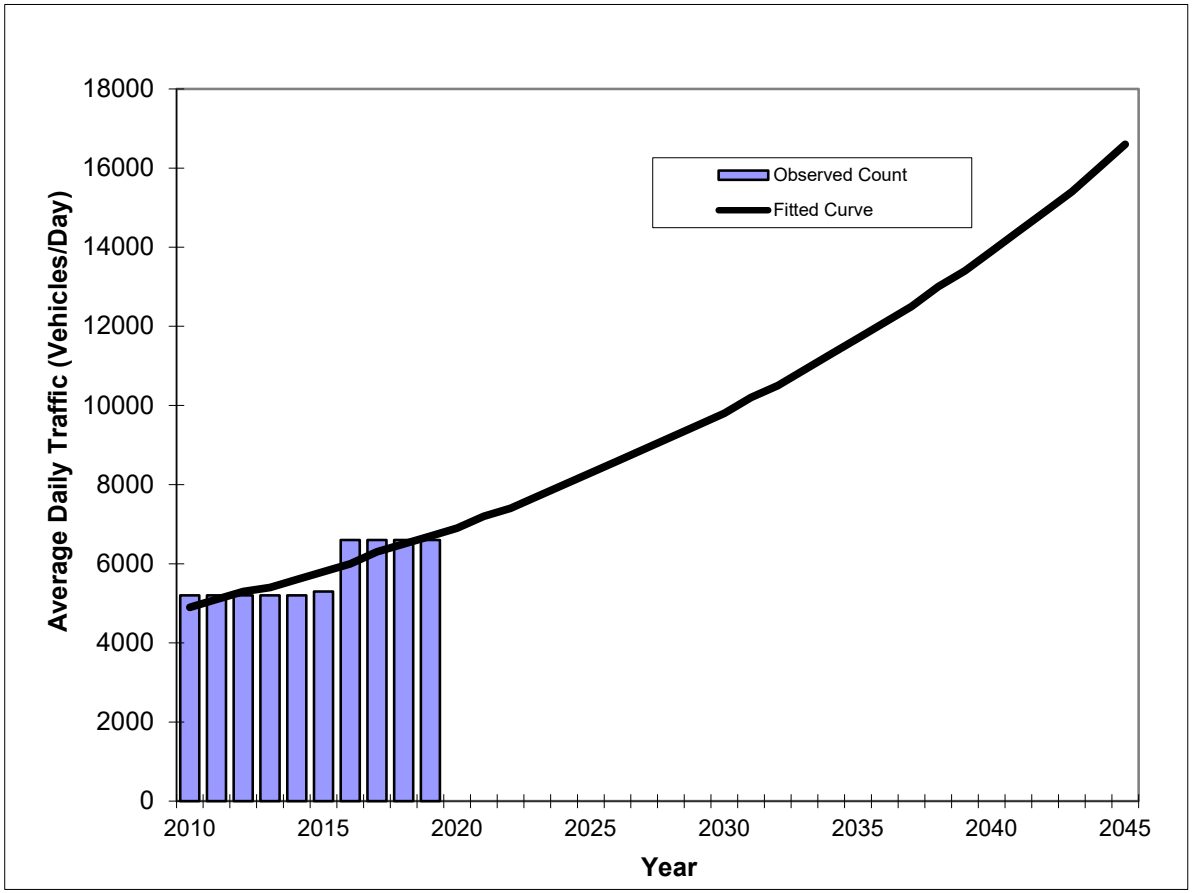
Straight Line Growth Option

Traffic Trends - V3.0

OLD GRIFFIN ROAD -- S OF SR-818/GRIFFIN ROAD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	0631
Highway:	OLD GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	5200	4900
2011	5200	5100
2012	5200	5300
2013	5200	5400
2014	5200	5600
2015	5300	5800
2016	6600	6000
2017	6600	6300
2018	6600	6500
2019	6600	6700
2031 Opening Year Trend		
2031	N/A	10200
2035 Mid-Year Trend		
2035	N/A	11700
2045 Design Year Trend		
2045	N/A	16600
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.03%
Compounded Annual Historic Growth Rate:	3.54%
Compounded Growth Rate (2019 to Design Year):	3.55%
Printed:	11-May-22

Exponential Growth Option

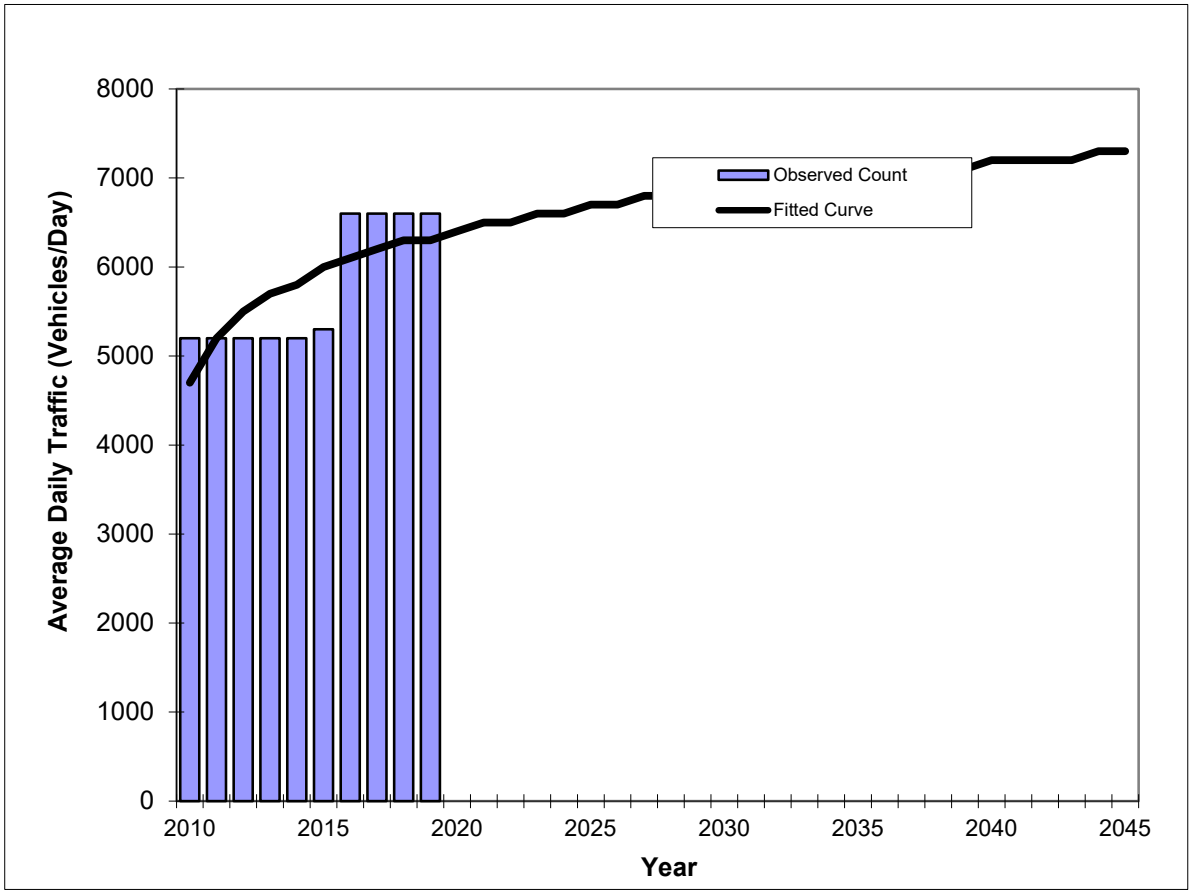
***Axle-Adjusted**

Traffic Trends - V3.0

OLD GRIFFIN ROAD -- S OF SR-818/GRIFFIN ROAD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	0631
Highway:	OLD GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	5200	4700
2011	5200	5200
2012	5200	5500
2013	5200	5700
2014	5200	5800
2015	5300	6000
2016	6600	6100
2017	6600	6200
2018	6600	6300
2019	6600	6300
2031 Opening Year Trend		
2031	N/A	6900
2035 Mid-Year Trend		
2035	N/A	7000
2045 Design Year Trend		
2045	N/A	7300
TRANPLAN Forecasts/Trends		

Trend R-squared:	55.21%
Compounded Annual Historic Growth Rate:	3.31%
Compounded Growth Rate (2019 to Design Year):	0.57%
Printed:	11-May-22

Decaying Exponential Growth Option

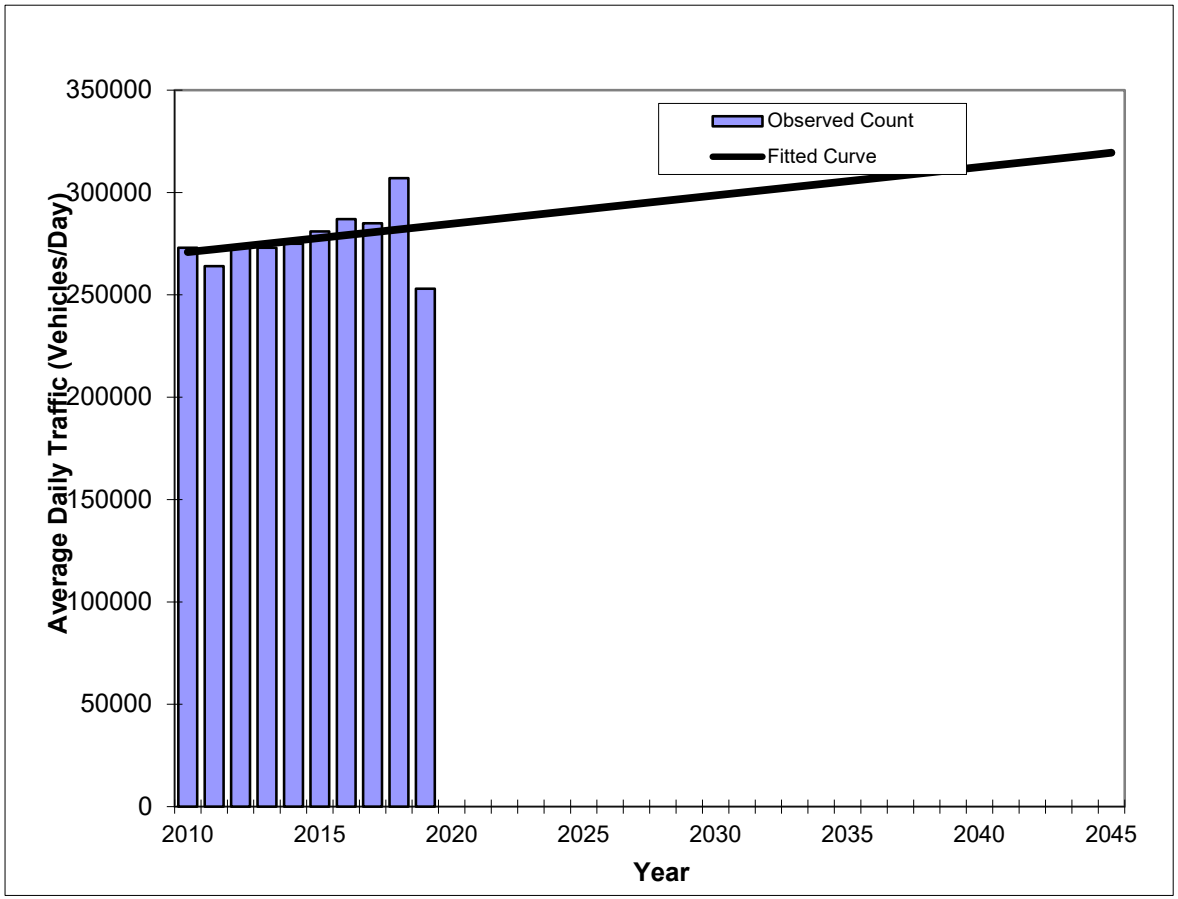
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 822/SHERIDAN ST

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2454
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	273000	270900
2011	264000	272200
2012	273000	273600
2013	273000	275000
2014	275000	276400
2015	281000	277800
2016	287000	279200
2017	285000	280600
2018	307000	282000
2019	253000	283300
2031 Opening Year Trend		
2031	N/A	300000
2035 Mid-Year Trend		
2035	N/A	305600
2045 Design Year Trend		
2045	N/A	319400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,388
Trend R-squared:	8.47%
Trend Annual Historic Growth Rate:	0.51%
Trend Growth Rate (2019 to Design Year):	0.49%
Printed:	4-Apr-22

Straight Line Growth Option

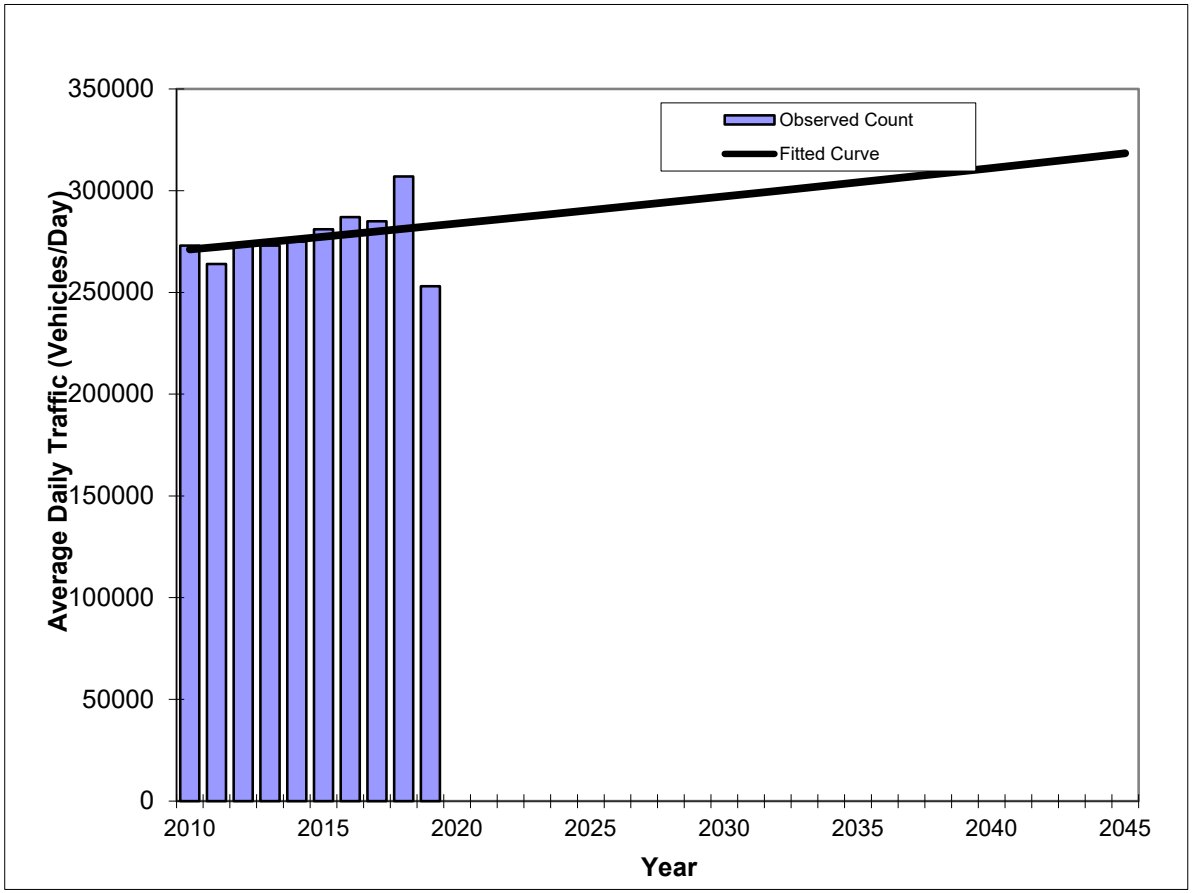
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- S OF SR 822/SHERIDAN ST

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	2454
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	273000	271100
2011	264000	272300
2012	273000	273600
2013	273000	274900
2014	275000	276100
2015	281000	277400
2016	287000	278700
2017	285000	280000
2018	307000	281300
2019	253000	282500
2031 Opening Year Trend		
2031	N/A	298600
2035 Mid-Year Trend		
2035	N/A	304100
2045 Design Year Trend		
2045	N/A	318400
TRANPLAN Forecasts/Trends		

Trend R-squared:	7.24%
Compounded Annual Historic Growth Rate:	0.46%
Compounded Growth Rate (2019 to Design Year):	0.46%
Printed:	11-May-22

Exponential Growth Option

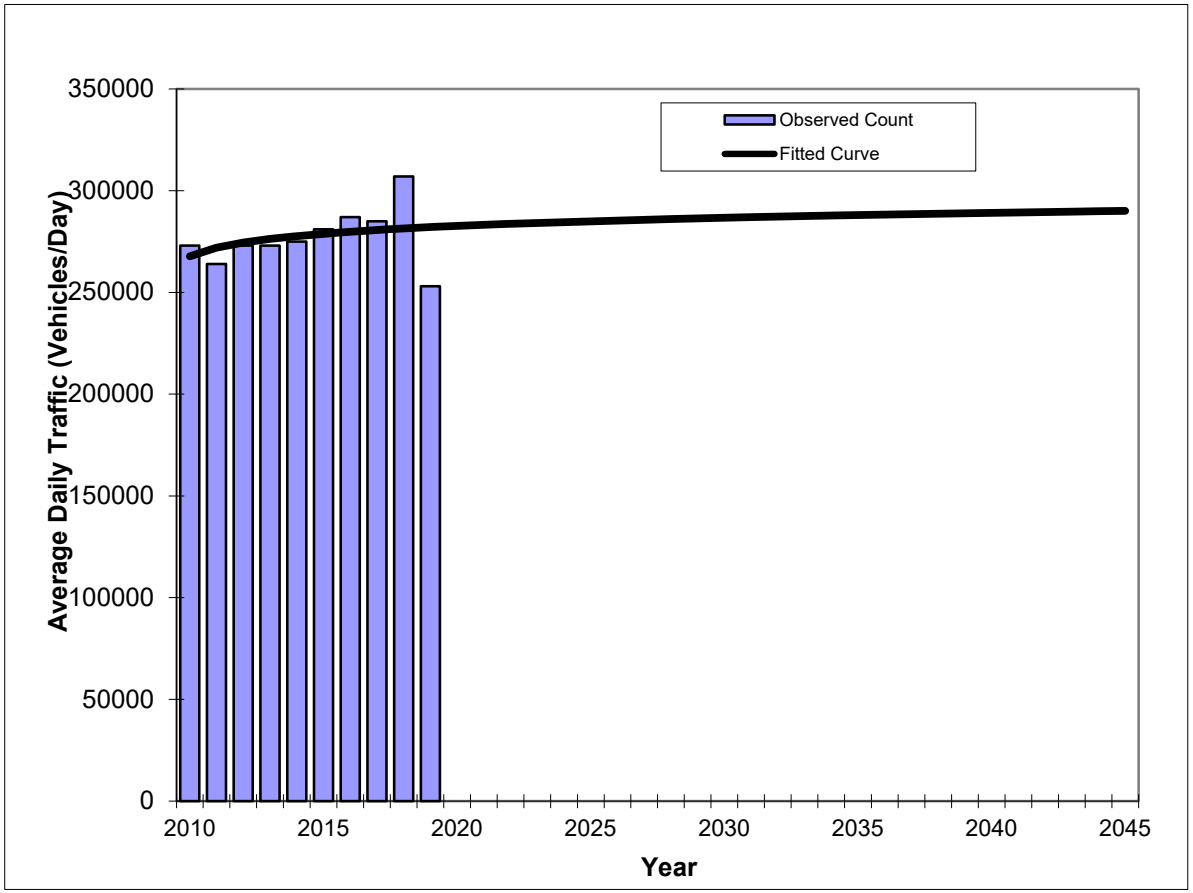
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 822/SHERIDAN ST

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	2454
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	273000	267700
2011	264000	272000
2012	273000	274500
2013	273000	276300
2014	275000	277700
2015	281000	278900
2016	287000	279800
2017	285000	280700
2018	307000	281400
2019	253000	282100
2031 Opening Year Trend		
2031	N/A	287000
2035 Mid-Year Trend		
2035	N/A	288000
2045 Design Year Trend		
2045	N/A	290100
TRANPLAN Forecasts/Trends		

Trend R-squared:	10.07%
Compounded Annual Historic Growth Rate:	0.58%
Compounded Growth Rate (2019 to Design Year):	0.11%
Printed:	11-May-22

Decaying Exponential Growth Option

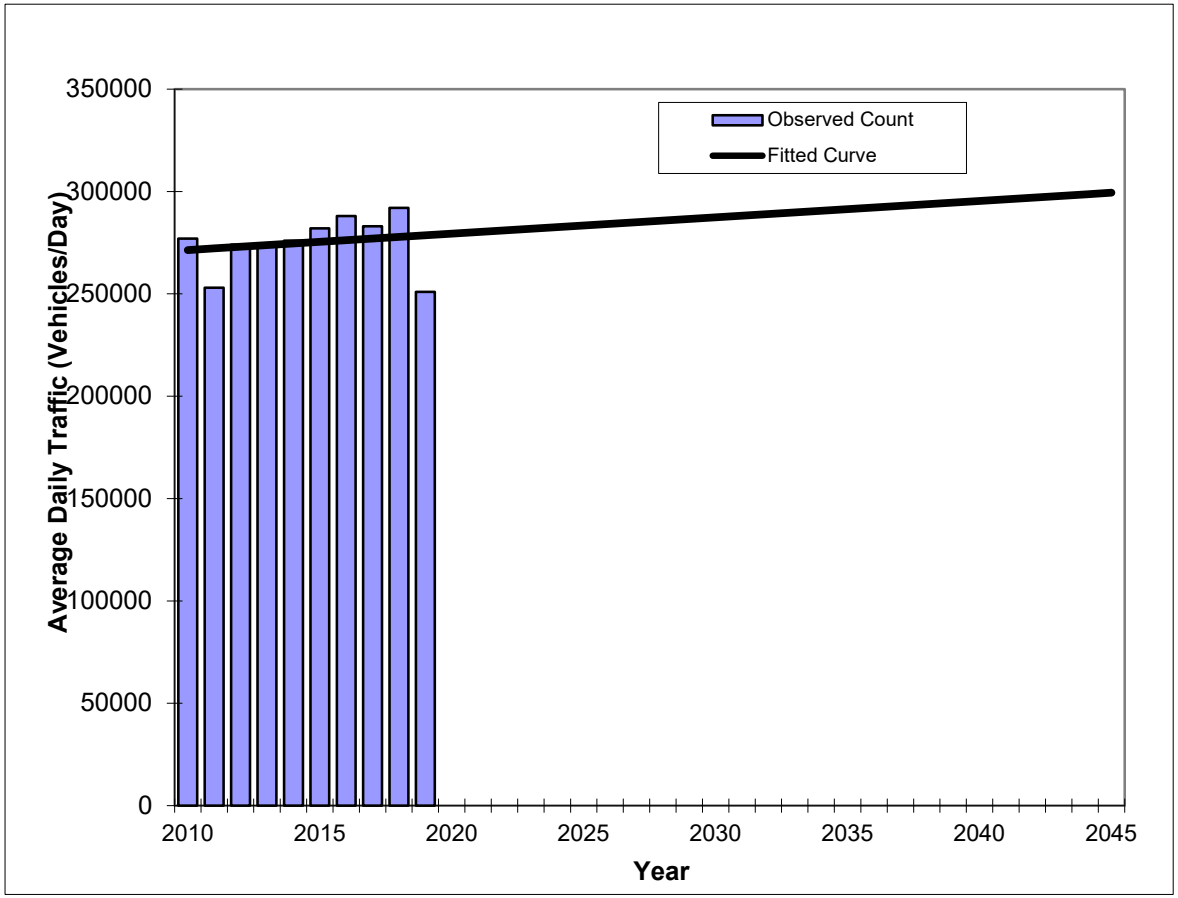
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 848/STIRLING RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2455
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	277000	271400
2011	253000	272200
2012	274000	273000
2013	274000	273800
2014	276000	274600
2015	282000	275400
2016	288000	276200
2017	283000	277000
2018	292000	277800
2019	251000	278600
2031 Opening Year Trend		
2031	N/A	288200
2035 Mid-Year Trend		
2035	N/A	291400
2045 Design Year Trend		
2045	N/A	299400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	800
Trend R-squared:	3.22%
Trend Annual Historic Growth Rate:	0.29%
Trend Growth Rate (2019 to Design Year):	0.29%
Printed:	4-Apr-22

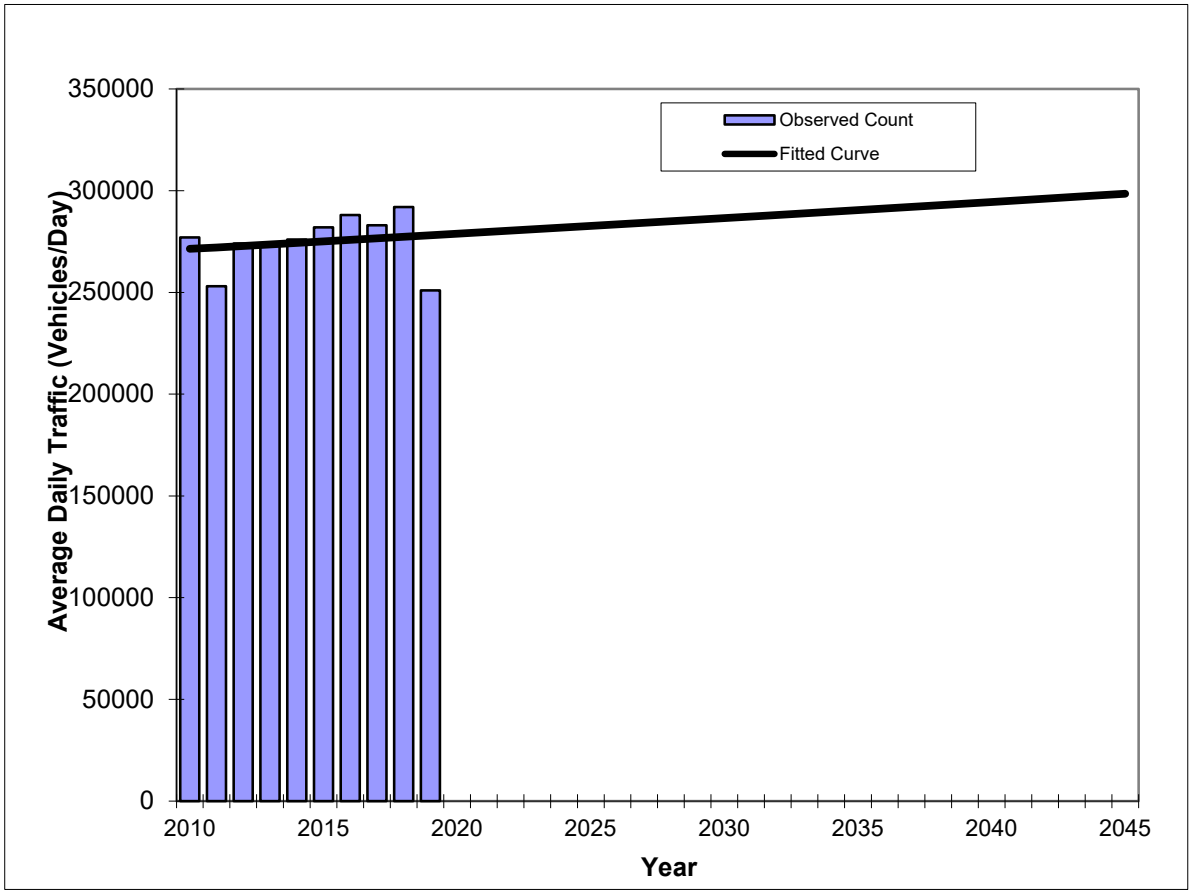
Straight Line Growth Option

Traffic Trends - V3.0

I-95 -- S OF SR 848/STIRLING RD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	2455
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	277000	271400
2011	253000	272100
2012	274000	272800
2013	274000	273600
2014	276000	274300
2015	282000	275100
2016	288000	275800
2017	283000	276600
2018	292000	277300
2019	251000	278100
2031 Opening Year Trend		
2031	N/A	287300
2035 Mid-Year Trend		
2035	N/A	290500
2045 Design Year Trend		
2045	N/A	298500
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.71%
Compounded Annual Historic Growth Rate:	0.27%
Compounded Growth Rate (2019 to Design Year):	0.27%
Printed:	11-May-22

Exponential Growth Option

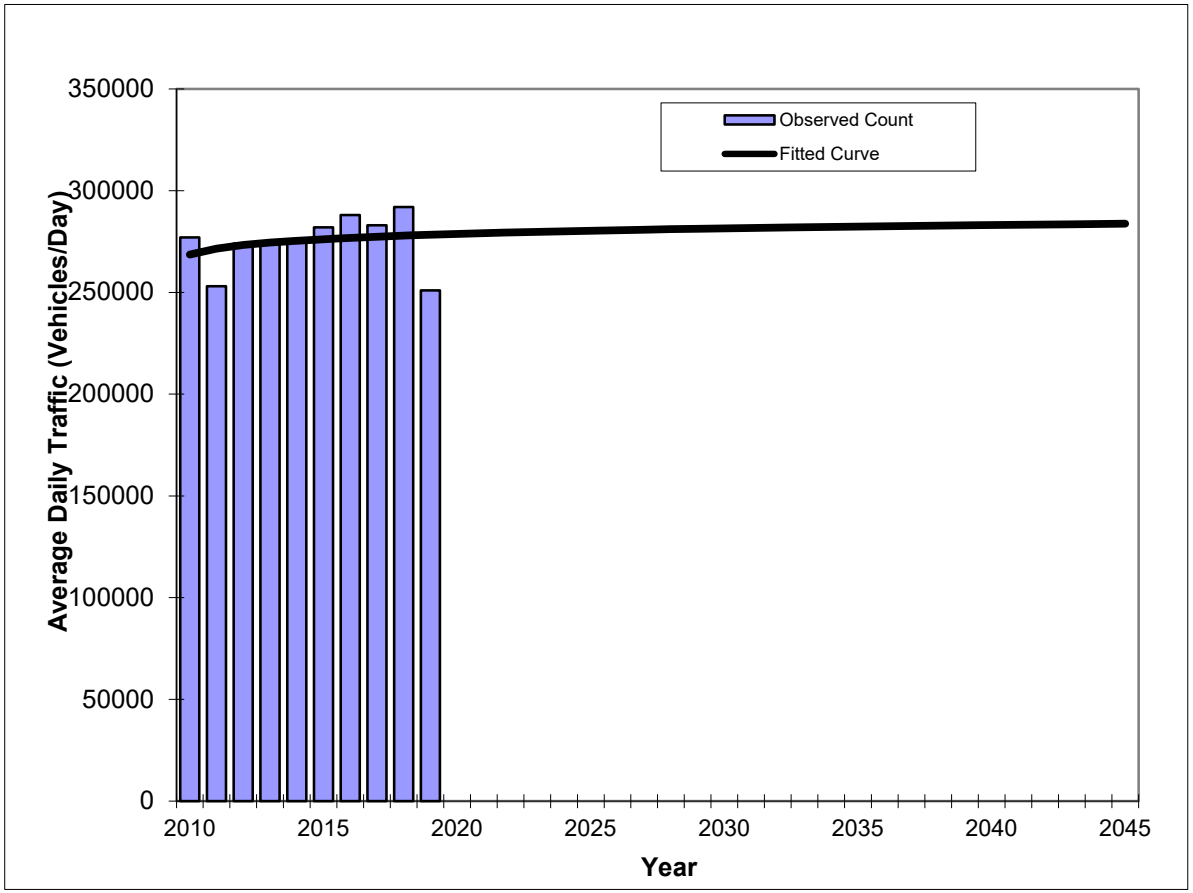
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 848/STIRLING RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2455
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	277000	268600
2011	253000	271500
2012	274000	273300
2013	274000	274500
2014	276000	275400
2015	282000	276200
2016	288000	276800
2017	283000	277400
2018	292000	277900
2019	251000	278300
2031 Opening Year Trend		
2031	N/A	281700
2035 Mid-Year Trend		
2035	N/A	282400
2045 Design Year Trend		
2045	N/A	283800
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.27%
Compounded Annual Historic Growth Rate:	0.39%
Compounded Growth Rate (2019 to Design Year):	0.08%
Printed:	11-May-22

Decaying Exponential Growth Option

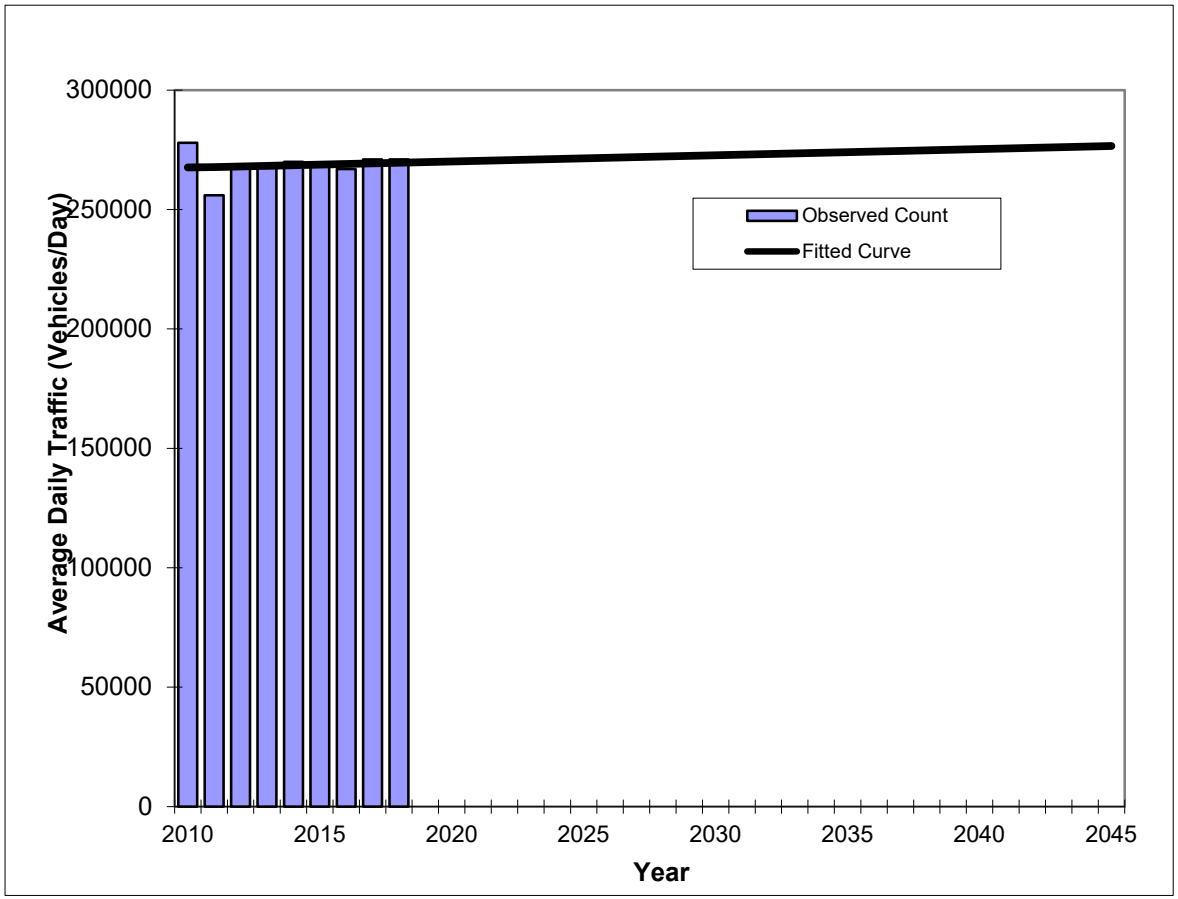
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 818/GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2456
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	278000	267600
2011	256000	267800
2012	268000	268100
2013	268000	268400
2014	270000	268600
2015	268500	268900
2016	267000	269100
2017	271000	269400
2018	271000	269600
2031 Opening Year Trend		
2031	N/A	273000
2035 Mid-Year Trend		
2035	N/A	274000
2045 Design Year Trend		
2045	N/A	276600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	258
Trend R-squared:	1.52%
Trend Annual Historic Growth Rate:	0.09%
Trend Growth Rate (2018 to Design Year):	0.10%
Printed:	4-Apr-22

Straight Line Growth Option

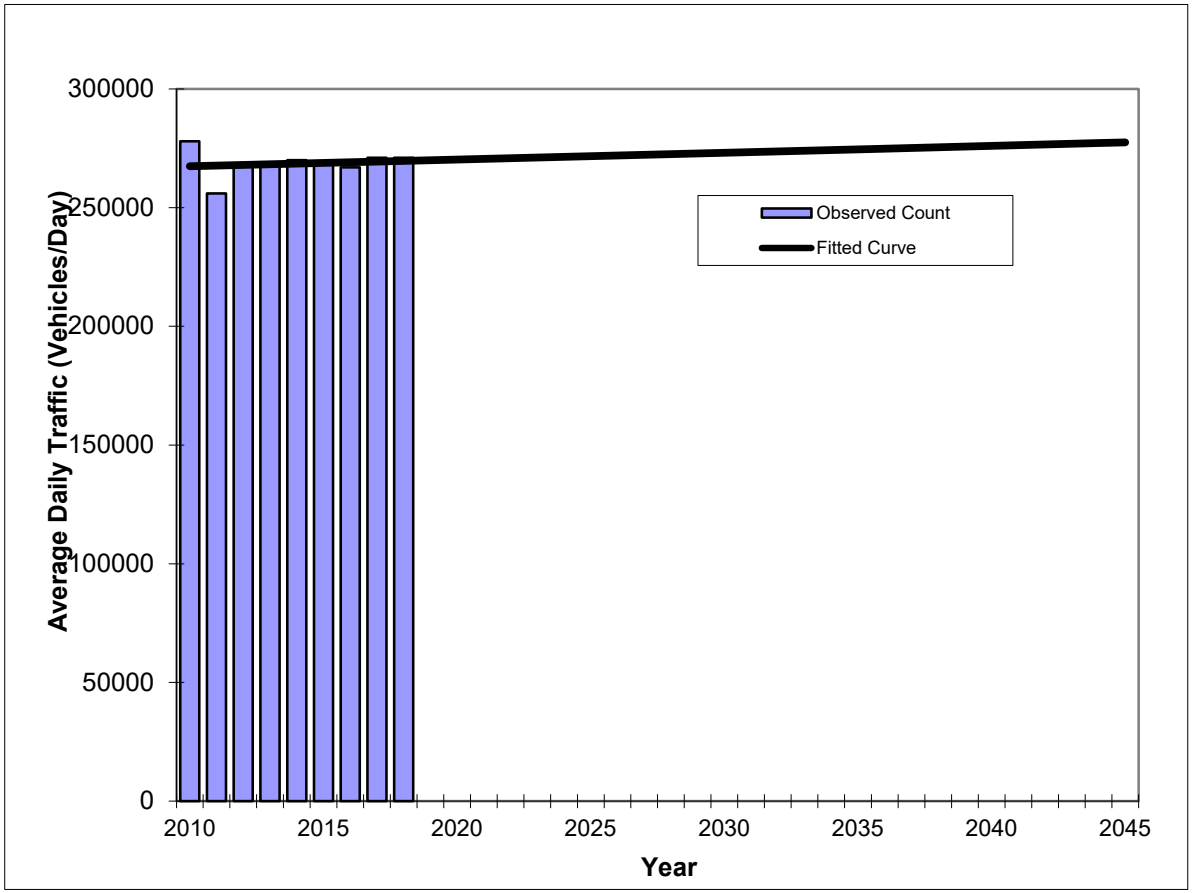
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- S OF SR 818/GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2456
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	278000	267400
2011	256000	267700
2012	268000	268000
2013	268000	268300
2014	270000	268600
2015	268500	268800
2016	267000	269100
2017	271000	269400
2018	271000	269700
2031 Opening Year Trend		
2031	N/A	273400
2035 Mid-Year Trend		
2035	N/A	274600
2045 Design Year Trend		
2045	N/A	277500
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.79%
Compounded Annual Historic Growth Rate:	0.11%
Compounded Growth Rate (2018 to Design Year):	0.11%
Printed:	11-May-22

Exponential Growth Option

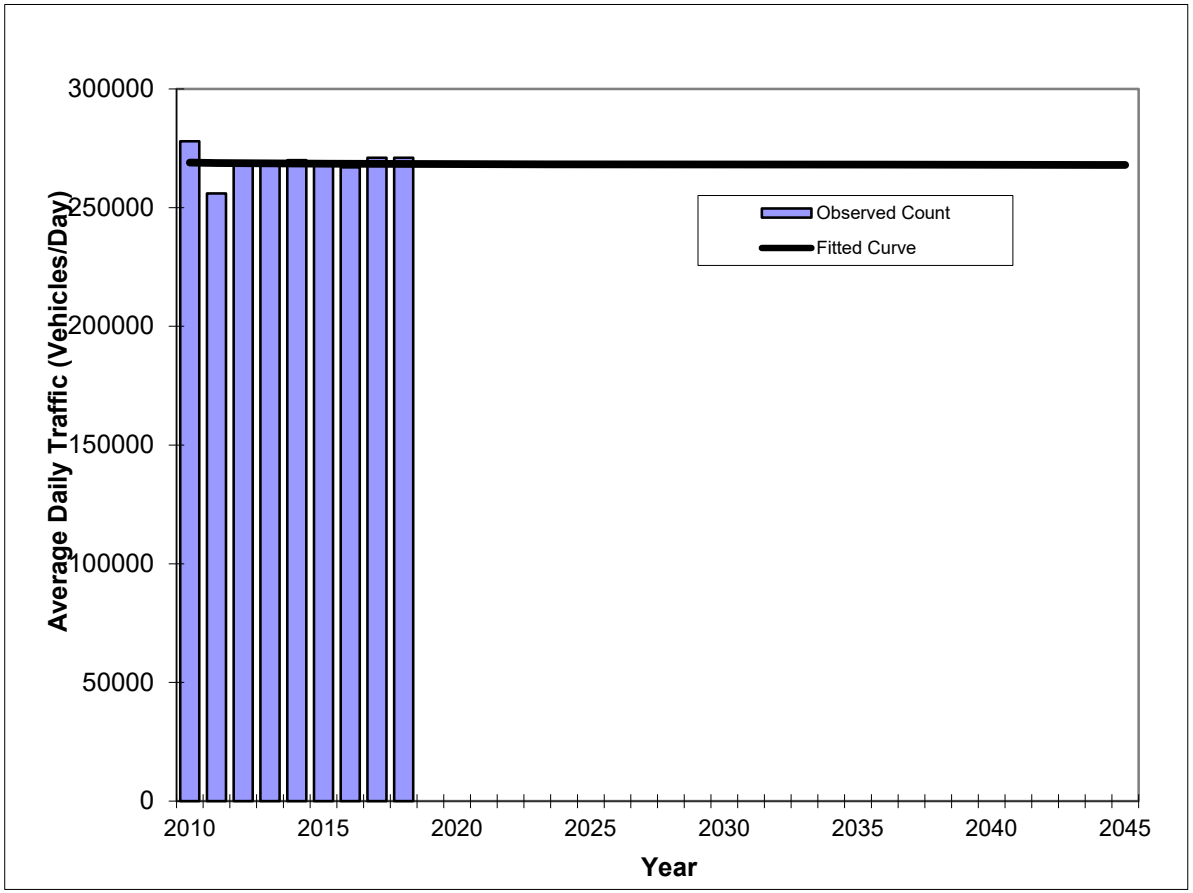
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 818/GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2456
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	278000	269000
2011	256000	268800
2012	268000	268700
2013	268000	268600
2014	270000	268600
2015	268500	268500
2016	267000	268500
2017	271000	268400
2018	271000	268400
2031 Opening Year Trend		
2031	N/A	268200
2035 Mid-Year Trend		
2035	N/A	268100
2045 Design Year Trend		
2045	N/A	268000
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.12%
Compounded Annual Historic Growth Rate:	-0.03%
Compounded Growth Rate (2018 to Design Year):	-0.01%
Printed:	11-May-22

Decaying Exponential Growth Option

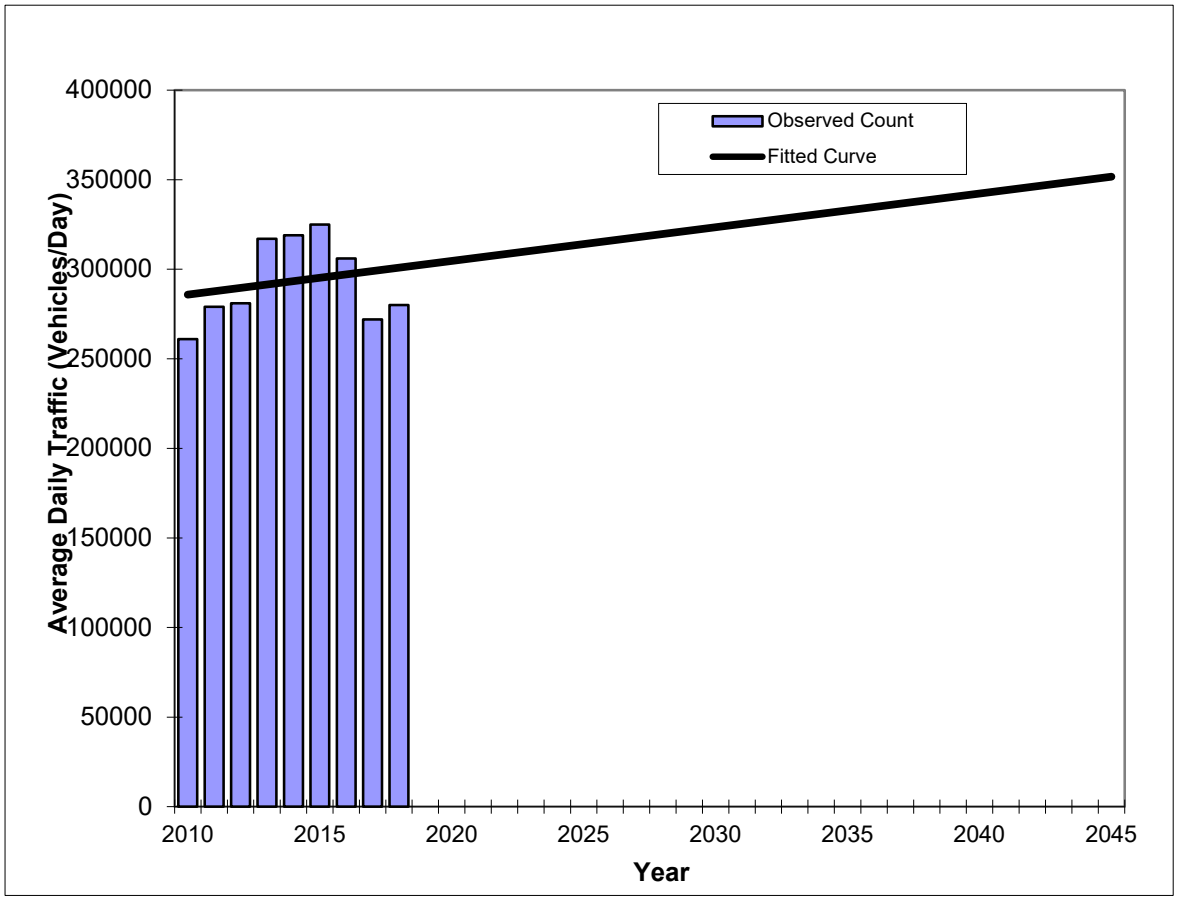
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 862/I-595

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2458
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	261000	285800
2011	279000	287700
2012	281000	289600
2013	317000	291500
2014	319000	293300
2015	325000	295200
2016	306000	297100
2017	272000	299000
2018	280000	300900
2031 Opening Year Trend		
2031	N/A	325400
2035 Mid-Year Trend		
2035	N/A	332900
2045 Design Year Trend		
2045	N/A	351700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,883
Trend R-squared:	4.82%
Trend Annual Historic Growth Rate:	0.66%
Trend Growth Rate (2018 to Design Year):	0.63%
Printed:	5-Apr-22

Straight Line Growth Option

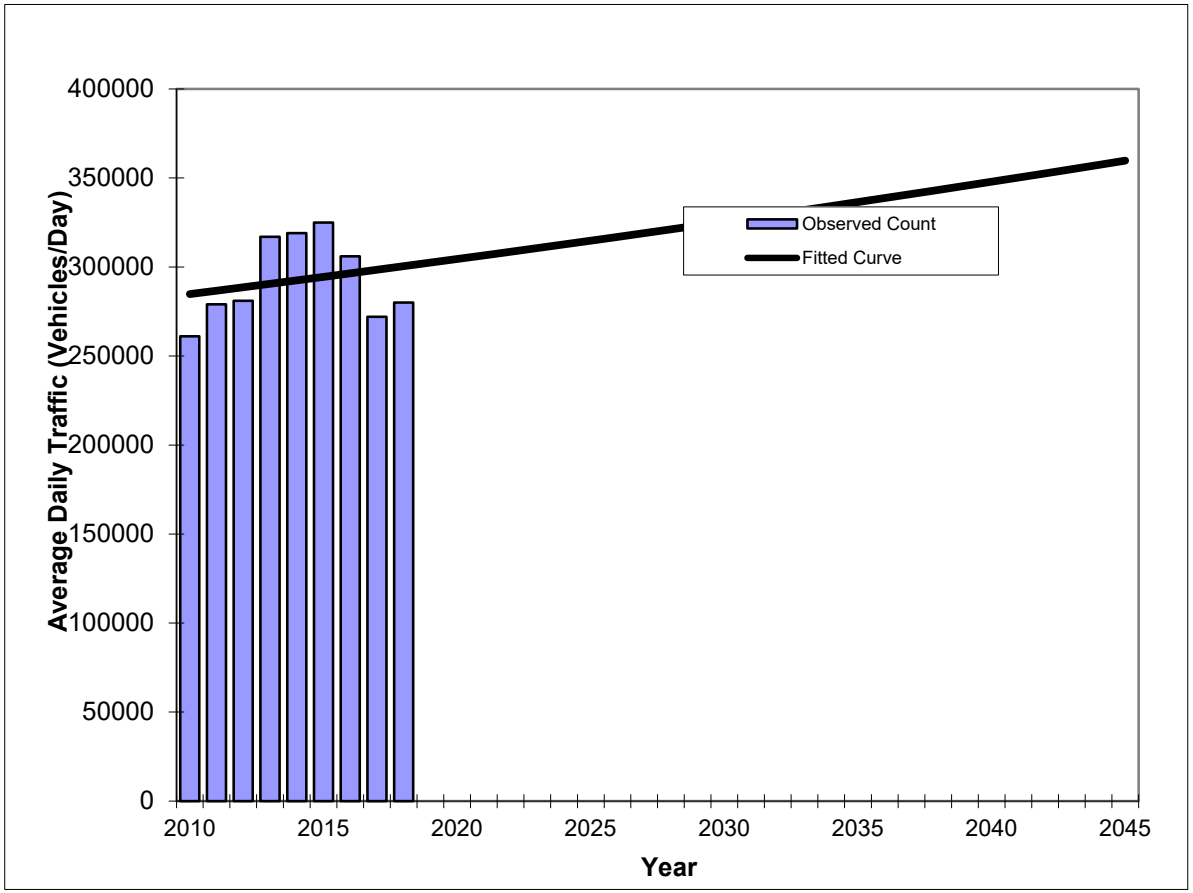
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- S OF SR 862/I-595

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2458
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	261000	284800
2011	279000	286700
2012	281000	288600
2013	317000	290600
2014	319000	292500
2015	325000	294500
2016	306000	296400
2017	272000	298400
2018	280000	300400
2031 Opening Year Trend		
2031	N/A	327600
2035 Mid-Year Trend		
2035	N/A	336500
2045 Design Year Trend		
2045	N/A	359700
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.22%
Compounded Annual Historic Growth Rate:	0.67%
Compounded Growth Rate (2018 to Design Year):	0.67%
Printed:	11-May-22

Exponential Growth Option

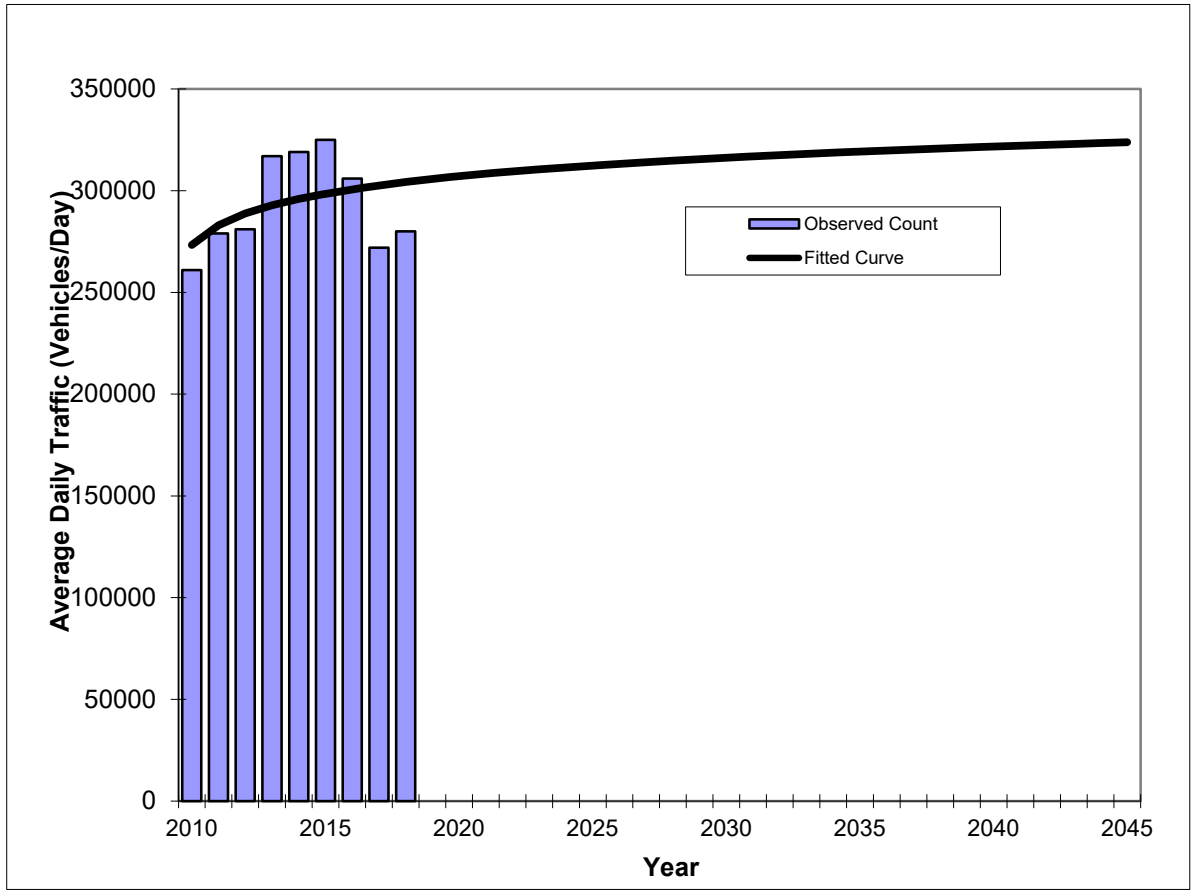
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 862/I-595

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2458
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	261000	273300
2011	279000	283000
2012	281000	288800
2013	317000	292800
2014	319000	296000
2015	325000	298500
2016	306000	300700
2017	272000	302600
2018	280000	304300
2031 Opening Year Trend		
2031	N/A	316900
2035 Mid-Year Trend		
2035	N/A	319200
2045 Design Year Trend		
2045	N/A	323800
TRANPLAN Forecasts/Trends		

Trend R-squared:	18.63%
Compounded Annual Historic Growth Rate:	1.35%
Compounded Growth Rate (2018 to Design Year):	0.23%
Printed:	11-May-22

Decaying Exponential Growth Option

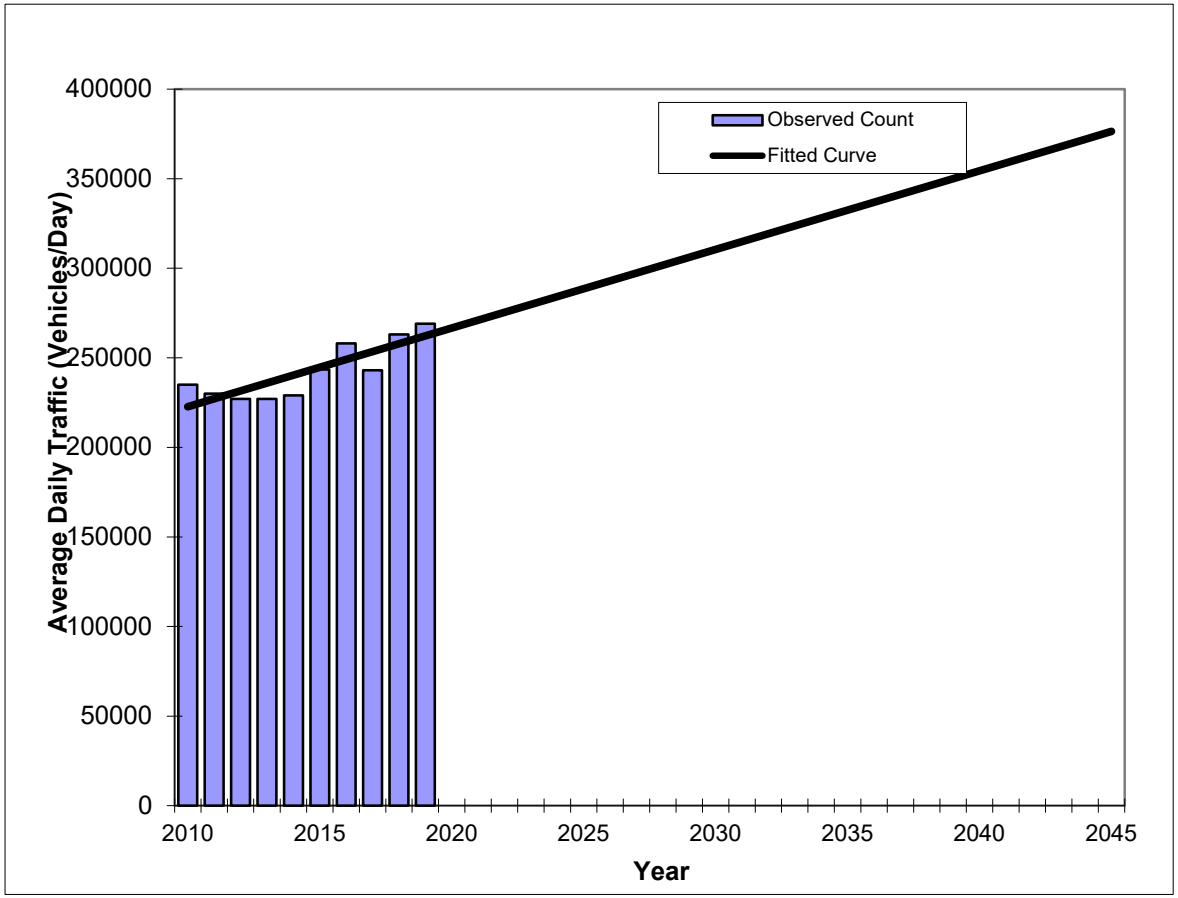
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 858/HALLANDALE BCH BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2487+1487
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	235000	222700
2011	230000	227100
2012	227000	231500
2013	227000	235900
2014	229000	240300
2015	243500	244600
2016	258000	249000
2017	243000	253400
2018	263000	257800
2019	269000	262200
2031 Opening Year Trend		
2031	N/A	314900
2035 Mid-Year Trend		
2035	N/A	332500
2045 Design Year Trend		
2045	N/A	376400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	4,391
Trend R-squared:	71.03%
Trend Annual Historic Growth Rate:	1.97%
Trend Growth Rate (2019 to Design Year):	1.68%
Printed:	5-Apr-22

Straight Line Growth Option

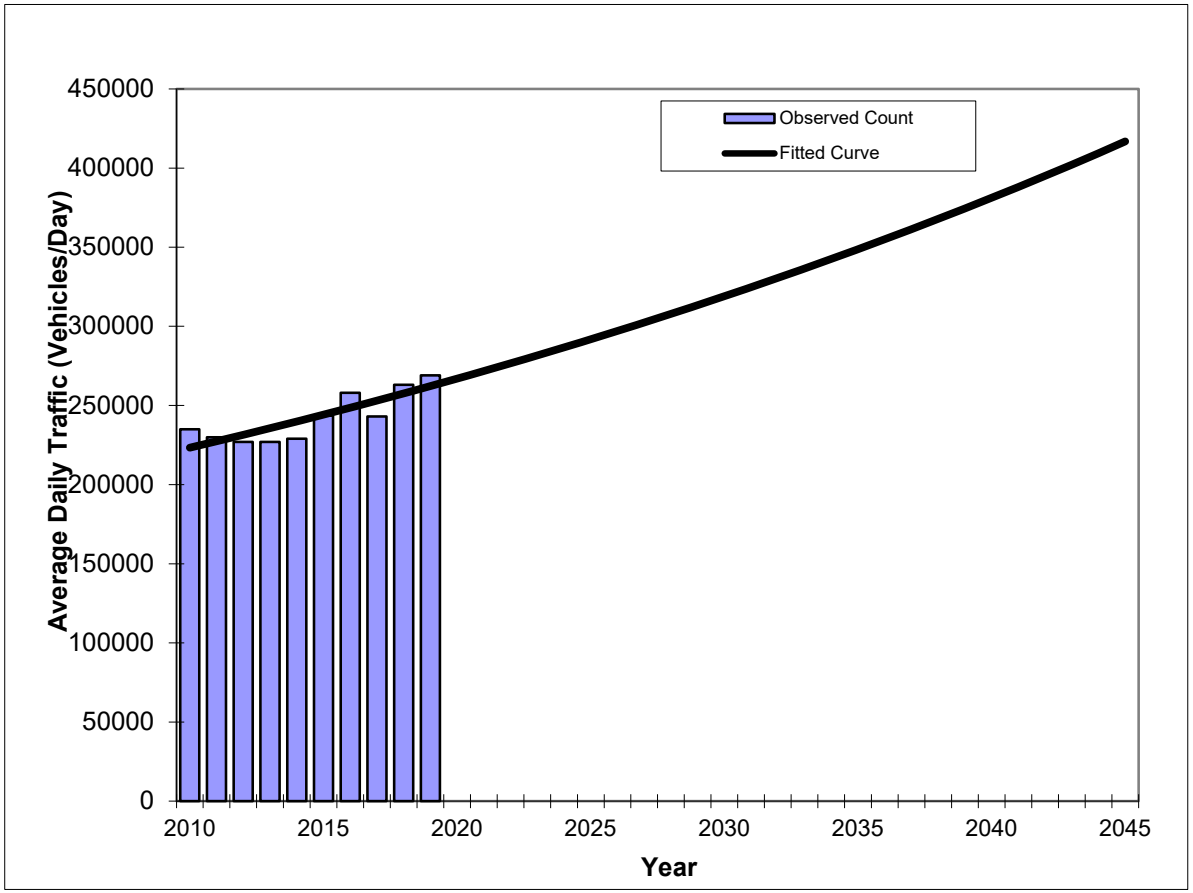
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- S OF SR 858/HALLANDALE BCH BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2487+1487
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	235000	223300
2011	230000	227400
2012	227000	231500
2013	227000	235600
2014	229000	239900
2015	243500	244200
2016	258000	248600
2017	243000	253000
2018	263000	257600
2019	269000	262200
2031 Opening Year Trend		
2031	N/A	324700
2035 Mid-Year Trend		
2035	N/A	348700
2045 Design Year Trend		
2045	N/A	416800
TRANPLAN Forecasts/Trends		

Trend R-squared:	70.91%
Compounded Annual Historic Growth Rate:	1.80%
Compounded Growth Rate (2019 to Design Year):	1.80%
Printed:	11-May-22

Exponential Growth Option

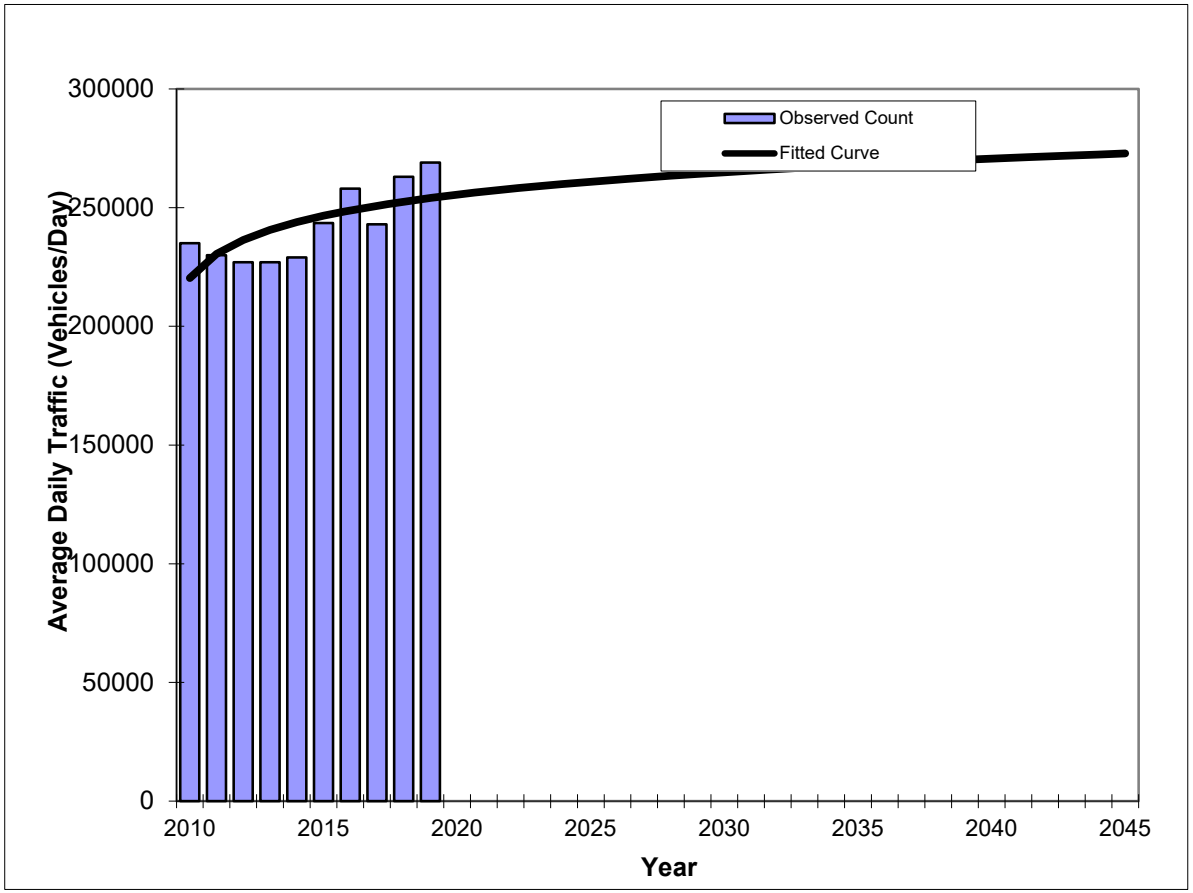
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 858/HALLANDALE BCH BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2487+1487
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	235000	220300
2011	230000	230500
2012	227000	236400
2013	227000	240600
2014	229000	243900
2015	243500	246600
2016	258000	248800
2017	243000	250800
2018	263000	252500
2019	269000	254100
2031 Opening Year Trend		
2031	N/A	265600
2035 Mid-Year Trend		
2035	N/A	268100
2045 Design Year Trend		
2045	N/A	272800
TRANPLAN Forecasts/Trends		

Trend R-squared:	46.42%
Compounded Annual Historic Growth Rate:	1.60%
Compounded Growth Rate (2019 to Design Year):	0.27%
Printed:	11-May-22

Decaying Exponential Growth Option

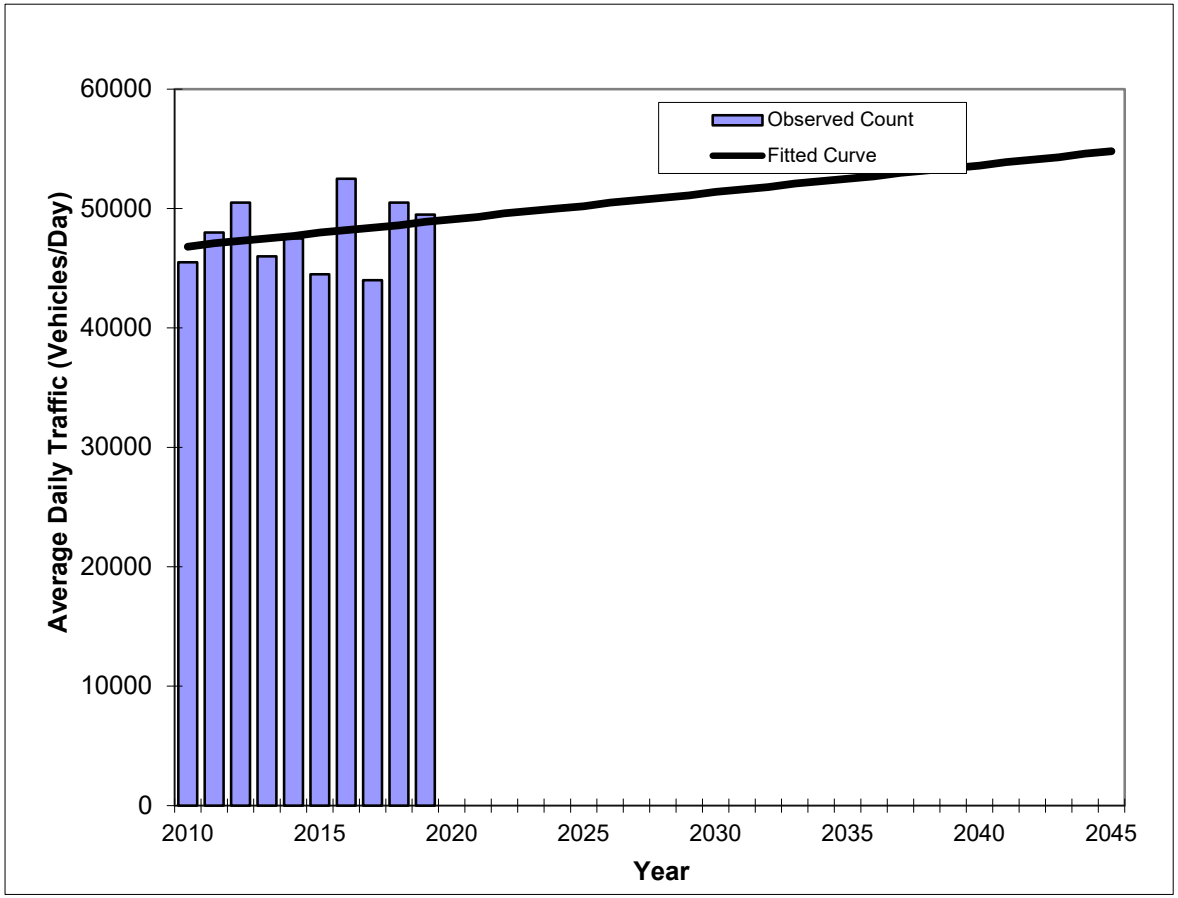
***Axle-Adjusted**

Traffic Trends - V3.0

SHERIDAN ST -- W OF N 29 AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5173
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45500	46800
2011	48000	47100
2012	50500	47300
2013	46000	47500
2014	47500	47700
2015	44500	48000
2016	52500	48200
2017	44000	48400
2018	50500	48600
2019	49500	48900
2031 Opening Year Trend		
2031	N/A	51600
2035 Mid-Year Trend		
2035	N/A	52500
2045 Design Year Trend		
2045	N/A	54800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	227
Trend R-squared:	5.80%
Trend Annual Historic Growth Rate:	0.50%
Trend Growth Rate (2019 to Design Year):	0.46%
Printed:	4-Apr-22

Straight Line Growth Option

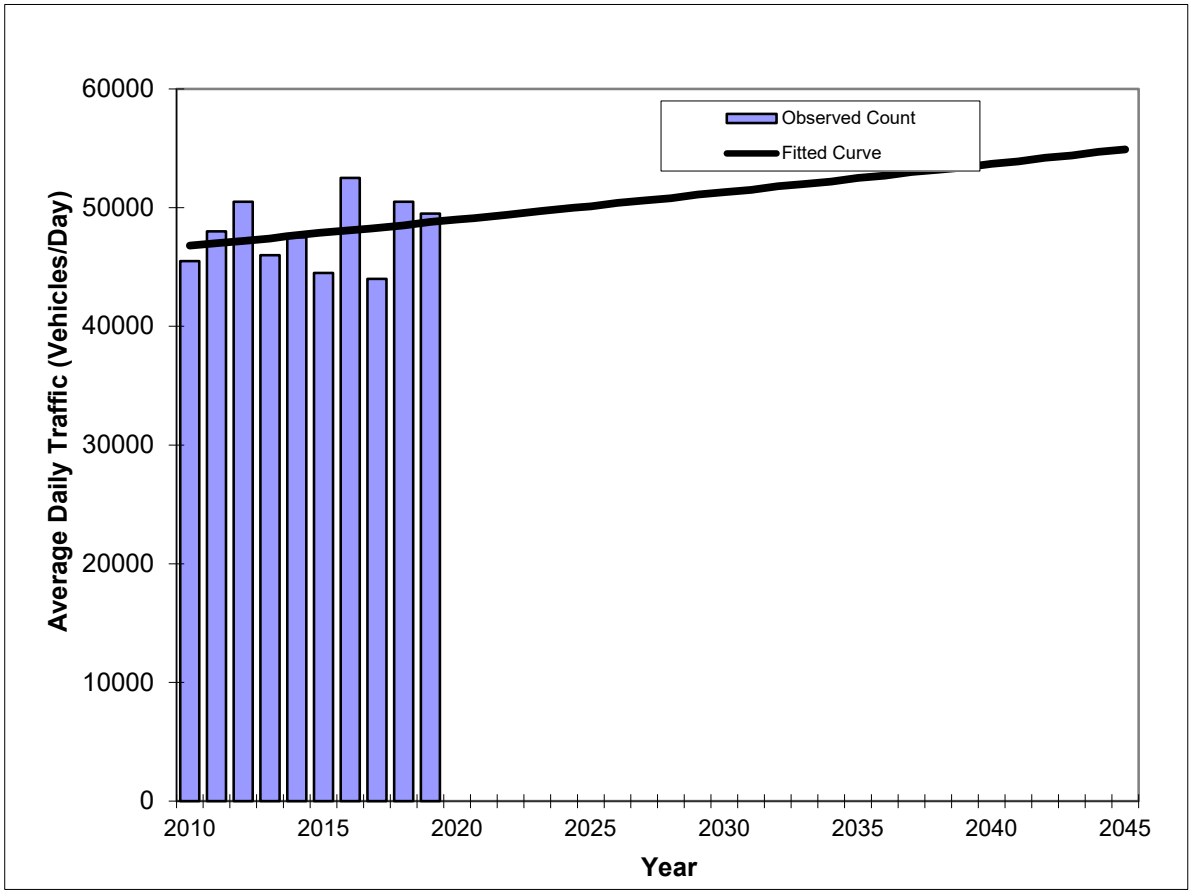
*Axle-Adjusted

Traffic Trends - V3.0

SHERIDAN ST -- W OF N 29 AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5173
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45500	46800
2011	48000	47000
2012	50500	47200
2013	46000	47400
2014	47500	47700
2015	44500	47900
2016	52500	48100
2017	44000	48300
2018	50500	48500
2019	49500	48800
2031 Opening Year Trend		
2031	N/A	51500
2035 Mid-Year Trend		
2035	N/A	52500
2045 Design Year Trend		
2045	N/A	54900
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.41%
Compounded Annual Historic Growth Rate:	0.47%
Compounded Growth Rate (2019 to Design Year):	0.45%
Printed:	11-May-22

Exponential Growth Option

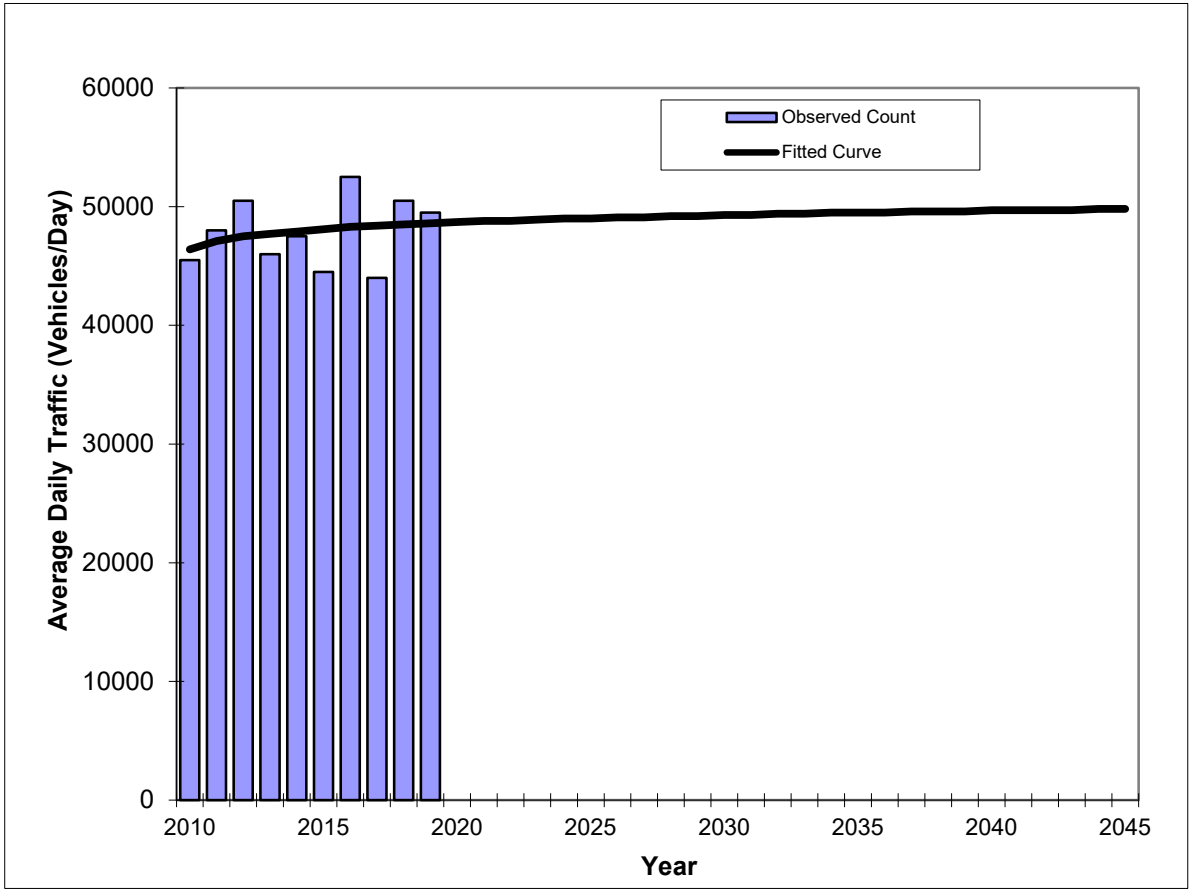
***Axle-Adjusted**

Traffic Trends - V3.0

SHERIDAN ST -- W OF N 29 AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5173
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45500	46400
2011	48000	47100
2012	50500	47500
2013	46000	47700
2014	47500	47900
2015	44500	48100
2016	52500	48300
2017	44000	48400
2018	50500	48500
2019	49500	48600
2031 Opening Year Trend		
2031	N/A	49300
2035 Mid-Year Trend		
2035	N/A	49500
2045 Design Year Trend		
2045	N/A	49800
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.82%
Compounded Annual Historic Growth Rate:	0.52%
Compounded Growth Rate (2019 to Design Year):	0.09%
Printed:	11-May-22

Decaying Exponential Growth Option

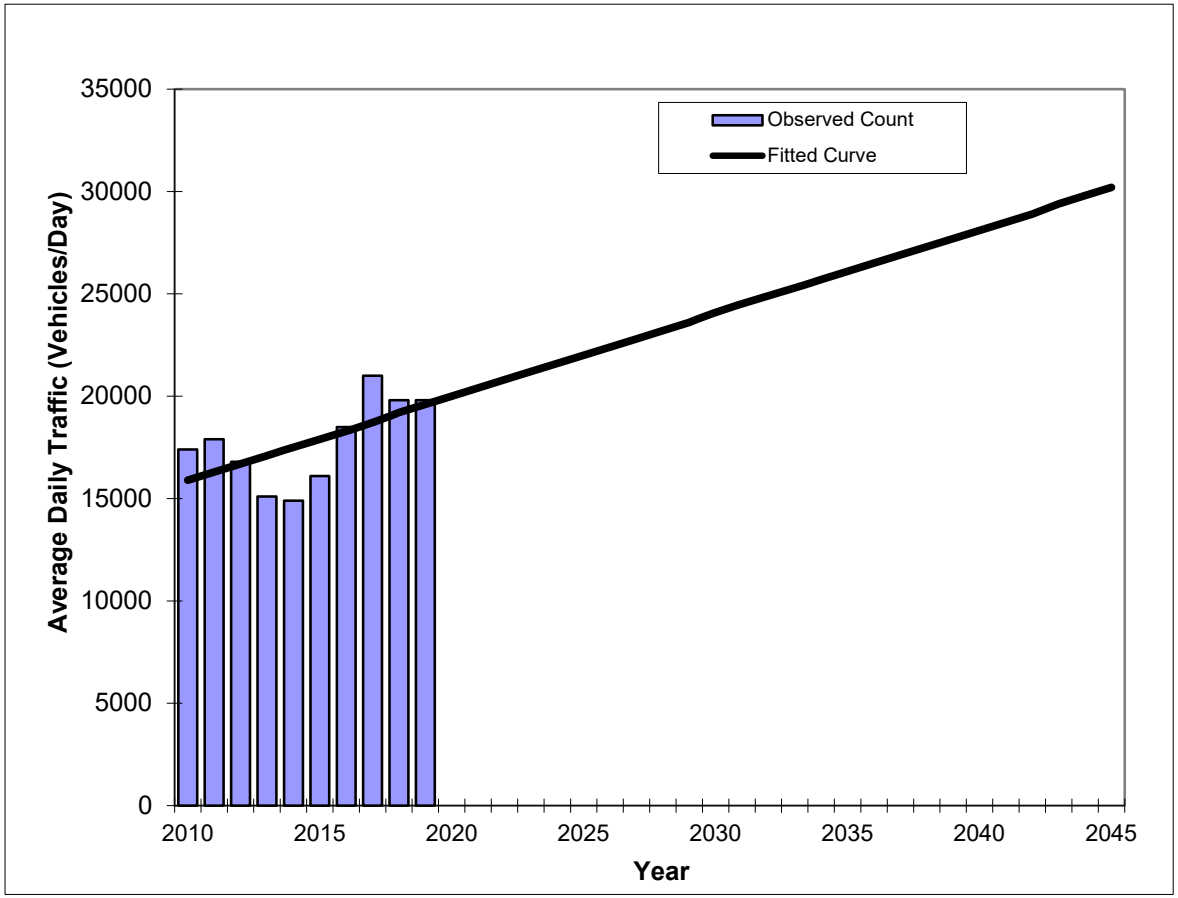
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF US 1

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5299
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	17400	15900
2011	17900	16300
2012	16800	16700
2013	15100	17100
2014	14900	17500
2015	16100	17900
2016	18500	18300
2017	21000	18700
2018	19800	19200
2019	19800	19600
2031 Opening Year Trend		
2031	N/A	24500
2035 Mid-Year Trend		
2035	N/A	26100
2045 Design Year Trend		
2045	N/A	30200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	408
Trend R-squared:	35.70%
Trend Annual Historic Growth Rate:	2.59%
Trend Growth Rate (2019 to Design Year):	2.08%
Printed:	4-Apr-22

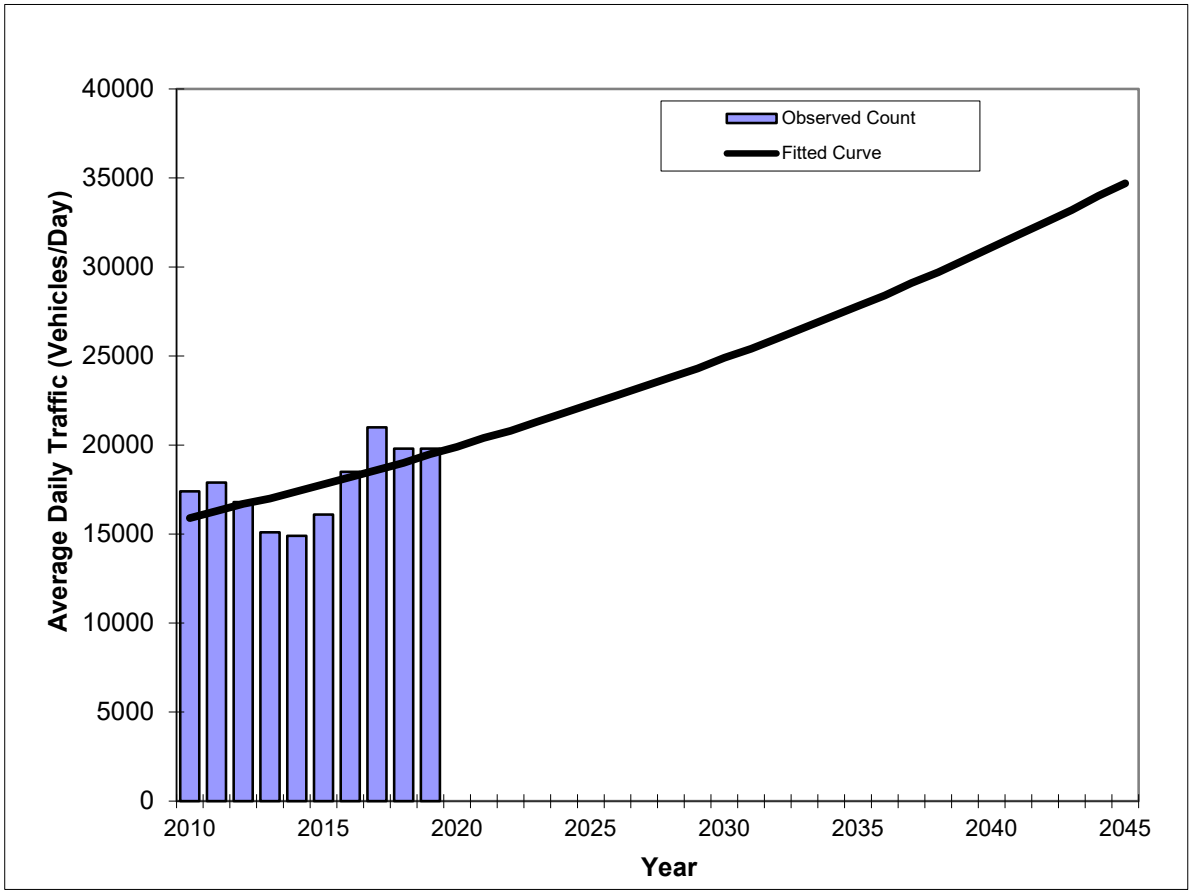
Straight Line Growth Option

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF US 1

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5299
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	17400	15900
2011	17900	16300
2012	16800	16700
2013	15100	17000
2014	14900	17400
2015	16100	17800
2016	18500	18200
2017	21000	18600
2018	19800	19000
2019	19800	19500
2031 Opening Year Trend		
2031	N/A	25400
2035 Mid-Year Trend		
2035	N/A	27800
2045 Design Year Trend		
2045	N/A	34700
TRANPLAN Forecasts/Trends		

Trend R-squared:	33.17%
Compounded Annual Historic Growth Rate:	2.29%
Compounded Growth Rate (2019 to Design Year):	2.24%
Printed:	11-May-22

Exponential Growth Option

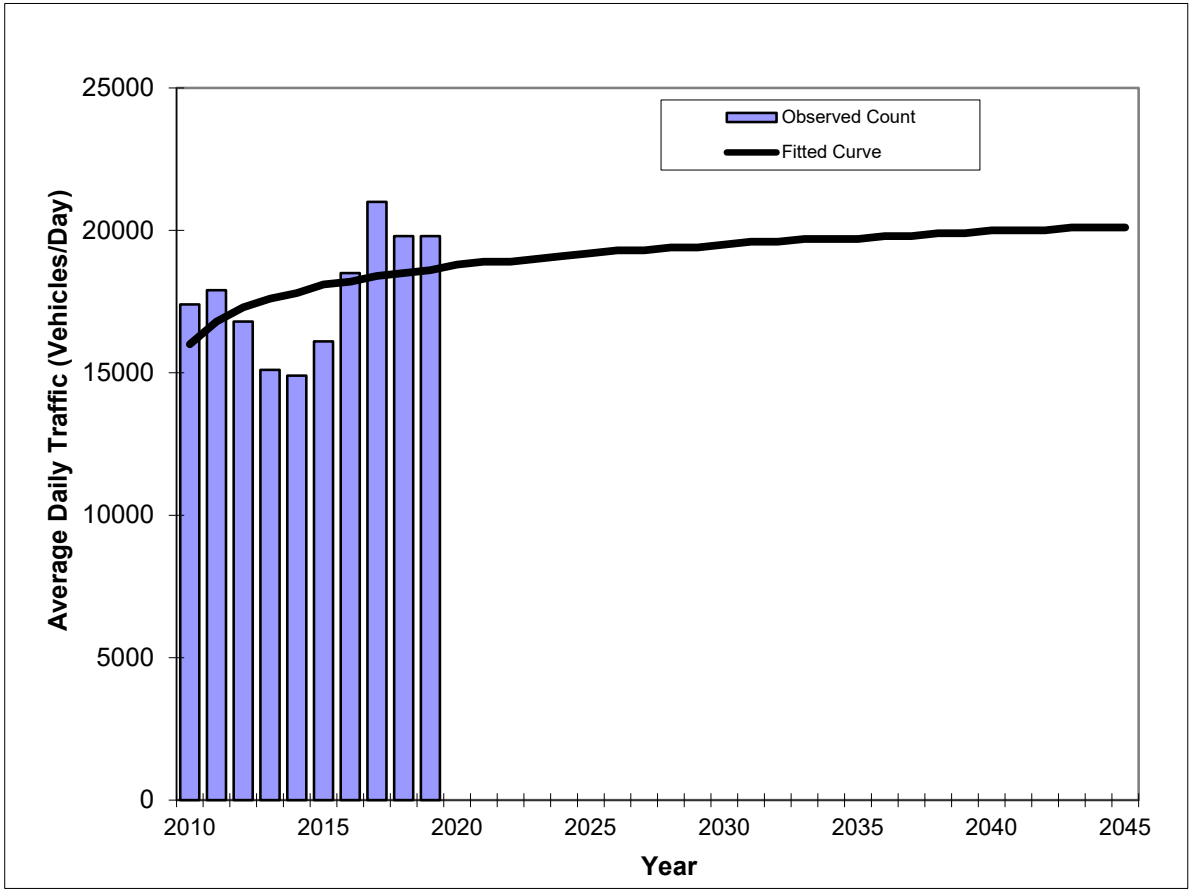
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF US 1

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5299
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	17400	16000
2011	17900	16800
2012	16800	17300
2013	15100	17600
2014	14900	17800
2015	16100	18100
2016	18500	18200
2017	21000	18400
2018	19800	18500
2019	19800	18600
2031 Opening Year Trend		
2031	N/A	19600
2035 Mid-Year Trend		
2035	N/A	19700
2045 Design Year Trend		
2045	N/A	20100
TRANPLAN Forecasts/Trends		

Trend R-squared:	16.80%
Compounded Annual Historic Growth Rate:	1.69%
Compounded Growth Rate (2019 to Design Year):	0.30%
Printed:	11-May-22

Decaying Exponential Growth Option

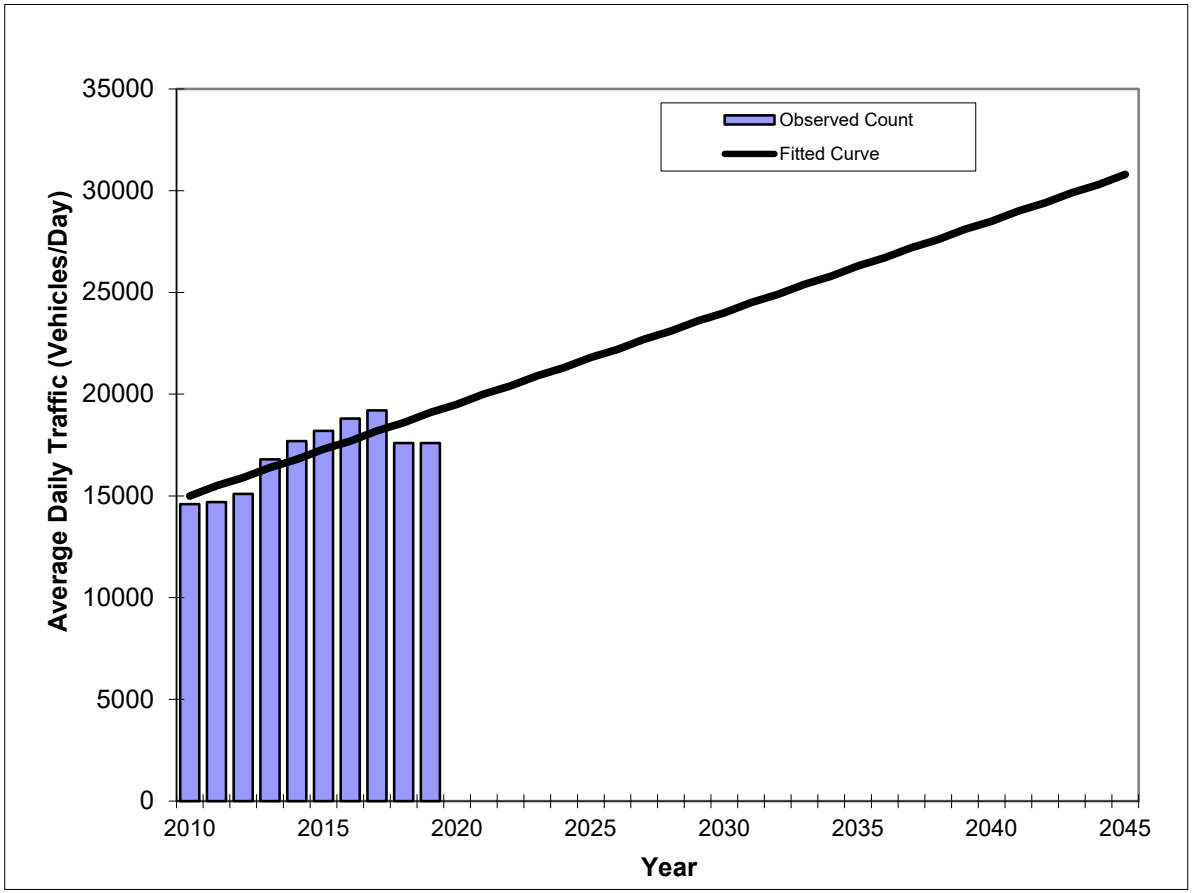
***Axle-Adjusted**

Traffic Trends - V3.0

RAVENSWOOD RD -- S OF GRIFFIN ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	8124
Highway:	RAVENSWOOD RD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	14600	15000
2011	14700	15500
2012	15100	15900
2013	16800	16400
2014	17700	16800
2015	18200	17300
2016	18800	17700
2017	19200	18200
2018	17600	18600
2019	17600	19100
2031 Opening Year Trend		
2031	N/A	24500
2035 Mid-Year Trend		
2035	N/A	26300
2045 Design Year Trend		
2045	N/A	30800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	450
Trend R-squared:	65.81%
Trend Annual Historic Growth Rate:	3.04%
Trend Growth Rate (2019 to Design Year):	2.36%
Printed:	11-May-22

Straight Line Growth Option

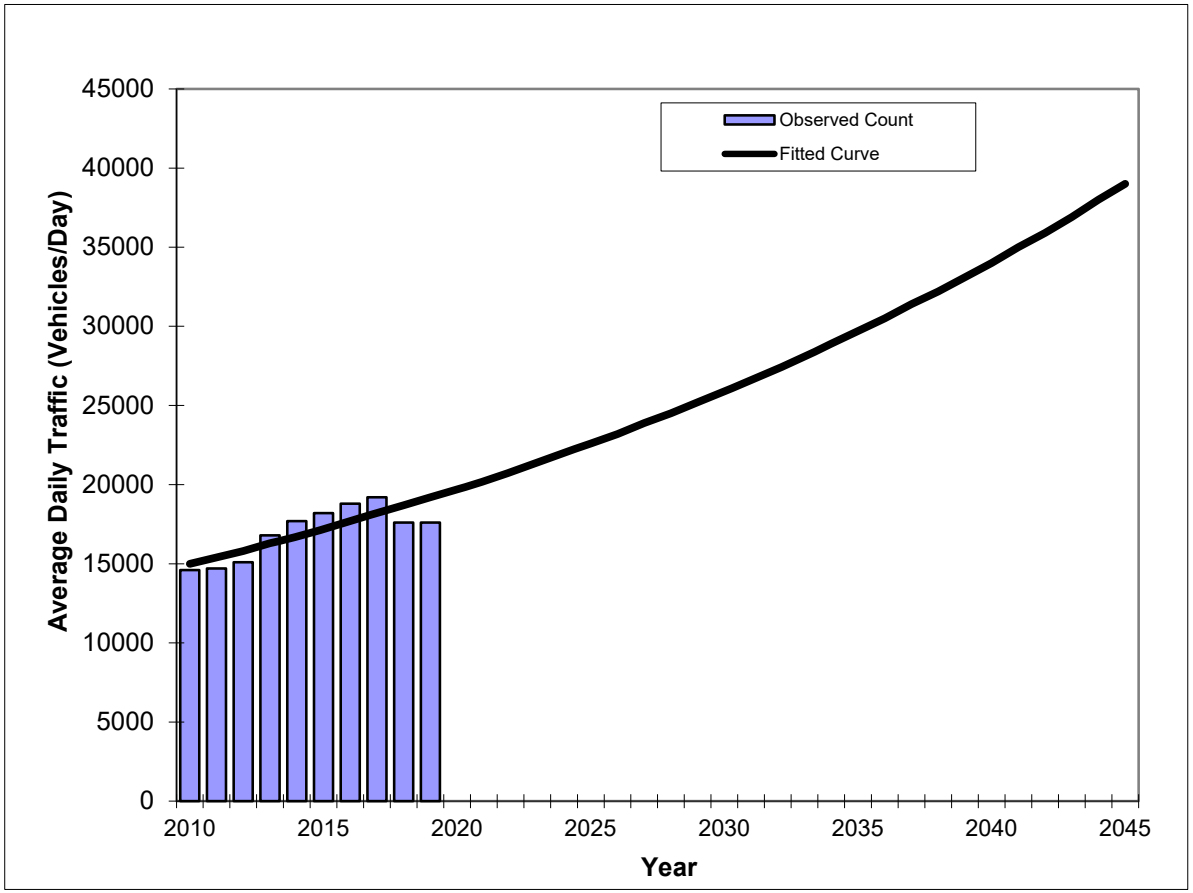
***Axle-Adjusted**

Traffic Trends - V3.0

RAVENSWOOD RD -- S OF GRIFFIN ROAD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	8124
Highway:	RAVENSWOOD RD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	14600	15000
2011	14700	15400
2012	15100	15800
2013	16800	16300
2014	17700	16700
2015	18200	17200
2016	18800	17700
2017	19200	18200
2018	17600	18700
2019	17600	19200
2031 Opening Year Trend		
2031	N/A	26600
2035 Mid-Year Trend		
2035	N/A	29700
2045 Design Year Trend		
2045	N/A	39000
TRANPLAN Forecasts/Trends		

Trend R-squared:	66.93%
Compounded Annual Historic Growth Rate:	2.78%
Compounded Growth Rate (2019 to Design Year):	2.76%
Printed:	11-May-22

Exponential Growth Option

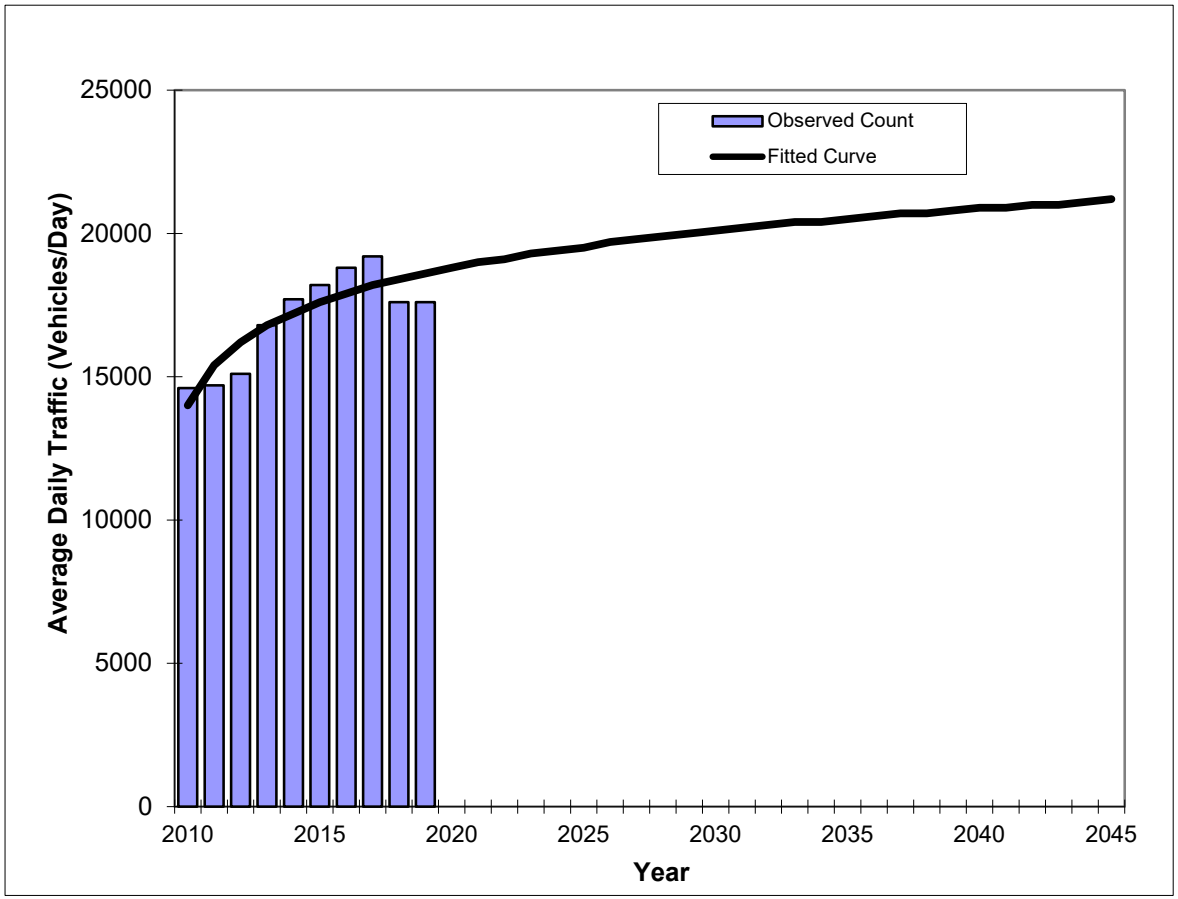
***Axle-Adjusted**

Traffic Trends - V3.0

RAVENSWOOD RD -- S OF GRIFFIN ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	8124
Highway:	RAVENSWOOD RD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	14600	14000
2011	14700	15400
2012	15100	16200
2013	16800	16800
2014	17700	17200
2015	18200	17600
2016	18800	17900
2017	19200	18200
2018	17600	18400
2019	17600	18600
2031 Opening Year Trend		
2031	N/A	20200
2035 Mid-Year Trend		
2035	N/A	20500
2045 Design Year Trend		
2045	N/A	21200
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.62%
Compounded Annual Historic Growth Rate:	3.21%
Compounded Growth Rate (2019 to Design Year):	0.50%
Printed:	4-Apr-22

Decaying Exponential Growth Option

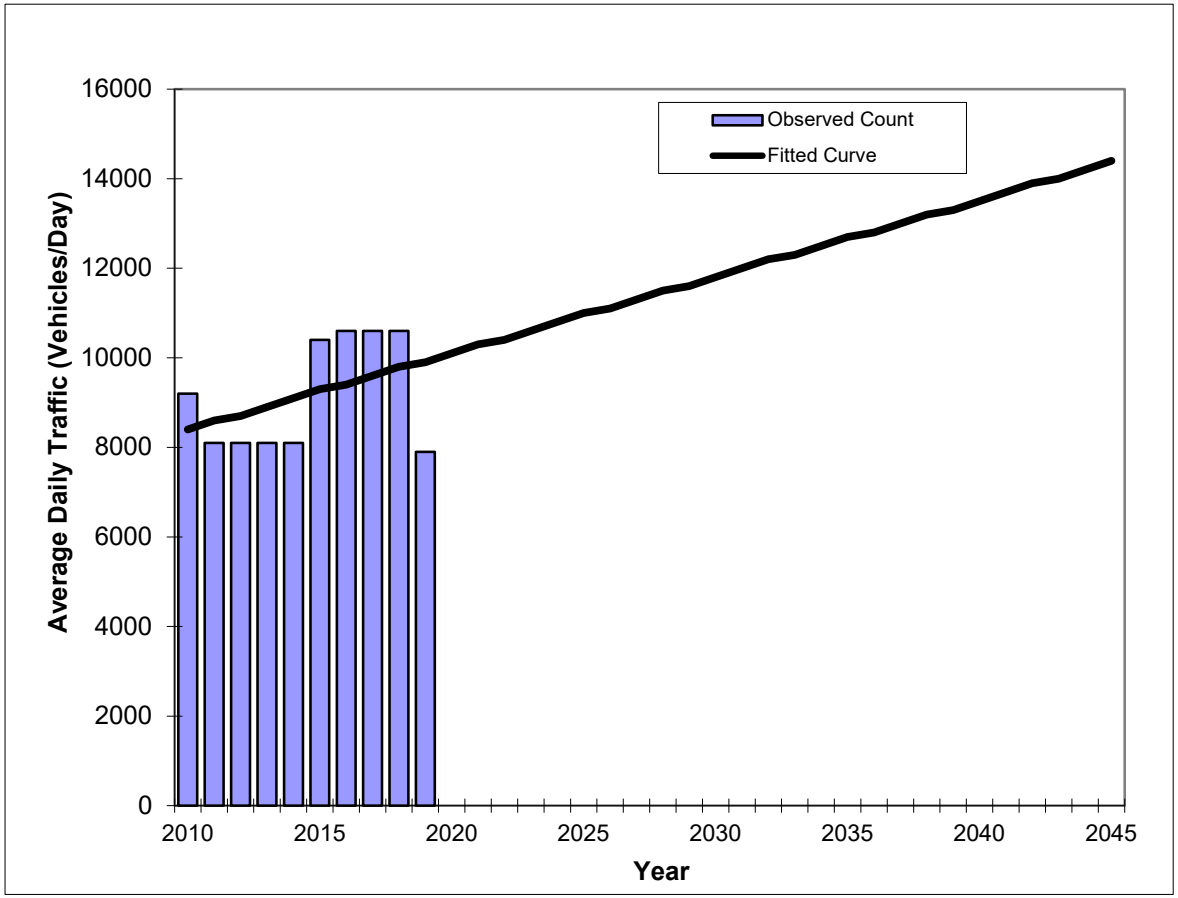
*Axle-Adjusted

Traffic Trends - V3.0

N 29 AV -- S OF STIRLING ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	9349
Highway:	N 29 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2010	9200	8400
2011	8100	8600
2012	8100	8700
2013	8100	8900
2014	8100	9100
2015	10400	9300
2016	10600	9400
2017	10600	9600
2018	10600	9800
2019	7900	9900
2031 Opening Year Trend		
2031	N/A	12000
2035 Mid-Year Trend		
2035	N/A	12700
2045 Design Year Trend		
2045	N/A	14400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	170
Trend R-squared:	17.29%
Trend Annual Historic Growth Rate:	1.98%
Trend Growth Rate (2019 to Design Year):	1.75%
Printed:	4-Apr-22

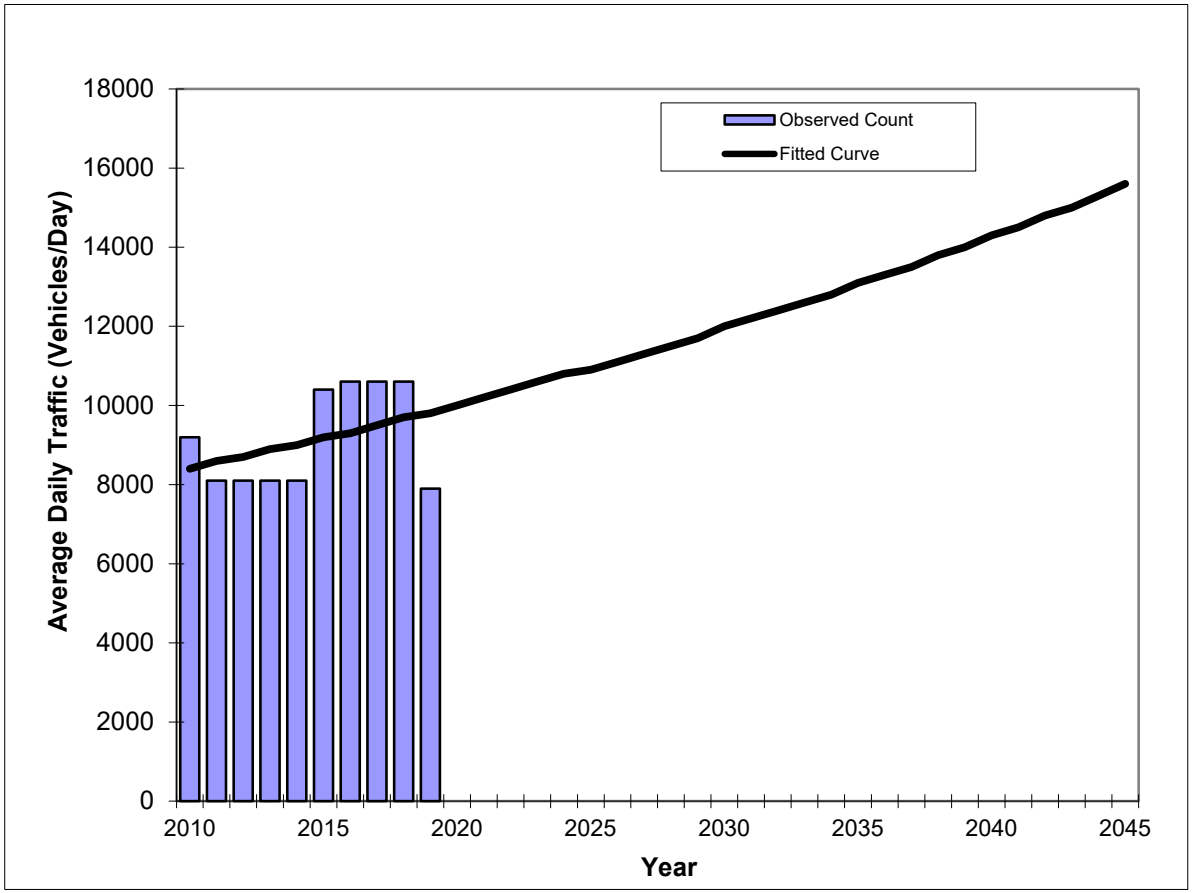
Straight Line Growth Option

Traffic Trends - V3.0

N 29 AV -- S OF STIRLING ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	9349
Highway:	N 29 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2010	9200	8400
2011	8100	8600
2012	8100	8700
2013	8100	8900
2014	8100	9000
2015	10400	9200
2016	10600	9300
2017	10600	9500
2018	10600	9700
2019	7900	9800
2031 Opening Year Trend		
2031	N/A	12200
2035 Mid-Year Trend		
2035	N/A	13100
2045 Design Year Trend		
2045	N/A	15600
TRANPLAN Forecasts/Trends		

Trend R-squared:	15.88%
Compounded Annual Historic Growth Rate:	1.73%
Compounded Growth Rate (2019 to Design Year):	1.80%
Printed:	11-May-22

Exponential Growth Option

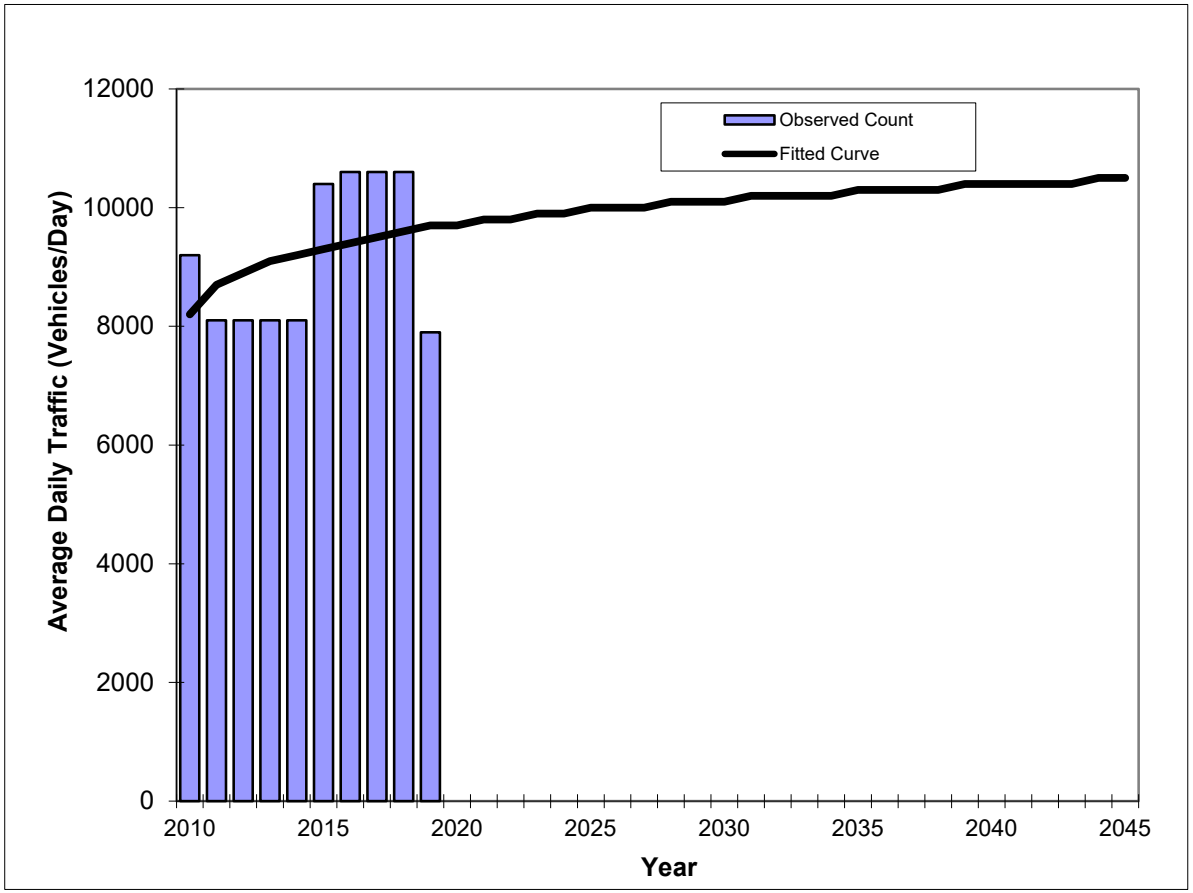
***Axle-Adjusted**

Traffic Trends - V3.0

N 29 AV -- S OF STIRLING ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	9349
Highway:	N 29 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2010	9200	8200
2011	8100	8700
2012	8100	8900
2013	8100	9100
2014	8100	9200
2015	10400	9300
2016	10600	9400
2017	10600	9500
2018	10600	9600
2019	7900	9700
2031 Opening Year Trend		
2031	N/A	10200
2035 Mid-Year Trend		
2035	N/A	10300
2045 Design Year Trend		
2045	N/A	10500
TRANPLAN Forecasts/Trends		

Trend R-squared:	13.95%
Compounded Annual Historic Growth Rate:	1.88%
Compounded Growth Rate (2019 to Design Year):	0.31%
Printed:	11-May-22

Decaying Exponential Growth Option

***Axle-Adjusted**

APPENDIX D
ORIGIN-DESTINATION MATRIX

Average Tuesday

Destination Zones

| Origin Zones | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 |
|---|---|---

Average Wednesday

Destination Zones

| Origin Zones | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 |
|---|---|---

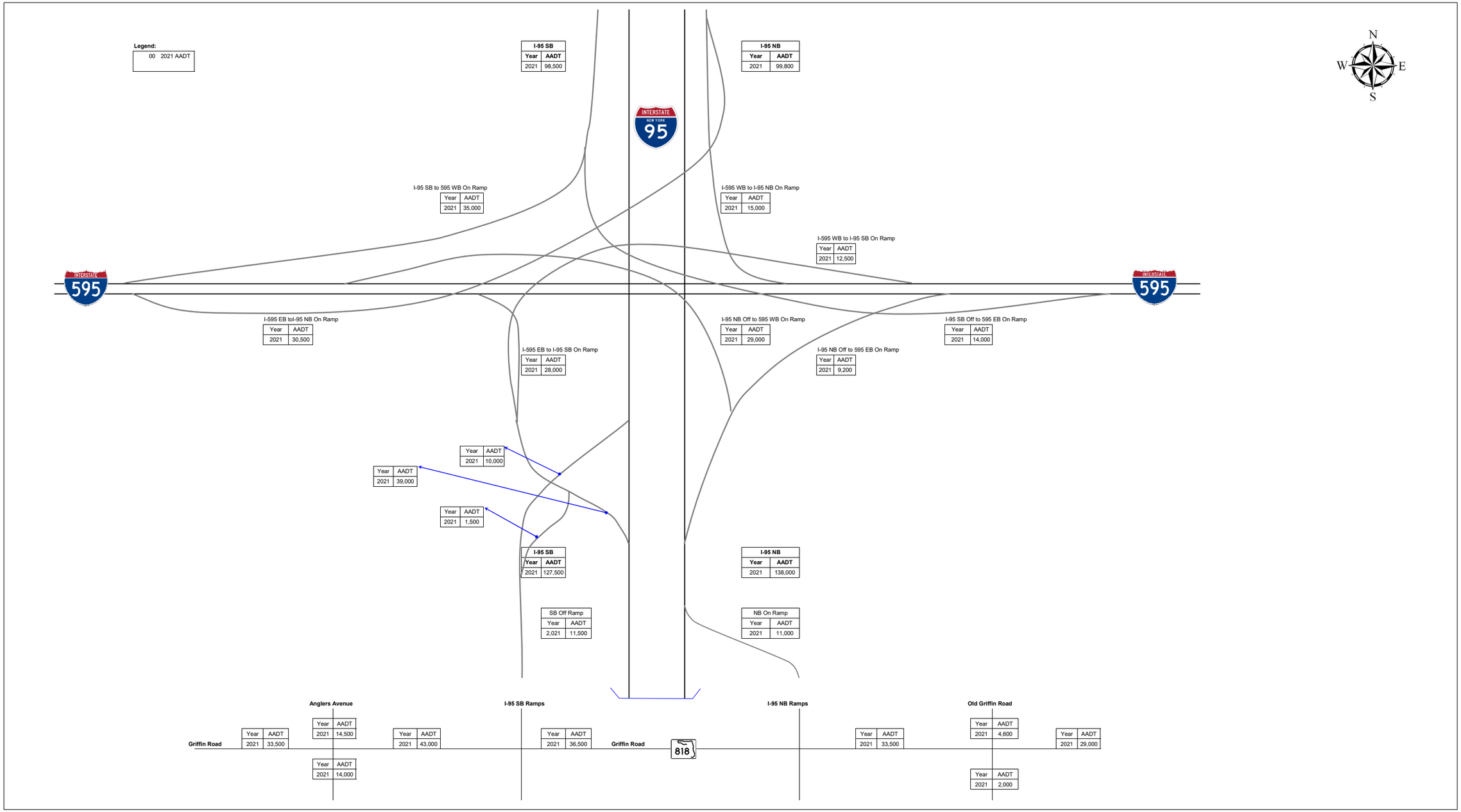
Average Thursday

Destination Zones

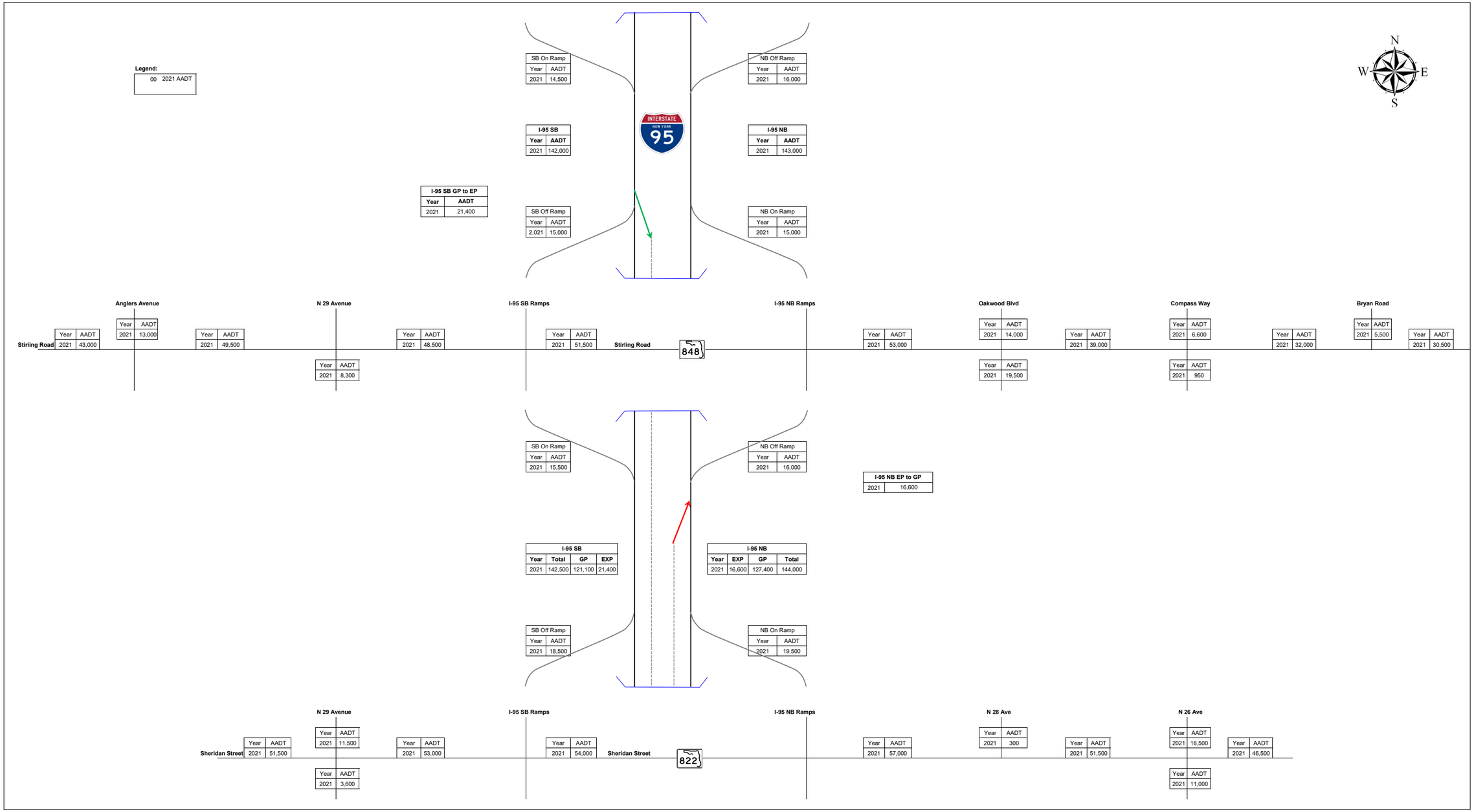
| Origin Zones | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 |
|---|---|---

APPENDIX C

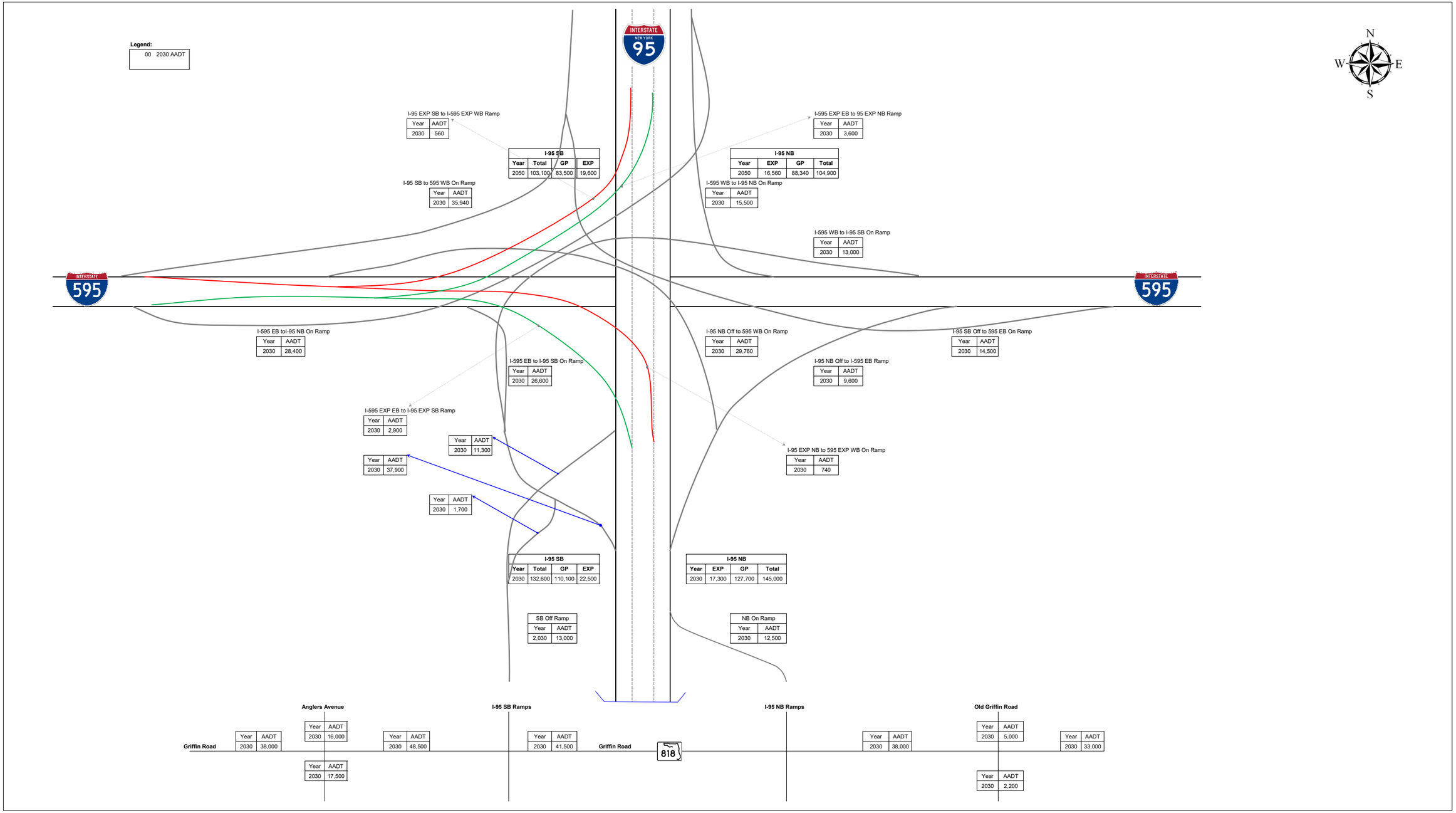
FDOT's pre-work AADTs



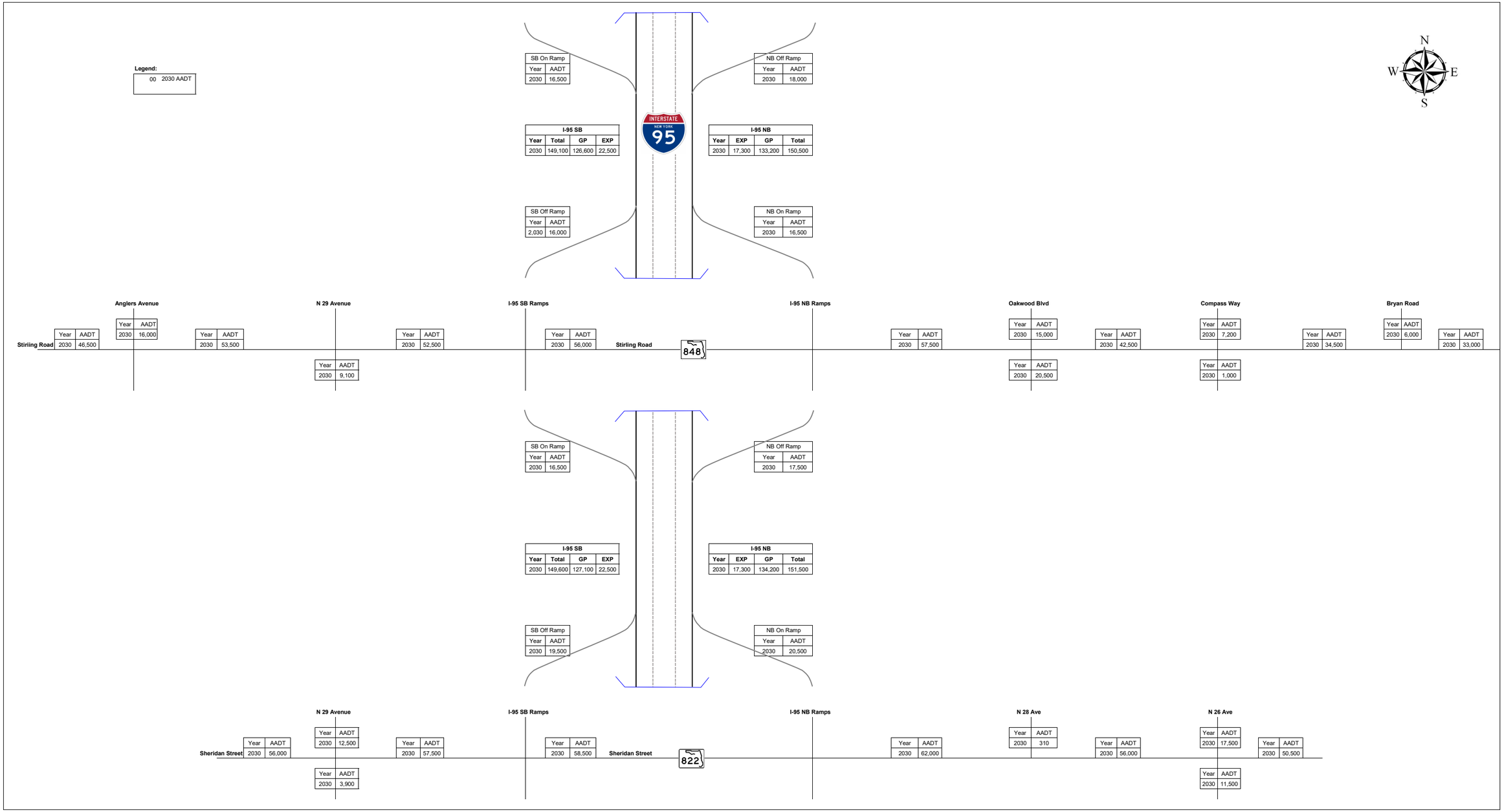
Appendix C. FDOT's Pre-work AADTs- Base Year (2021) AADTs



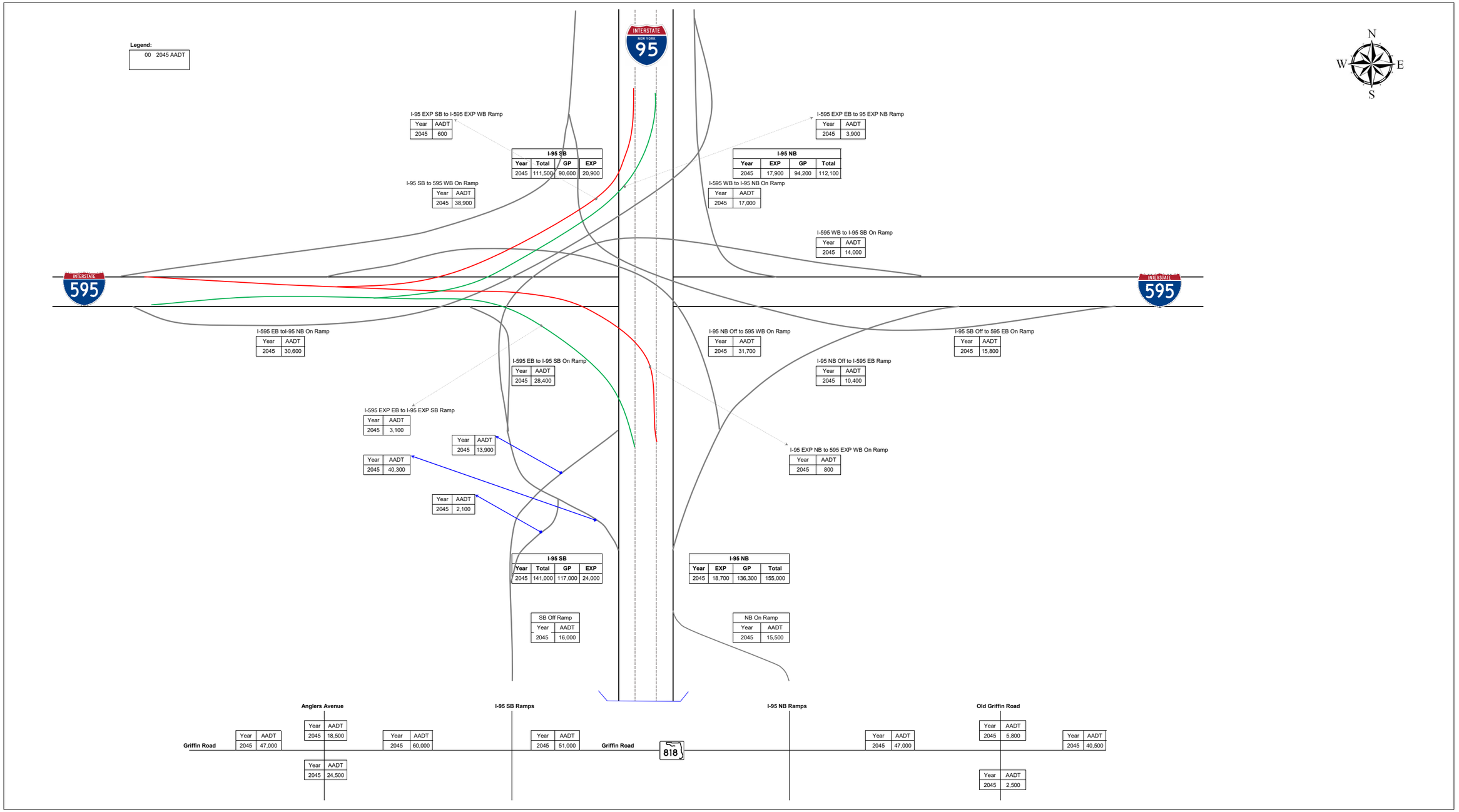
Appendix C. FDOT's Pre-work AADTs- Base Year (2021) AADTs (Cont'd)



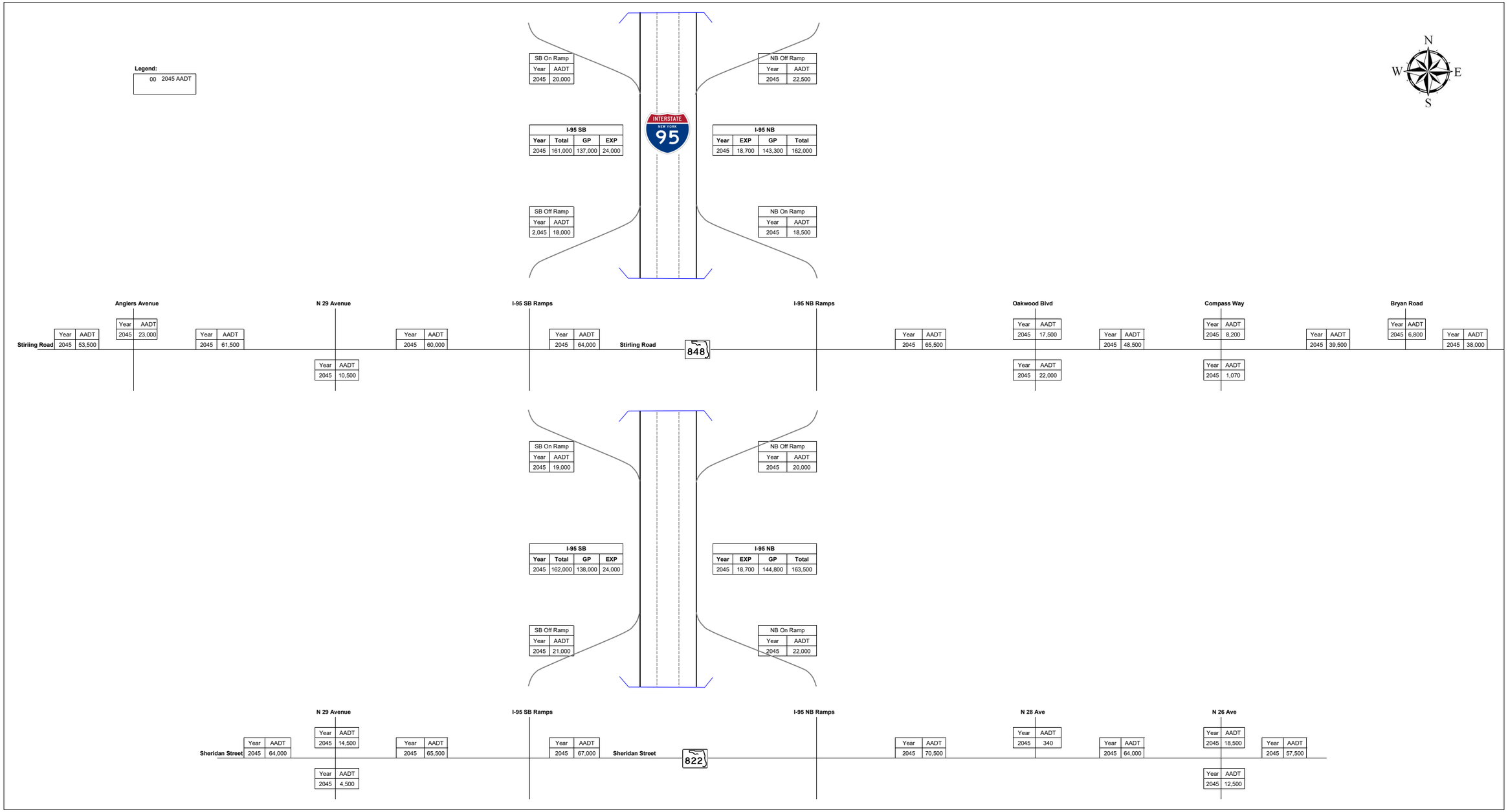
Appendix C. FDOT's Pre-work AADTs- Interim Year (2030) AADTs



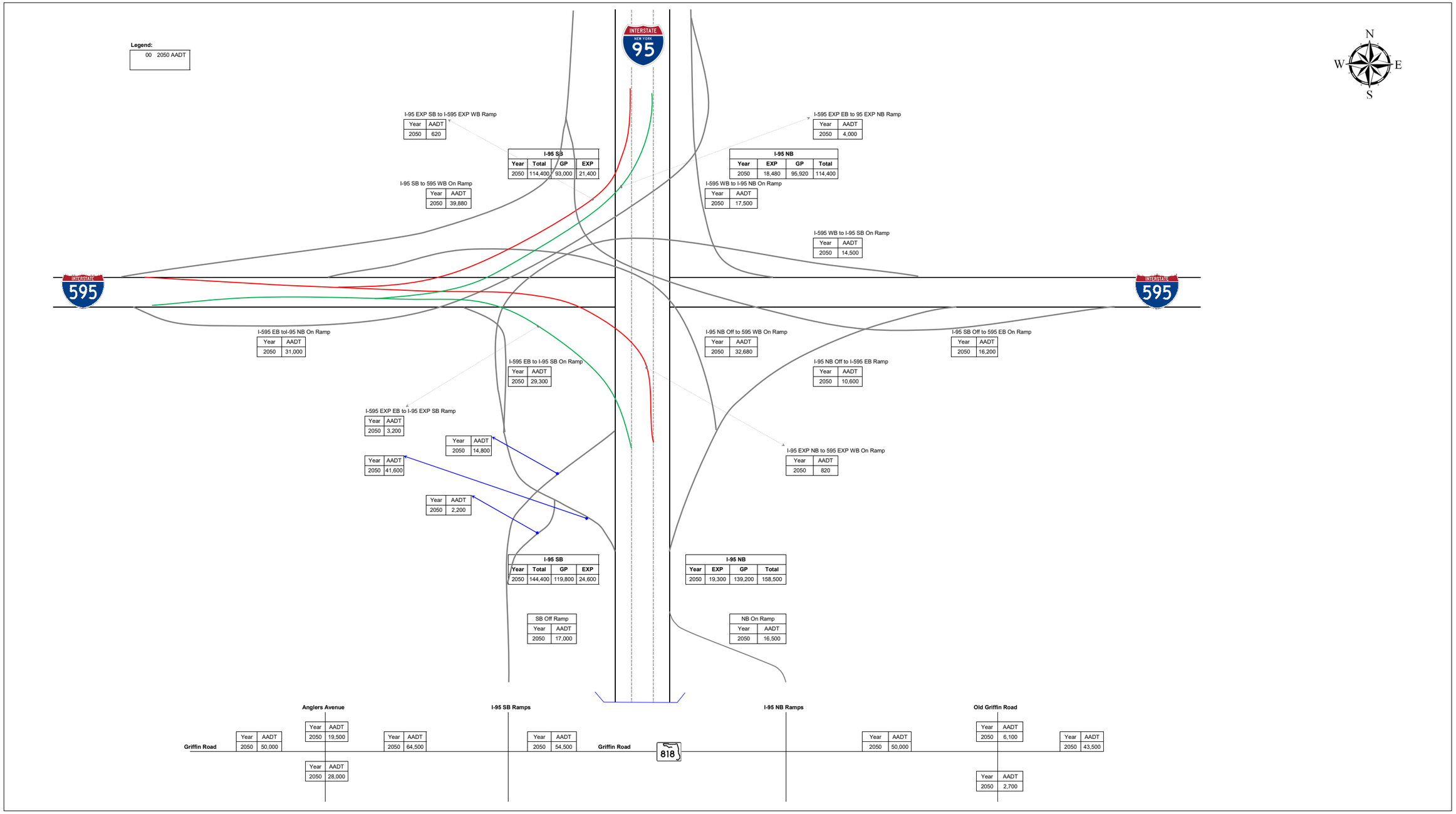
Appendix C. FDOT's Pre-work AADTs- Interim Year (2030) AADTs (Cont'd)



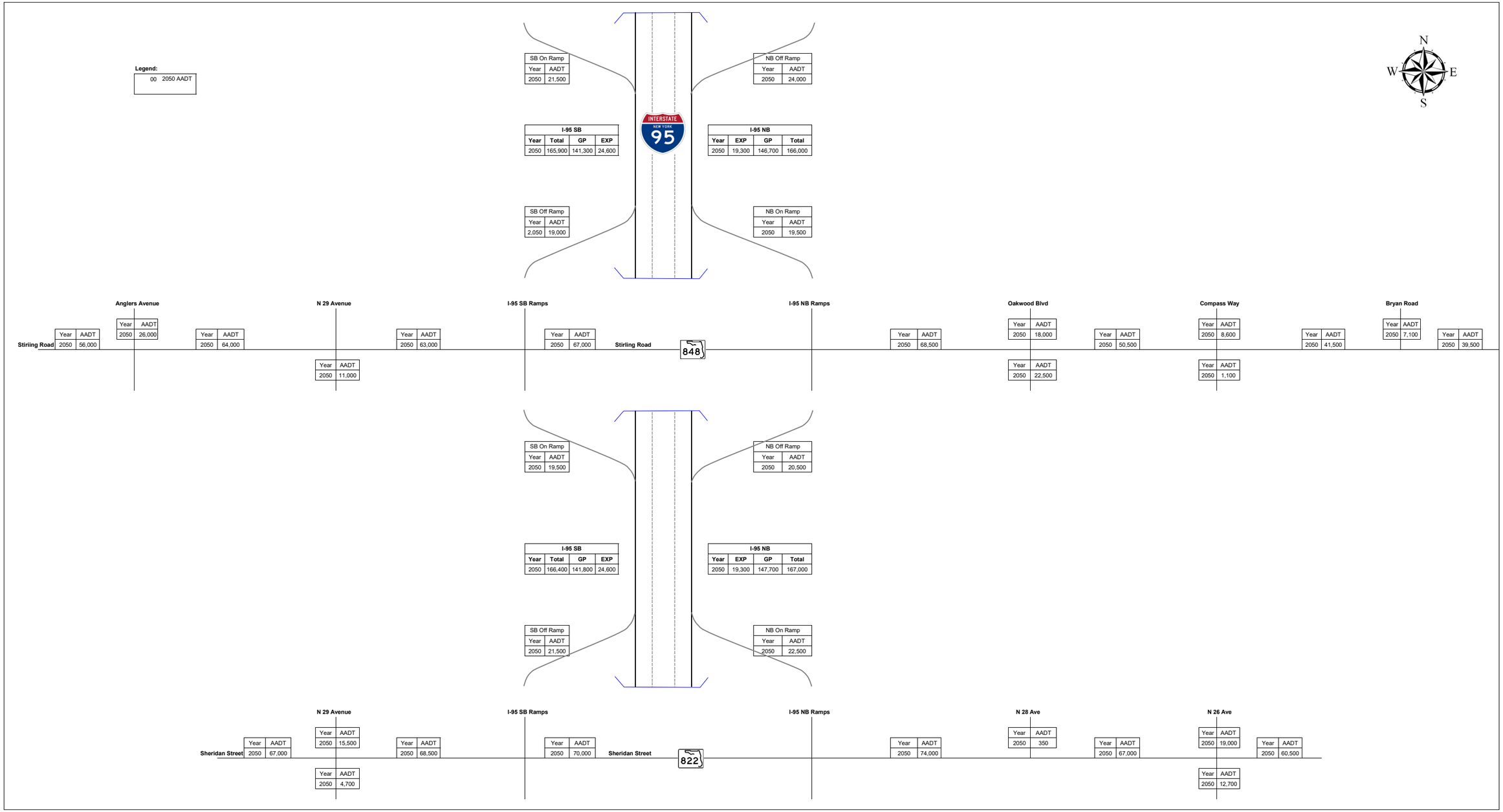
Appendix C. FDOT's Pre-work AADTs- Design Year (2045) AADTs



Appendix C. FDOT's Pre-work AADTs- Design Year (2045) AADTs (Cont'd)



Appendix C. FDOT's Pre-work AADTs- 2050 AADTs



Appendix C. FDOT's Pre-work AADTs- 2050 AADTs (Cont'd)

APPENDIX D

Historical AADTs Report

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0027 - SR 818 /GRIFFIN RD - E OF I-95 W OF OLD GRIFFIN RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	33500 F	E 16500	W 17000	9.00	53.90	6.30
2019	35500 C	E 17500	W 18000	9.00	54.60	6.30
2018	31500 C	E 17000	W 14500	9.00	54.50	6.30
2017	34500 C	E 19000	W 15500	9.00	51.90	5.60
2016	30000 C	E 15500	W 14500	9.00	54.10	5.60
2015	30000 C	E 15500	W 14500	9.00	54.00	5.60
2014	29000 C	E 15500	W 13500	9.00	54.20	11.70
2013	28000 C	E 15000	W 13000	9.00	53.60	11.70
2012	29000 C	E 15500	W 13500	9.00	52.20	3.40
2011	26500 C	E 13000	W 13500	9.00	52.50	3.40
2010	27500 C	E 13500	W 14000	8.35	52.69	3.40
2009	29500 C	E 15000	W 14500	8.53	53.89	4.60
2008	28500 C	E 15000	W 13500	8.81	54.16	4.60
2007	29000 C	E 15000	W 14000	8.63	55.75	5.30
2006	28500 C	E 16000	W 12500	8.40	55.34	5.40
2005	27000 C	E 13500	W 13500	8.20	51.70	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0032 - SR 848 / STIRLING RD - 700' E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	32500 C	E 15500	W 17000	9.00	53.90	3.90
2019	36500 C	E 19000	W 17500	9.00	54.60	3.90
2018	41000 C	E 21000	W 20000	9.00	54.50	1.40
2017	40000 C	E 20000	W 20000	9.00	51.90	1.40
2016	40500 C	E 20500	W 20000	9.00	54.10	1.40
2015	37500 C	E 17000	W 20500	9.00	54.00	2.50
2014	36500 C	E 17000	W 19500	9.00	54.20	2.50
2013	33500 C	E 16500	W 17000	9.00	53.60	2.50
2012	39000 C	E 18000	W 21000	9.00	52.20	1.40
2011	37500 C	E 17500	W 20000	9.00	52.50	1.40
2010	34000 C	E 17500	W 16500	8.35	52.69	1.40
2009	36500 C	E 17500	W 19000	8.53	53.89	4.10
2008	36000 C	E 17500	W 18500	8.81	54.16	4.10
2007	36000 C	E 18000	W 18000	8.63	55.75	4.70
2006	43500 C	E 23500	W 20000	8.40	55.34	3.50
2005	43500 C	E 22000	W 21500	8.20	51.70	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0034 - SR 822 / SHERIDAN ST - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	40000 C	E 20000	W 20000	9.00	53.90	1.80
2019	46500 C	E 23500	W 23000	9.00	54.60	7.10
2018	44000 C	E 22000	W 22000	9.00	54.50	7.10
2017	47500 C	E 24500	W 23000	9.00	51.90	7.10
2016	47500 C	E 24000	W 23500	9.00	54.10	3.80
2015	40500 C	E 19500	W 21000	9.00	54.00	3.80
2014	45000 C	E 21000	W 24000	9.00	54.20	3.80
2013	45500 C	E 22500	W 23000	9.00	53.60	5.70
2012	41500 C	E 21000	W 20500	9.00	52.20	2.20
2011	40500 C	E 20500	W 20000	9.00	52.50	6.50
2010	42500 C	E 21000	W 21500	8.35	52.69	3.60
2009	44000 C	E 22500	W 21500	8.53	53.89	4.10
2008	43000 C	E 21500	W 21500	8.81	54.16	3.40
2007	42000 C	E 21000	W 21000	8.63	55.75	3.40
2006	44500 C	E 22000	W 22500	8.40	55.34	3.40
2005	45000 C	E 22000	W 23000	8.20	51.70	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0076 - SR 818 / GRIFFIN RD - W OF SR 9/I 95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	37000 C	E 18500	W 18500	9.00	53.90	5.10
2019	38000 C	E 19500	W 18500	9.00	54.60	3.90
2018	35000 C	E 18000	W 17000	9.00	54.50	5.70
2017	37000 C	E 18000	W 19000	9.00	51.90	4.50
2016	34000 C	E 17000	W 17000	9.00	54.10	5.70
2015	32000 C	E 16000	W 16000	9.00	54.00	5.80
2014	32000 C	E 16000	W 16000	9.00	54.20	7.60
2013	32000 C	E 16000	W 16000	9.00	53.60	6.50
2012	33500 C	E 17000	W 16500	9.00	52.20	6.00
2011	31500 C	E 15000	W 16500	9.00	52.50	5.00
2010	28500 C	E 14000	W 14500	8.35	52.69	5.00
2009	30500 C	E 15000	W 15500	8.53	53.89	5.10
2008	33500 C	E 17500	W 16000	8.81	54.16	4.70
2007	40500 C	E 20500	W 20000	8.63	55.75	5.10
2006	42500 C	E 21500	W 21000	8.40	55.34	5.40
2005	40500 C	E 20000	W 20500	8.20	51.70	4.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0092 - SR 848 / STIRLING RD - W OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	44000 C	E 21500	W 22500	9.00	53.90	3.00
2019	51500 C	E 26500	W 25000	9.00	54.60	3.10
2018	52000 C	E 26000	W 26000	9.00	54.50	3.10
2017	48000 C	E 22000	W 26000	9.00	51.90	3.10
2016	51000 C	E 26000	W 25000	9.00	54.10	4.30
2015	49500 C	E 24500	W 25000	9.00	54.00	4.30
2014	50000 C	E 24000	W 26000	9.00	54.20	4.30
2013	48500 C	E 24000	W 24500	9.00	53.60	3.80
2012	48000 C	E 24000	W 24000	9.00	52.20	4.40
2011	41000 C	E 20000	W 21000	9.00	52.50	4.40
2010	45000 C	E 22500	W 22500	8.35	52.69	4.40
2009	46000 C	E 21500	W 24500	8.53	53.89	4.00
2008	50000 C	E 25500	W 24500	8.81	54.16	4.00
2007	48500 C	E 23500	W 25000	8.63	55.75	3.10
2006	48500 C	E 24000	W 24500	8.40	55.34	2.80
2005	48000 C	E 24000	W 24000	8.20	51.70	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0133 - SR 848 / STIRLING RD - W OF RAVENSWOOD RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	42500 F	E 21000	W 21500	9.00	53.90	3.50
2019	44500 C	E 22000	W 22500	9.00	54.60	3.50
2018	41500 C	E 21000	W 20500	9.00	54.50	3.20
2017	41500 C	E 21500	W 20000	9.00	51.90	3.20
2016	44500 C	E 21500	W 23000	9.00	54.10	3.20
2015	41000 C	E 20500	W 20500	9.00	54.00	3.60
2014	42500 C	E 21500	W 21000	9.00	54.20	3.00
2013	42500 C	E 21000	W 21500	9.00	53.60	3.00
2012	40000 C	E 21000	W 19000	9.00	52.20	3.00
2011	44000 C	E 21500	W 22500	9.00	52.50	1.50
2010	45000 C	E 22000	W 23000	8.35	52.69	1.50
2009	47500 C	E 22500	W 25000	8.53	53.89	1.50
2008	43500 C	E 21000	W 22500	8.81	54.16	4.00
2007	38000 C	E 18500	W 19500	8.63	55.75	4.00
2006	43500 C	E 21500	W 22000	8.40	55.34	3.30
2005	44000 C	E 21500	W 22500	8.20	51.70	3.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0331 - SR9/I95,.1 M N OF SR858/HALLANDALE BCH BLV,BROWARD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	222567 C	N 112845	S 109722	8.00	51.80	5.20
2019	267587 C	N 136319	S 131268	8.00	51.90	4.50
2018	266838 C	N 135391	S 131447	9.00	51.50	4.50
2017	261347 C	N 131981	S 129366	9.00	51.40	4.60
2016	256163 C	N 129080	S 127083	8.00	58.50	5.90
2015	248000 E	0	0	8.00	50.70	5.90
2014	246000 E			8.00	50.90	5.60
2013	244000 S	0	0	8.00	51.00	5.20
2012	241000 F	N 0	S 0	8.00	51.00	5.50
2011	238626 C	N 119835	S 118791	8.00	51.00	5.50
2010	239351 C	N 119590	S 119761	7.16	50.49	5.50
2009	236138 C	N 117967	S 118171	7.32	50.60	5.40
2008	233796 C	N 116153	S 117643	7.27	51.34	5.60
2007	240760 C	N 120076	S 120684	7.06	50.89	4.60
2006	241144 C	N 120340	S 120804	7.10	50.81	5.80
2005	252000 F	N	S	8.80	55.40	6.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0631 - OLD GRIFFIN RD - EAST OF SR-818/GRIFFIN ROAD (DUMMY SITE FROM EB 867319)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	5100	C	E 5100		0	9.00	99.90	8.80
2019	6600	T	0		0	9.00	99.90	5.50
2018	6600	S	0		0	9.00	99.90	6.00
2017	6600	F	0		0	9.00	99.90	6.20
2016	6600	C	E 6600		0	9.00	99.90	2.90
2015	5300	V	0		0	9.00	99.90	3.40
2014	5200	R				9.00	99.90	7.40
2013	5200	T	0		0	9.00	99.90	7.60
2012	5200	S	0		0	9.00	99.90	5.90
2011	5200	F	0		0	9.00	99.90	6.30
2010	5200	C	E 5200		0	8.35	99.99	9.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

APPENDIX E

TMTOOL Input & Output

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/15/2023
DESIGN YEAR:	2050		
INTERSECTION:	Griffin Road & I-95 NB Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	1.40%	CGR	1.40%	CGR	1.40%	CGR	1.40%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			1		1		1		1	
		2021		11,000		33,500		16,000		36,500
NO. YEARS	9	2030	1.133	12,500	1.133	38,000	1.133	18,100	1.133	41,400
NO. YEARS	19	2040	1.302	14,300	1.302	43,600	1.302	20,800	1.302	47,500
NO. YEARS	29	2050	1.497	16,500	1.497	50,100	1.497	23,900	1.497	54,600

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	594			2,232			1,124			2,462			
11/9/2021	1	1	1	180	590	1	560	1	560	1	900	410	3,206	
% TURNS:	33%	33%	33%	23%	77%	0%	50%	0%	50%	0%	69%	31%		
P.M.	2-Way Pk Hr Vol:	814			2,772			1,004			3,022			
11/9/2021	1	1	1	360	1,170	1	420	1	580	1	820	450	3,806	
% TURNS:	33%	33%	33%	24%	76%	0%	42%	0%	58%	0%	65%	35%		

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	33%	33%	33%	23%	77%	0%	50%	0%	50%	0%	69%	31%
2030	34%	32%	34%	23%	75%	3%	49%	1%	49%	3%	67%	30%
2040	34%	31%	34%	23%	74%	3%	49%	2%	49%	3%	67%	30%
2050	35%	31%	34%	22%	73%	4%	49%	2%	49%	4%	66%	29%
P.M.												
2021	33%	33%	33%	24%	76%	0%	42%	0%	58%	0%	65%	35%
2030	34%	32%	34%	23%	75%	3%	42%	1%	57%	3%	64%	34%
2040	34%	31%	34%	23%	74%	3%	42%	2%	56%	3%	63%	33%
2050	35%	31%	34%	22%	73%	4%	42%	2%	56%	4%	63%	33%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.0%	7.0%	9.0%	9.0%	7.0%	7.0%	9.0%	9.0%
2030	7.0%	7.0%	9.0%	9.0%	7.0%	7.0%	9.0%	9.0%
2040	7.0%	7.0%	9.0%	9.0%	7.0%	7.0%	9.0%	9.0%
2050	7.0%	7.0%	9.0%	9.0%	7.0%	7.0%	9.0%	9.0%
D FACTOR								
2021	1.0%	1.0%	40.1%	57.1%	99.9%	99.9%	59.9%	42.9%
2030	1.0%	1.0%	40.1%	57.1%	99.9%	99.9%	59.9%	42.9%
2040	1.0%	1.0%	40.1%	57.1%	99.9%	99.9%	59.9%	42.9%
2050	1.0%	1.0%	40.1%	57.1%	99.9%	99.9%	59.9%	42.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Griffin Road & I-95 NB Ramps
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/15/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	11,000	33,500	16,000	36,500
24 HR EST. AADT	2030	12,500	38,000	18,100	41,400
24 HR EST. AADT	2040	14,300	43,600	20,800	47,500
24 HR EST. AADT	2050	16,500	50,100	23,900	54,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT	11,000			33,500			16,000			36,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		36,500	16,000	33,500	11,000	36,500	16,000	33,500	11,000	36,500	16,000	33,500	11,000
		42%	19%	39%	17%	57%	25%	41%	14%	45%	26%	55%	18%
2030	2-WAY ADT	12,500			38,000			18,100			41,400		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		41,400	18,100	38,000	12,500	41,400	18,100	38,000	12,500	41,400	18,100	38,000	12,500
		42%	19%	39%	17%	58%	25%	41%	14%	45%	26%	55%	18%
2040	2-WAY ADT	14,300			43,600			20,800			47,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		47,500	20,800	43,600	14,300	47,500	20,800	43,600	14,300	47,500	20,800	43,600	14,300
		42%	19%	39%	17%	58%	25%	41%	14%	45%	26%	55%	18%
2050	2-WAY ADT	16,500			50,100			23,900			54,600		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54,600	23,900	50,100	16,500	54,600	23,900	50,100	16,500	54,600	23,900	50,100	16,500
		42%	19%	39%	17%	57%	25%	41%	14%	45%	26%	55%	18%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	3	1	4	251	840	0	533	1	479	0	1,275	510
2030	EST. TURNS	4	2	5	284	954	1	592	15	540	2	1,453	572
2040	EST. TURNS	5	3	7	322	1,096	2	674	21	619	3	1,668	647
2050	EST. TURNS	6	4	8	374	1,256	4	772	33	704	5	1,924	741
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	3	1	3	332	1,264	0	423	1	613	0	873	429
2030	EST. TURNS	4	3	4	374	1,439	2	471	15	689	2	994	482
2040	EST. TURNS	5	5	5	422	1,651	3	536	21	790	4	1,141	547
2050	EST. TURNS	6	6	6	489	1,897	4	615	32	899	5	1,317	627

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		8	762	770	1,209	1,811	3,020	1,119	1	1,120	1,968	1,322	3,290
2021	TURN SUMMARY	7	762	769	1,091	1,811	2,902	1,012	1	1,013	1,785	1,322	3,107
CONTROL LINK VOLUMES		9	871	880	1,371	2,049	3,420	1,266	4	1,270	2,232	1,498	3,730
2030	TURN SUMMARY	11	871	882	1,240	2,050	3,290	1,147	6	1,153	2,027	1,498	3,525
CONTROL LINK VOLUMES		10	990	1,000	1,574	2,346	3,920	1,455	5	1,460	2,561	1,719	4,280
2040	TURN SUMMARY	15	990	1,005	1,419	2,348	3,767	1,314	8	1,322	2,318	1,720	4,038
CONTROL LINK VOLUMES		12	1,148	1,160	1,808	2,702	4,510	1,671	-1	1,670	2,944	1,966	4,910
2050	TURN SUMMARY	18	1,148	1,166	1,634	2,704	4,338	1,509	13	1,522	2,671	1,967	4,638
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		8	762	770	1,721	1,299	3,020	1,119	1	1,120	1,409	1,881	3,290
2021	TURN SUMMARY	7	762	769	1,597	1,299	2,896	1,037	1	1,038	1,302	1,881	3,183
CONTROL LINK VOLUMES		9	871	880	1,952	1,468	3,420	1,266	4	1,270	1,598	2,132	3,730
2030	TURN SUMMARY	11	871	882	1,814	1,468	3,282	1,175	7	1,181	1,478	2,132	3,610
CONTROL LINK VOLUMES		10	990	1,000	2,239	1,681	3,920	1,455	5	1,460	1,834	2,446	4,280
2040	TURN SUMMARY	15	990	1,005	2,076	1,682	3,758	1,346	12	1,358	1,692	2,446	4,138
CONTROL LINK VOLUMES		12	1,148	1,160	2,573	1,937	4,510	1,671	-1	1,670	2,108	2,802	4,910
2050	TURN SUMMARY	18	1,148	1,166	2,391	1,938	4,329	1,546	15	1,561	1,948	2,802	4,750

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/15/2023
DESIGN YEAR:	2050		
INTERSECTION:	Griffin Road & I-95 SB Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	1.40%	CGR	1.40%	CGR	1.40%	CGR	1.40%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			1		1		1		1	
		2021		11,500		36,500		14,500		43,000
NO. YEARS	9	2030	1.133	13,000	1.133	41,400	1.133	16,400	1.133	48,700
NO. YEARS	19	2040	1.302	15,000	1.302	47,500	1.302	18,900	1.302	56,000
NO. YEARS	29	2050	1.497	17,200	1.497	54,600	1.497	21,700	1.497	64,400

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	784				2,462			814			2,892		
11/9/2021	410	1	370	1	940	210	1	1	1	600	940	1	3,476	
% TURNS:	52%	0%	47%	0%	82%	18%	33%	33%	33%	39%	61%	0%		
P.M.	2-Way Pk Hr Vol:	904				3,022			1,124			3,322		
11/9/2021	540	1	360	1	1,250	500	1	1	1	620	910	1	4,186	
% TURNS:	60%	0%	40%	0%	71%	29%	33%	33%	33%	40%	59%	0%		

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	52%	0%	47%	0%	82%	18%	33%	33%	33%	39%	61%	0%
2030	52%	2%	47%	2%	80%	19%	34%	31%	35%	37%	61%	2%
2040	52%	2%	46%	2%	79%	19%	34%	31%	35%	37%	61%	2%
2050	51%	3%	46%	3%	78%	19%	34%	30%	36%	36%	61%	3%
P.M.												
2021	60%	0%	40%	0%	71%	29%	33%	33%	33%	40%	59%	0%
2030	59%	2%	40%	2%	70%	28%	34%	31%	35%	39%	59%	2%
2040	58%	2%	40%	2%	70%	28%	34%	31%	35%	38%	59%	2%
2050	58%	3%	40%	3%	70%	27%	34%	30%	36%	38%	59%	3%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.0%	7.0%	9.0%	9.0%	7.0%	7.0%	7.5%	7.5%
2030	7.0%	7.0%	9.0%	9.0%	7.0%	7.0%	7.5%	7.5%
2040	7.0%	7.0%	9.0%	9.0%	7.0%	7.0%	7.5%	7.5%
2050	7.0%	7.0%	9.0%	9.0%	7.0%	7.0%	7.5%	7.5%
D FACTOR								
2021	99.0%	99.0%	40.1%	57.1%	1.0%	1.0%	55.2%	48.5%
2030	99.0%	99.0%	40.1%	57.1%	1.0%	1.0%	55.2%	48.5%
2040	99.0%	99.0%	40.1%	57.1%	1.0%	1.0%	55.2%	48.5%
2050	99.0%	99.0%	40.1%	57.1%	1.0%	1.0%	55.2%	48.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Griffin Road & I-95 SB Ramps
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/15/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	11,500	36,500	14,500	43,000
24 HR EST. AADT	2030	13,000	41,400	16,400	48,700
24 HR EST. AADT	2040	15,000	47,500	18,900	56,000
24 HR EST. AADT	2050	17,200	54,600	21,700	64,400

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT		11,500			36,500			14,500			43,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,000	14,500	36,500	11,500	43,000	14,500	36,500	11,500	43,000	14,500	36,500	11,500
		46%	15%	39%	17%	62%	21%	40%	13%	47%	23%	58%	18%
2030	2-WAY ADT		13,000			41,400			16,400			48,700	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		48,700	16,400	41,400	13,000	48,700	16,400	41,400	13,000	48,700	16,400	41,400	13,000
		46%	15%	39%	17%	62%	21%	40%	13%	47%	23%	58%	18%
2040	2-WAY ADT		15,000			47,500			18,900			56,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		56,000	18,900	47,500	15,000	56,000	18,900	47,500	15,000	56,000	18,900	47,500	15,000
		46%	15%	39%	17%	62%	21%	40%	13%	47%	23%	58%	18%
2050	2-WAY ADT		17,200			54,600			21,700			64,400	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		64,400	21,700	54,600	17,200	64,400	21,700	54,600	17,200	64,400	21,700	54,600	17,200
		46%	15%	39%	17%	62%	21%	40%	13%	47%	23%	58%	18%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	335	1	573	4	1,113	349	3	6	2	660	1,397	3
2030	EST. TURNS	376	17	631	5	1,254	401	8	8	4	722	1,597	4
2040	EST. TURNS	437	23	720	6	1,440	458	9	10	5	826	1,837	5
2050	EST. TURNS	503	35	812	7	1,654	528	11	11	6	942	2,116	7
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	390	1	380	4	1,275	519	2	6	2	490	1,032	3
2030	EST. TURNS	431	15	424	5	1,443	583	6	7	4	544	1,172	4
2040	EST. TURNS	498	18	485	7	1,660	665	7	9	5	625	1,347	6
2050	EST. TURNS	570	27	548	9	1,911	760	8	11	6	718	1,548	8

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		797	13	810	1,317	1,973	3,290	10	1,010	1,020	1,780	1,450	3,230
2021	TURN SUMMARY	909	13	922	1,467	1,973	3,440	11	1,010	1,021	2,059	1,450	3,509
CONTROL LINK VOLUMES		901	9	910	1,494	2,236	3,730	11	1,139	1,150	2,016	1,634	3,650
2030	TURN SUMMARY	1,024	17	1,041	1,660	2,236	3,896	20	1,139	1,159	2,323	1,634	3,957
CONTROL LINK VOLUMES		1,040	10	1,050	1,714	2,566	4,280	13	1,307	1,320	2,318	1,882	4,200
2040	TURN SUMMARY	1,180	20	1,200	1,904	2,566	4,470	24	1,307	1,331	2,667	1,882	4,549
CONTROL LINK VOLUMES		1,192	8	1,200	1,971	2,939	4,910	15	1,505	1,520	2,666	2,164	4,830
2050	TURN SUMMARY	1,351	25	1,376	2,189	2,939	5,128	28	1,505	1,533	3,065	2,164	5,229
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		797	13	810	1,876	1,414	3,290	10	1,010	1,020	1,564	1,666	3,230
2021	TURN SUMMARY	770	13	783	1,798	1,414	3,212	10	1,010	1,020	1,525	1,666	3,191
CONTROL LINK VOLUMES		901	9	910	2,128	1,602	3,730	11	1,139	1,150	1,771	1,879	3,650
2030	TURN SUMMARY	870	15	885	2,031	1,602	3,633	17	1,141	1,158	1,720	1,879	3,599
CONTROL LINK VOLUMES		1,040	10	1,050	2,441	1,839	4,280	13	1,307	1,320	2,037	2,163	4,200
2040	TURN SUMMARY	1,001	23	1,024	2,332	1,839	4,171	22	1,307	1,329	1,978	2,163	4,141
CONTROL LINK VOLUMES		1,192	8	1,200	2,806	2,104	4,910	15	1,505	1,520	2,343	2,487	4,830
2050	TURN SUMMARY	1,145	29	1,174	2,680	2,104	4,784	25	1,505	1,530	2,274	2,487	4,761

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:	439170-1-22-02	FILE:	
PROJECT LIMITS:		DATE:	1/11/2023
DESIGN YEAR:	2050		
INTERSECTION:	Griffin Road at Old Griffin Road		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	1.00%	CGR	1.40%	CGR	1.00%	CGR	1.40%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		4,600		29,000		2,000		33,500
NO. YEARS	9	2030	1.094	5,000	1.133	32,900	1.094	2,200	1.133	38,000
NO. YEARS	19	2040	1.208	5,600	1.302	37,800	1.208	2,400	1.302	43,600
NO. YEARS	29	2050	1.335	6,100	1.497	43,400	1.335	2,700	1.497	50,100

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	301				1,870			201			2,230		
11/9/2021		250	10	10	20	500	20	10	1	20	140	1,310	10	2,301
% TURNS:		93%	4%	4%	4%	93%	4%	32%	3%	65%	10%	90%	1%	
P.M.	2-Way Pk Hr Vol:	416				2,300			326			2,770		
11/9/2021		350	5	10	30	970	20	70	1	210	20	1,200	20	2,906
% TURNS:		96%	1%	3%	3%	95%	2%	25%	0%	75%	2%	97%	2%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2021	93%	4%	4%	4%	93%	4%	32%	3%	65%	10%	90%	1%
	2030	89%	4%	8%	4%	92%	4%	33%	4%	63%	9%	89%	2%
	2040	88%	4%	9%	5%	92%	4%	34%	4%	63%	9%	89%	2%
	2050	86%	4%	11%	5%	91%	4%	34%	4%	62%	9%	89%	3%
P.M.													
	2021	96%	1%	3%	3%	95%	2%	25%	0%	75%	2%	97%	2%
	2030	91%	2%	7%	4%	94%	2%	27%	1%	72%	2%	95%	3%
	2040	90%	2%	8%	4%	94%	2%	27%	1%	72%	2%	95%	3%
	2050	89%	2%	10%	4%	93%	2%	28%	1%	71%	2%	95%	3%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
2030	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
2040	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
2050	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%	9.0%
D FACTOR								
2021	92.3%	93.7%	40.1%	57.1%	7.7%	6.3%	59.9%	42.9%
2030	92.3%	93.7%	40.1%	57.1%	7.7%	6.3%	59.9%	42.9%
2040	92.3%	93.7%	40.1%	57.1%	7.7%	6.3%	59.9%	42.9%
2050	92.3%	93.7%	40.1%	57.1%	7.7%	6.3%	59.9%	42.9%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 439170-1-22-02
PROJECT LIMITS: 0
DESIGN YEAR: 2050
INTERSECTION: Griffin Road at Old Griffin Road
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 1/11/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	4,600	29,000	2,000	33,500
24 HR EST. AADT	2030	5,000	32,900	2,200	38,000
24 HR EST. AADT	2040	5,600	37,800	2,400	43,600
24 HR EST. AADT	2050	6,100	43,400	2,700	50,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2021 2-WAY ADT		4,600			29,000			2,000			33,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		33,500	2,000	29,000	4,600	33,500	2,000	29,000	4,600	33,500	2,000	29,000	4,600
		52%	3%	45%	11%	84%	5%	43%	7%	50%	6%	81%	13%
	2030 2-WAY ADT		5,000			32,900			2,200			38,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		38,000	2,200	32,900	5,000	38,000	2,200	32,900	5,000	38,000	2,200	32,900	5,000
		52%	3%	45%	11%	84%	5%	43%	7%	50%	5%	82%	12%
	2040 2-WAY ADT		5,600			37,800			2,400			43,600	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,600	2,400	37,800	5,600	43,600	2,400	37,800	5,600	43,600	2,400	37,800	5,600
		52%	3%	45%	11%	84%	5%	43%	6%	50%	5%	83%	12%
	2050 2-WAY ADT		6,100			43,400			2,700			50,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		50,100	2,700	43,400	6,100	50,100	2,700	43,400	6,100	50,100	2,700	43,400	6,100
		52%	3%	45%	10%	85%	5%	44%	6%	50%	5%	83%	12%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	318	11	15	22	888	31	5	0	8	124	1,544	6
2030	EST. TURNS	336	12	32	23	1,026	35	6	2	9	139	1,737	14
2040	EST. TURNS	373	14	39	24	1,187	39	7	3	10	152	1,991	15
2050	EST. TURNS	409	15	48	26	1,388	41	9	4	11	168	2,290	21
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	357	15	8	14	1,362	82	2	0	9	72	1,110	8
2030	EST. TURNS	380	16	20	15	1,564	87	3	1	10	87	1,246	13
2040	EST. TURNS	422	17	26	16	1,804	94	4	3	11	96	1,428	16
2050	EST. TURNS	461	19	33	18	2,103	100	5	4	12	109	1,644	17

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		382	28	410	1,047	1,563	2,610	14	166	180	1,806	1,214	3,020
2021	TURN SUMMARY	344	28	372	941	1,563	2,504	13	166	179	1,674	1,214	2,888
CONTROL LINK VOLUMES		415	35	450	1,187	1,773	2,960	15	185	200	2,049	1,371	3,420
2030	TURN SUMMARY	380	39	419	1,084	1,774	2,858	17	186	203	1,889	1,371	3,260
CONTROL LINK VOLUMES		465	35	500	1,364	2,036	3,400	17	203	220	2,350	1,570	3,920
2040	TURN SUMMARY	427	42	469	1,249	2,038	3,287	21	205	226	2,159	1,570	3,729
CONTROL LINK VOLUMES		507	43	550	1,566	2,344	3,910	19	221	240	2,701	1,809	4,510
2050	TURN SUMMARY	473	51	524	1,456	2,347	3,803	25	224	249	2,478	1,809	4,287
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		388	22	410	1,490	1,120	2,610	11	169	180	1,293	1,727	3,020
2021	TURN SUMMARY	379	22	401	1,457	1,120	2,577	11	169	180	1,191	1,727	2,918
CONTROL LINK VOLUMES		422	28	450	1,691	1,269	2,960	12	188	200	1,467	1,953	3,420
2030	TURN SUMMARY	416	29	445	1,666	1,270	2,936	15	190	204	1,346	1,954	3,300
CONTROL LINK VOLUMES		472	28	500	1,943	1,457	3,400	14	206	220	1,683	2,237	3,920
2040	TURN SUMMARY	465	35	500	1,915	1,458	3,373	18	208	226	1,541	2,237	3,778
CONTROL LINK VOLUMES		515	35	550	2,230	1,680	3,910	15	225	240	1,934	2,576	4,510
2050	TURN SUMMARY	513	39	552	2,221	1,682	3,903	21	228	249	1,770	2,576	4,346

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	
FM NO.:	439170-1-22-02	FILE:	
PROJECT LIMITS:		DATE:	8/14/2023
DESIGN YEAR:	2050		
INTERSECTION:	Griffin Road at Anglers Ave		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	1.00%	CGR	1.40%	CGR	2.40%	CGR	1.40%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

				1		1		1		1		
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT		
		2021		14,500		43,000		14,000		33,500		
NO. YEARS	9	2030	1.094	15,900	1.133	48,700	1.238	17,300	1.133	38,000		
NO. YEARS	19	2040	1.208	17,500	1.302	56,000	1.569	22,000	1.302	43,600		
NO. YEARS	29	2050	1.335	19,400	1.497	64,400	1.989	27,900	1.497	50,100		

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	940				2,890			960			2,290		
11/9/2021		50	70	200	360	760	210	240	170	110	160	1,120	90	3,540
% TURNS:		16%	22%	63%	27%	57%	16%	46%	33%	21%	12%	82%	7%	
P.M.	2-Way Pk Hr Vol:	1,100				3,310			1,340			2,790		
11/9/2021		140	180	360	220	1,260	290	290	140	260	180	890	60	4,270
% TURNS:		21%	26%	53%	12%	71%	16%	42%	20%	38%	16%	79%	5%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	16%	22%	63%	27%	57%	16%	46%	33%	21%	12%	82%	7%
2030	18%	21%	61%	27%	57%	17%	46%	31%	23%	13%	80%	8%
2040	18%	21%	60%	26%	57%	17%	46%	30%	23%	13%	79%	8%
2050	19%	21%	60%	26%	56%	18%	46%	30%	24%	14%	78%	8%
P.M.												
2021	21%	26%	53%	12%	71%	16%	42%	20%	38%	16%	79%	5%
2030	22%	25%	52%	13%	69%	17%	43%	20%	38%	16%	77%	7%
2040	22%	25%	52%	14%	69%	18%	43%	20%	38%	17%	76%	7%
2050	23%	25%	52%	14%	68%	18%	43%	19%	38%	17%	75%	7%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2030	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2040	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2050	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
D FACTOR								
2021	33.7%	59.5%	44.8%	51.5%	54.3%	50.6%	55.2%	48.5%
2030	33.7%	59.5%	44.8%	51.5%	54.3%	50.6%	55.2%	48.5%
2040	33.7%	59.5%	44.8%	51.5%	54.3%	50.6%	55.2%	48.5%
2050	33.7%	59.5%	44.8%	51.5%	54.3%	50.6%	55.2%	48.5%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 439170-1-22-02
PROJECT LIMITS: 0
DESIGN YEAR: 2050
INTERSECTION: Griffin Road at Anglers Ave
PREPARED BY:
FILE:

DATE: 8/14/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	14,500	43,000	14,000	33,500
24 HR EST. AADT	2030	15,900	48,700	17,300	38,000
24 HR EST. AADT	2040	17,500	56,000	22,000	43,600
24 HR EST. AADT	2050	19,400	64,400	27,900	50,100

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT	14,500			43,000			14,000			33,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		33,500	14,000	43,000	14,500	33,500	14,000	43,000	14,500	33,500	14,000	43,000	14,500
		37%	15%	48%	23%	54%	23%	47%	16%	37%	20%	60%	20%
2030	2-WAY ADT	15,900			48,700			17,300			38,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		38,000	17,300	48,700	15,900	38,000	17,300	48,700	15,900	38,000	17,300	48,700	15,900
		37%	17%	47%	22%	53%	24%	47%	15%	37%	21%	59%	19%
2040	2-WAY ADT	17,500			56,000			22,000			43,600		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,600	22,000	56,000	17,500	43,600	22,000	56,000	17,500	43,600	22,000	56,000	17,500
		36%	18%	46%	21%	52%	26%	48%	15%	37%	23%	59%	18%
2050	2-WAY ADT	19,400			64,400			27,900			50,100		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		50,100	27,900	64,400	19,400	50,100	27,900	64,400	19,400	50,100	27,900	64,400	19,400
		35%	20%	45%	20%	51%	29%	48%	14%	37%	25%	58%	17%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	65	82	253	422	923	231	286	201	135	166	1,246	99
2030	EST. TURNS	76	90	270	446	1,026	297	368	221	175	209	1,377	122
2040	EST. TURNS	82	105	289	476	1,159	384	478	261	225	265	1,551	131
2050	EST. TURNS	91	123	312	513	1,304	492	615	309	291	339	1,739	148
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	103	135	376	262	1,040	245	236	116	149	139	957	65
2030	EST. TURNS	119	181	402	277	1,159	317	307	123	190	175	1,061	80
2040	EST. TURNS	129	207	433	297	1,312	412	401	146	243	224	1,203	87
2050	EST. TURNS	144	211	469	322	1,480	532	518	174	313	288	1,356	99

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		367	723	1,090	1,445	1,785	3,230	570	480	1,050	1,387	1,123	2,510
2021	TURN SUMMARY	400	723	1,123	1,577	1,785	3,362	622	480	1,102	1,512	1,123	2,635
CONTROL LINK VOLUMES		402	788	1,190	1,636	2,014	3,650	704	596	1,300	1,573	1,277	2,850
2030	TURN SUMMARY	436	788	1,224	1,769	2,014	3,783	763	596	1,359	1,707	1,277	2,984
CONTROL LINK VOLUMES		442	868	1,310	1,882	2,318	4,200	896	754	1,650	1,805	1,465	3,270
2040	TURN SUMMARY	476	868	1,344	2,018	2,318	4,336	964	754	1,718	1,947	1,465	3,412
CONTROL LINK VOLUMES		490	970	1,460	2,164	2,666	4,830	1,136	954	2,090	2,074	1,686	3,760
2050	TURN SUMMARY	525	970	1,495	2,309	2,666	4,975	1,216	954	2,170	2,226	1,686	3,912
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		647	443	1,090	1,661	1,569	3,230	531	519	1,050	1,219	1,291	2,510
2021	TURN SUMMARY	613	443	1,056	1,547	1,569	3,116	500	519	1,019	1,161	1,291	2,452
CONTROL LINK VOLUMES		709	481	1,190	1,881	1,769	3,650	657	643	1,300	1,382	1,468	2,850
2030	TURN SUMMARY	701	481	1,182	1,753	1,769	3,522	620	673	1,292	1,316	1,468	2,784
CONTROL LINK VOLUMES		780	530	1,310	2,163	2,037	4,200	835	815	1,650	1,586	1,684	3,270
2040	TURN SUMMARY	769	530	1,299	2,022	2,037	4,059	790	843	1,633	1,514	1,684	3,198
CONTROL LINK VOLUMES		865	595	1,460	2,487	2,343	4,830	1,059	1,031	2,090	1,822	1,938	3,760
2050	TURN SUMMARY	824	595	1,419	2,335	2,343	4,678	1,005	1,031	2,036	1,743	1,938	3,681

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	2/12/2024
DESIGN YEAR:	2050		
INTERSECTION:	Sheridan & I-95 NB Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	0.50%	CGR	0.90%	CGR	0.50%	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		NORTH LEG: 1	EAST LEG: 1	SOUTH LEG: 1	WEST LEG: 1
	YEAR	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT
	2021	19,500	57,000	16,500	54,000
NO. YEARS 9	2030	1.046 / 20,400	1.084 / 61,800	1.046 / 17,300	1.084 / 58,500
NO. YEARS 19	2040	1.099 / 21,400	1.186 / 67,600	1.099 / 18,100	1.186 / 64,000
NO. YEARS 29	2050	1.156 / 22,500	1.297 / 73,900	1.156 / 19,100	1.297 / 70,000

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol:	1,464				3,371			1,002			3,631		
11/9/2021		1	1	1	660	1,040	0	440	1	560	0	1,230	800	4,734
% TURNS:		33%	33%	33%	39%	61%	0%	44%	0%	56%	0%	61%	39%	
P.M.	2-Way Pk Hr Vol:	1,274				2,770			1,212			2,810		
11/9/2021		1	1	1	650	119	0	570	1	640	0	1,430	620	4,033
% TURNS:		33%	33%	33%	85%	15%	0%	47%	0%	53%	0%	70%	30%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	33%	33%	33%	39%	61%	0%	44%	0%	56%	0%	61%	39%
2030	34%	31%	34%	37%	61%	2%	44%	2%	55%	2%	61%	38%
2040	35%	31%	35%	37%	61%	2%	44%	2%	54%	2%	61%	37%
2050	35%	30%	35%	36%	61%	3%	44%	2%	54%	3%	61%	36%
P.M.												
2021	33%	33%	33%	85%	15%	0%	47%	0%	53%	0%	70%	30%
2030	34%	31%	34%	78%	20%	2%	47%	2%	52%	2%	69%	29%
2040	35%	31%	35%	77%	21%	2%	47%	2%	51%	2%	69%	29%
2050	35%	30%	35%	74%	23%	3%	47%	2%	51%	3%	69%	28%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.0%	7.0%	7.3%	7.3%	7.0%	7.0%	7.3%	7.3%
2030	7.0%	7.0%	7.3%	7.3%	7.0%	7.0%	7.3%	7.3%
2040	7.0%	7.0%	7.3%	7.3%	7.0%	7.0%	7.3%	7.3%
2050	7.0%	7.0%	7.3%	7.3%	7.0%	7.0%	7.3%	7.3%
D FACTOR								
2021	1.0%	1.0%	52.1%	50.8%	99.0%	99.0%	47.9%	50.8%
2030	1.0%	1.0%	52.1%	50.8%	99.0%	99.0%	47.9%	50.8%
2040	1.0%	1.0%	52.1%	50.8%	99.0%	99.0%	47.9%	50.8%
2050	1.0%	1.0%	52.1%	50.8%	99.0%	99.0%	47.9%	50.8%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Sheridan & I-95 NB Ramps
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 2/12/2024
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	19,500	57,000	16,500	54,000
24 HR EST. AADT	2030	20,400	61,800	17,300	58,500
24 HR EST. AADT	2040	21,400	67,600	18,100	64,000
24 HR EST. AADT	2050	22,500	73,900	19,100	70,000

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT	19,500			57,000			16,500			54,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		54,000	16,500	57,000	19,500	54,000	16,500	57,000	19,500	54,000	16,500	57,000	19,500
		42%	13%	45%	22%	60%	18%	44%	15%	41%	18%	61%	21%
2030	2-WAY ADT	20,400			61,800			17,300			58,500		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		58,500	17,300	61,800	20,400	58,500	17,300	61,800	20,400	58,500	17,300	61,800	20,400
		43%	13%	45%	21%	61%	18%	44%	14%	42%	17%	62%	21%
2040	2-WAY ADT	21,400			67,600			18,100			64,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		64,000	18,100	67,600	21,400	64,000	18,100	67,600	21,400	64,000	18,100	67,600	21,400
		43%	12%	45%	21%	62%	17%	44%	14%	42%	17%	63%	20%
2050	2-WAY ADT	22,500			73,900			19,100			70,000		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		70,000	19,100	73,900	22,500	70,000	19,100	73,900	22,500	70,000	19,100	73,900	22,500
		43%	12%	45%	20%	63%	17%	44%	14%	42%	17%	64%	19%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	1	17	1	775	1,464	0	600	1	587	0	1,391	580
2030	EST. TURNS	6	19	8	801	1,614	6	625	14	604	4	1,527	601
2040	EST. TURNS	8	21	10	840	1,797	9	654	17	628	6	1,697	629
2050	EST. TURNS	10	22	11	881	1,997	10	689	22	658	8	1,881	661
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	2	17	1	1,050	1,094	0	322	0	841	0	1,723	305
2030	EST. TURNS	9	18	5	1,065	1,253	6	372	5	854	5	1,841	346
2040	EST. TURNS	10	20	6	1,111	1,419	8	396	7	868	7	2,022	367
2050	EST. TURNS	11	21	7	1,158	1,606	9	431	9	898	9	2,212	397

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		14	1,356	1,370	2,168	1,992	4,160	1,143	17	1,160	1,888	2,052	3,940
2021	TURN SUMMARY	20	1,356	1,376	2,239	1,992	4,231	1,187	17	1,204	1,971	2,052	4,023
CONTROL LINK VOLUMES		14	1,416	1,430	2,350	2,160	4,510	1,199	11	1,210	2,046	2,224	4,270
2030	TURN SUMMARY	33	1,416	1,449	2,421	2,160	4,581	1,243	29	1,272	2,132	2,224	4,356
CONTROL LINK VOLUMES		15	1,485	1,500	2,571	2,359	4,930	1,254	16	1,270	2,238	2,432	4,670
2040	TURN SUMMARY	40	1,485	1,525	2,646	2,361	5,007	1,299	36	1,335	2,332	2,434	4,766
CONTROL LINK VOLUMES		16	1,564	1,580	2,811	2,579	5,390	1,324	16	1,340	2,448	2,662	5,110
2050	TURN SUMMARY	43	1,564	1,607	2,888	2,581	5,469	1,370	40	1,410	2,550	2,665	5,215
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		14	1,356	1,370	2,114	2,046	4,160	1,143	17	1,160	2,003	1,937	3,940
2021	TURN SUMMARY	20	1,356	1,376	2,144	2,046	4,190	1,164	17	1,181	2,028	1,937	3,965
CONTROL LINK VOLUMES		14	1,416	1,430	2,292	2,218	4,510	1,199	11	1,210	2,169	2,101	4,270
2030	TURN SUMMARY	32	1,416	1,448	2,323	2,218	4,541	1,232	29	1,260	2,192	2,116	4,308
CONTROL LINK VOLUMES		15	1,485	1,500	2,507	2,423	4,930	1,254	16	1,270	2,373	2,297	4,670
2040	TURN SUMMARY	36	1,485	1,521	2,539	2,424	4,963	1,271	36	1,307	2,396	2,297	4,693
CONTROL LINK VOLUMES		16	1,564	1,580	2,741	2,649	5,390	1,324	16	1,340	2,596	2,514	5,110
2050	TURN SUMMARY	40	1,564	1,604	2,773	2,651	5,424	1,339	40	1,379	2,619	2,515	5,134

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	11/1/2023
DESIGN YEAR:	2050		
INTERSECTION:	Sheridan & I-95 SB Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	0.50%	CGR	0.90%	CGR	0.50%	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		1		1		1		1	
	YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
	2021		18,500		54,000		14,500		53,000
NO. YEARS 9	2030	1.046	19,300	1.084	58,500	1.046	15,200	1.084	57,500
NO. YEARS 19	2040	1.099	20,300	1.186	64,000	1.099	15,900	1.186	62,800
NO. YEARS 29	2050	1.156	21,400	1.297	70,000	1.156	16,800	1.297	68,700

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol:	1,112				3,631			903			3,662		
11/9/2021		530	0	580	0	1,190	410	1	1	1	490	1,450	1	4,654
% TURNS:		48%	0%	52%	0%	74%	26%	33%	33%	33%	25%	75%	0%	
P.M.	2-Way Pk Hr Vol:	1,222				3,881			973			3,892		
11/9/2021		600	0	620	0	1,360	470	1	1	1	500	1,430	1	4,984
% TURNS:		49%	0%	51%	0%	74%	26%	33%	33%	33%	26%	74%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	48%	0%	52%	0%	74%	26%	33%	33%	33%	25%	75%	0%
2030	47%	1%	51%	2%	73%	25%	34%	31%	34%	24%	74%	2%
2040	47%	1%	51%	3%	73%	24%	35%	31%	35%	24%	73%	3%
2050	47%	2%	51%	3%	73%	24%	35%	30%	35%	24%	73%	3%
P.M.												
2021	49%	0%	51%	0%	74%	26%	33%	33%	33%	26%	74%	0%
2030	49%	1%	50%	2%	73%	25%	34%	31%	34%	25%	73%	2%
2040	49%	1%	50%	3%	73%	24%	35%	31%	35%	25%	73%	3%
2050	48%	2%	50%	3%	73%	24%	35%	30%	35%	24%	72%	3%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.0%	7.0%	7.3%	7.3%	7.0%	7.0%	7.3%	7.3%
2030	7.0%	7.0%	7.3%	7.3%	7.0%	7.0%	7.3%	7.3%
2040	7.0%	7.0%	7.3%	7.3%	7.0%	7.0%	7.3%	7.3%
2050	7.0%	7.0%	7.3%	7.3%	7.0%	7.0%	7.3%	7.3%
D FACTOR								
2021	99.0%	99.0%	52.1%	50.0%	1.0%	1.0%	55.8%	45.6%
2030	99.0%	99.0%	52.1%	50.0%	1.0%	1.0%	55.8%	45.6%
2040	99.0%	99.0%	52.1%	50.0%	1.0%	1.0%	55.8%	45.6%
2050	99.0%	99.0%	52.1%	50.0%	1.0%	1.0%	55.8%	45.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Sheridan & I-95 SB Ramps
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 11/1/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	18,500	54,000	14,500	53,000
24 HR EST. AADT	2030	19,300	58,500	15,200	57,500
24 HR EST. AADT	2040	20,300	64,000	15,900	62,800
24 HR EST. AADT	2050	21,400	70,000	16,800	68,700

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2021 2-WAY ADT		18,500			54,000			14,500			53,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		53,000	14,500	54,000	18,500	53,000	14,500	54,000	18,500	53,000	14,500	54,000	18,500
		44%	12%	44%	22%	62%	17%	43%	15%	42%	17%	62%	21%
	2030 2-WAY ADT		19,300			58,500			15,200			57,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		57,500	15,200	58,500	19,300	57,500	15,200	58,500	19,300	57,500	15,200	58,500	19,300
		44%	12%	45%	21%	63%	17%	43%	14%	42%	16%	63%	21%
	2040 2-WAY ADT		20,300			64,000			15,900			62,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		62,800	15,900	64,000	20,300	62,800	15,900	64,000	20,300	62,800	15,900	64,000	20,300
		44%	11%	45%	21%	63%	16%	44%	14%	43%	16%	64%	20%
	2050 2-WAY ADT		21,400			70,000			16,800			68,700	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		68,700	16,800	70,000	21,400	68,700	16,800	70,000	21,400	68,700	16,800	70,000	21,400
		44%	11%	45%	20%	64%	16%	44%	13%	43%	16%	65%	20%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	497	0	580	0	1,214	508	1	8	1	502	1,305	10
2030	EST. TURNS	514	14	594	6	1,340	518	4	[10]	4	516	1,446	[12]
2040	EST. TURNS	535	17	627	[8]	1,483	545	5	[12]	[6]	536	1,605	[14]
2050	EST. TURNS	566	23	659	[10]	1,651	577	[6]	[13]	[7]	568	1,784	[16]
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	638	0	663	0	1,467	533	1	9	1	477	1,305	9
2030	EST. TURNS	661	15	682	6	1,620	543	5	[10]	5	491	1,448	[11]
2040	EST. TURNS	690	19	720	7	1,795	571	[6]	[12]	[6]	510	1,608	[12]
2050	EST. TURNS	730	25	760	9	1,997	603	[7]	[14]	[7]	540	1,789	[14]

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,282	18	1,300	2,054	1,886	3,940	10	1,010	1,020	2,159	1,711	3,870
2021	TURN SUMMARY	1,077	18	1,095	1,722	1,886	3,608	9	1,010	1,019	1,818	1,711	3,529
CONTROL LINK VOLUMES		1,337	13	1,350	2,225	2,045	4,270	11	1,049	1,060	2,342	1,858	4,200
2030	TURN SUMMARY	1,122	28	1,150	1,865	2,045	3,910	18	1,049	1,067	1,975	1,858	3,833
CONTROL LINK VOLUMES		1,407	13	1,420	2,434	2,236	4,670	11	1,099	1,110	2,558	2,022	4,580
2040	TURN SUMMARY	1,179	35	1,214	2,036	2,236	4,272	23	1,099	1,122	2,155	2,024	4,179
CONTROL LINK VOLUMES		1,483	17	1,500	2,662	2,448	5,110	12	1,168	1,180	2,798	2,222	5,020
2050	TURN SUMMARY	1,249	40	1,289	2,238	2,449	4,687	26	1,168	1,194	2,369	2,224	4,593
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,282	18	1,300	1,971	1,969	3,940	10	1,010	1,020	1,764	2,106	3,870
2021	TURN SUMMARY	1,301	18	1,319	1,999	1,969	3,968	11	1,010	1,021	1,792	2,106	3,898
CONTROL LINK VOLUMES		1,337	13	1,350	2,135	2,135	4,270	11	1,049	1,060	1,914	2,286	4,200
2030	TURN SUMMARY	1,358	27	1,385	2,169	2,135	4,304	20	1,049	1,069	1,950	2,286	4,236
CONTROL LINK VOLUMES		1,407	13	1,420	2,336	2,334	4,670	11	1,099	1,110	2,090	2,490	4,580
2040	TURN SUMMARY	1,429	31	1,460	2,372	2,335	4,707	25	1,099	1,124	2,130	2,491	4,621
CONTROL LINK VOLUMES		1,483	17	1,500	2,555	2,555	5,110	12	1,168	1,180	2,287	2,733	5,020
2050	TURN SUMMARY	1,515	37	1,552	2,609	2,556	5,165	28	1,168	1,196	2,343	2,734	5,077

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	2/12/2024
DESIGN YEAR:	2050		
INTERSECTION:	Sheridan & N 26th Ave		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	0.50%	CGR	0.90%	CGR	0.50%	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
				1		1		1		1
		2021		16,500		46,500		11,000		51,500
NO. YEARS	9	2030	1.046	17,300	1.084	50,400	1.046	11,500	1.084	55,800
NO. YEARS	19	2040	1.099	18,100	1.186	55,100	1.099	12,100	1.186	61,100
NO. YEARS	29	2050	1.156	19,100	1.297	60,300	1.156	12,700	1.297	66,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol:	710				2,900			670			3,280		
11/9/2021		130	50	120	110	1,260	50	50	120	310	90	1,310	180	3,780
% TURNS:		43%	17%	40%	8%	89%	4%	10%	25%	65%	6%	83%	11%	
P.M.	2-Way Pk Hr Vol:	1,270				3,290			850			3,790		
11/9/2021		280	150	230	160	1,320	40	50	180	250	180	1,490	270	4,600
% TURNS:		42%	23%	35%	11%	87%	3%	10%	38%	52%	9%	77%	14%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	43%	17%	40%	8%	89%	4%	10%	25%	65%	6%	83%	11%
2030	44%	16%	40%	9%	86%	5%	13%	24%	63%	7%	81%	12%
2040	44%	16%	40%	9%	86%	5%	14%	24%	62%	7%	81%	13%
2050	44%	15%	41%	10%	85%	5%	16%	23%	61%	7%	80%	13%
P.M.												
2021	42%	23%	35%	11%	87%	3%	10%	38%	52%	9%	77%	14%
2030	43%	21%	36%	12%	85%	4%	13%	35%	51%	10%	75%	15%
2040	43%	21%	36%	12%	84%	4%	14%	34%	51%	10%	75%	15%
2050	43%	20%	36%	12%	84%	4%	16%	33%	51%	10%	75%	15%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
2030	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
2040	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
2050	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
D FACTOR								
2021	42.7%	54.5%	52.1%	50.8%	25.8%	44.4%	47.9%	50.8%
2030	42.7%	54.5%	52.1%	50.8%	25.8%	44.4%	47.9%	50.8%
2040	42.7%	54.5%	52.1%	50.8%	25.8%	44.4%	47.9%	50.8%
2050	42.7%	54.5%	52.1%	50.8%	25.8%	44.4%	47.9%	50.8%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Sheridan & N 26th Ave
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 2/12/2024
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	16,500	46,500	11,000	51,500
24 HR EST. AADT	2030	17,300	50,400	11,500	55,800
24 HR EST. AADT	2040	18,100	55,100	12,100	61,100
24 HR EST. AADT	2050	19,100	60,300	12,700	66,800

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
	2021 2-WAY ADT		16,500			46,500			11,000			51,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		51,500	11,000	46,500	16,500	51,500	11,000	46,500	16,500	51,500	11,000	46,500	16,500
		47%	10%	43%	21%	65%	14%	41%	14%	45%	15%	63%	22%
	2030 2-WAY ADT		17,300			50,400			11,500			55,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,800	11,500	50,400	17,300	55,800	11,500	50,400	17,300	55,800	11,500	50,400	17,300
		47%	10%	43%	20%	66%	14%	41%	14%	45%	15%	64%	22%
	2040 2-WAY ADT		18,100			55,100			12,100			61,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		61,100	12,100	55,100	18,100	61,100	12,100	55,100	18,100	61,100	12,100	55,100	18,100
		48%	9%	43%	20%	67%	13%	41%	13%	45%	14%	65%	21%
	2050 2-WAY ADT		19,100			60,300			12,700			66,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		66,800	12,700	60,300	19,100	66,800	12,700	60,300	19,100	66,800	12,700	60,300	19,100
		48%	9%	43%	19%	68%	13%	41%	13%	46%	14%	65%	21%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	213	192	179	238	1,616	150	19	85	130	251	1,423	362
2030	EST. TURNS	242	194	197	260	1,737	177	27	86	141	275	1,539	383
2040	EST. TURNS	262	196	206	272	1,911	188	30	88	152	295	1,688	407
2050	EST. TURNS	285	197	220	288	2,097	206	34	89	162	321	1,853	432
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	244	175	217	175	1,429	58	38	129	177	211	1,411	240
2030	EST. TURNS	272	176	235	191	1,538	80	52	131	191	226	1,525	262
2040	EST. TURNS	295	178	245	200	1,694	87	57	132	205	242	1,675	282
2050	EST. TURNS	321	179	261	213	1,863	100	65	133	220	262	1,838	303

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		515	685	1,200	1,769	1,621	3,390	207	593	800	1,801	1,959	3,760
2021	TURN SUMMARY	583	685	1,268	2,005	1,621	3,626	234	593	827	2,036	1,959	3,995
CONTROL LINK VOLUMES		540	720	1,260	1,917	1,763	3,680	216	624	840	1,951	2,119	4,070
2030	TURN SUMMARY	632	729	1,361	2,174	1,763	3,937	254	646	900	2,198	2,119	4,317
CONTROL LINK VOLUMES		565	755	1,320	2,096	1,924	4,020	228	652	880	2,136	2,324	4,460
2040	TURN SUMMARY	664	767	1,431	2,371	1,924	4,295	269	680	949	2,391	2,324	4,715
CONTROL LINK VOLUMES		596	794	1,390	2,293	2,107	4,400	239	691	930	2,336	2,544	4,880
2050	TURN SUMMARY	702	810	1,512	2,592	2,107	4,699	285	724	1,009	2,606	2,544	5,150
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		656	544	1,200	1,724	1,666	3,390	356	444	800	1,910	1,850	3,760
2021	TURN SUMMARY	636	544	1,180	1,662	1,666	3,328	344	444	788	1,861	1,850	3,711
CONTROL LINK VOLUMES		688	572	1,260	1,869	1,811	3,680	373	467	840	2,069	2,001	4,070
2030	TURN SUMMARY	683	584	1,267	1,809	1,811	3,620	374	483	856	2,013	2,001	4,014
CONTROL LINK VOLUMES		720	600	1,320	2,043	1,977	4,020	392	488	880	2,266	2,194	4,460
2040	TURN SUMMARY	718	614	1,332	1,981	1,977	3,958	394	508	902	2,199	2,194	4,393
CONTROL LINK VOLUMES		760	630	1,390	2,236	2,164	4,400	411	519	930	2,477	2,403	4,880
2050	TURN SUMMARY	760	648	1,408	2,175	2,164	4,339	418	541	959	2,403	2,403	4,806

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	2/12/2024
DESIGN YEAR:	2050	T-INTERSECTION?	Yes
INTERSECTION:	Sheridan & N 28th Ave	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	0.50%	CGR	0.90%	CGR	-	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		300		51,500		-		57,000
NO. YEARS	9	2030	1.046	310	1.084	55,800	-	-	1.084	61,800
NO. YEARS	19	2040	1.099	330	1.186	61,100	-	-	1.186	67,600
NO. YEARS	29	2050	1.156	350	1.297	66,800	-	-	1.297	73,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	102				3,292			-			3,372		
11/9/2021		10	-	5	5	1,690	-	-	-	-	-	1,590	80	3,386
% TURNS:		63%	-	31%	0%	100%	-	-	-	-	-	95%	5%	
P.M.	2-Way Pk Hr Vol:	77				3,787			-			3,832		
11/9/2021		10	-	5	10	1,830	-	-	-	-	-	1,940	50	3,851
% TURNS:		63%	-	31%	1%	99%	-	-	-	-	-	97%	3%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.													
	2021	63%	-	31%	0%	100%	-	-	-	-	-	95%	5%
	2030	62%	-	33%	0%	100%	-	-	-	-	-	96%	4%
	2040	61%	-	33%	0%	100%	-	-	-	-	-	96%	4%
	2050	61%	-	34%	0%	100%	-	-	-	-	-	96%	4%
P.M.													
	2021	63%	-	31%	1%	99%	-	-	-	-	-	97%	3%
	2030	62%	-	33%	1%	99%	-	-	-	-	-	98%	2%
	2040	61%	-	33%	1%	99%	-	-	-	-	-	98%	2%
	2050	61%	-	34%	1%	99%	-	-	-	-	-	98%	2%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.3%	7.3%	7.3%	7.3%	-	-	7.3%	7.3%
2030	7.3%	7.3%	7.3%	7.3%	-	-	7.3%	7.3%
2040	7.3%	7.3%	7.3%	7.3%	-	-	7.3%	7.3%
2050	7.3%	7.3%	7.3%	7.3%	-	-	7.3%	7.3%
D FACTOR								
2021	64.1%	51.4%	52.1%	50.8%	-	-	47.9%	50.8%
2030	64.1%	51.4%	52.1%	50.8%	-	-	47.9%	50.8%
2040	64.1%	51.4%	52.1%	50.8%	-	-	47.9%	50.8%
2050	64.1%	51.4%	52.1%	50.8%	-	-	47.9%	50.8%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Sheridan & N 28th Ave
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 2/12/2024
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	300	51,500	-	57,000
24 HR EST. AADT	2030	310	55,800	-	61,800
24 HR EST. AADT	2040	330	61,100	-	67,600
24 HR EST. AADT	2050	350	66,800	-	73,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		300			51,500			-			57,000		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	57,000	-	51,500	300	57,000	-	-	-	-	-	51,500	300
	52%	-	47%	1%	99%	-	-	-	-	-	99%	1%
2030 2-WAY ADT		310			55,800			-			61,800	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	61,800	-	55,800	310	61,800	-	-	-	-	-	55,800	310
	53%	-	47%	0%	99%	-	-	-	-	-	99%	1%
2040 2-WAY ADT		330			61,100			-			67,600	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	67,600	-	61,100	330	67,600	-	-	-	-	-	61,100	330
	52%	-	47%	0%	99%	-	-	-	-	-	99%	1%
2050 2-WAY ADT		350			66,800			-			73,900	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	73,900	-	66,800	350	73,900	-	-	-	-	-	66,800	350
	52%	-	47%	0%	99%	-	-	-	-	-	99%	1%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	11	-	3	0	2,154	-	-	-	-	-	1,797	6
2030	EST. TURNS	12	-	5	1	2,335	-	-	-	-	-	1,944	8
2040	EST. TURNS	13	-	6	3	2,552	-	-	-	-	-	2,132	10
2050	EST. TURNS	15	-	7	5	2,792	-	-	-	-	-	2,335	13
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	8	-	2	1	2,036	-	-	-	-	-	1,847	8
2030	EST. TURNS	9	-	3	2	2,207	-	-	-	-	-	1,998	10
2040	EST. TURNS	10	-	4	4	2,412	-	-	-	-	-	2,191	12
2050	EST. TURNS	12	-	7	5	2,637	-	-	-	-	-	2,229	15

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		14	6	20	1,959	1,801	3,760	-	-	-	1,993	2,167	4,160
2021	TURN SUMMARY	15	6	21	2,156	1,801	3,957	-	-	-	1,807	2,167	3,974
CONTROL LINK VOLUMES		15	5	20	2,122	1,948	4,070	-	-	-	2,161	2,349	4,510
2030	TURN SUMMARY	18	9	27	2,338	1,950	4,288	-	-	-	1,956	2,349	4,305
CONTROL LINK VOLUMES		15	5	20	2,324	2,136	4,460	-	-	-	2,364	2,566	4,930
2040	TURN SUMMARY	20	13	33	2,558	2,139	4,697	-	-	-	2,146	2,567	4,713
CONTROL LINK VOLUMES		16	14	30	2,541	2,339	4,880	-	-	-	2,584	2,806	5,390
2050	TURN SUMMARY	24	18	42	2,798	2,343	5,141	-	-	-	2,352	2,809	5,161
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		11	9	20	1,910	1,850	3,760	-	-	-	2,114	2,046	4,160
2021	TURN SUMMARY	11	9	20	2,039	1,850	3,889	-	-	-	1,859	2,046	3,905
CONTROL LINK VOLUMES		12	8	20	2,069	2,001	4,070	-	-	-	2,292	2,218	4,510
2030	TURN SUMMARY	13	12	25	2,211	2,002	4,213	-	-	-	2,012	2,218	4,230
CONTROL LINK VOLUMES		12	8	20	2,266	2,194	4,460	-	-	-	2,507	2,423	4,930
2040	TURN SUMMARY	15	16	31	2,418	2,196	4,614	-	-	-	2,207	2,424	4,631
CONTROL LINK VOLUMES		13	17	30	2,477	2,403	4,880	-	-	-	2,741	2,649	5,390
2050	TURN SUMMARY	20	20	40	2,644	2,237	4,881	-	-	-	2,248	2,651	4,899

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/15/2023
DESIGN YEAR:	2050		
INTERSECTION:	Sheridan & N 29th Ave		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	1.00%	CGR	0.90%	CGR	0.90%	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	NORTH LEG FACTOR	NORTH LEG AADT	EAST LEG FACTOR	EAST LEG AADT	SOUTH LEG FACTOR	SOUTH LEG AADT	WEST LEG FACTOR	WEST LEG AADT
		2021		11,500		53,000		3,600		51,500
NO. YEARS	9	2030	1.094	12,600	1.084	57,500	1.084	3,900	1.084	55,800
NO. YEARS	19	2040	1.208	13,900	1.186	62,800	1.186	4,300	1.186	61,100
NO. YEARS	29	2050	1.335	15,300	1.297	68,700	1.297	4,700	1.297	66,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	770			3,660			300			3,590			
11/9/2021		90	10	160	320	1,370	30	40	10	30	180	1,740	180	4,160
% TURNS:		35%	4%	62%	19%	80%	2%	50%	13%	38%	9%	83%	9%	
P.M.	2-Way Pk Hr Vol:	890			3,890			310			3,830			
11/9/2021		270	50	290	170	1,720	70	40	10	40	100	1,600	100	4,460
% TURNS:		44%	8%	48%	9%	88%	4%	44%	11%	44%	6%	89%	6%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	35%	4%	62%	19%	80%	2%	50%	13%	38%	9%	83%	9%
2030	36%	4%	60%	18%	79%	2%	50%	12%	38%	8%	82%	9%
2040	36%	4%	60%	18%	79%	2%	49%	12%	38%	8%	82%	10%
2050	37%	4%	59%	18%	79%	2%	49%	12%	39%	8%	82%	10%
P.M.												
2021	44%	8%	48%	9%	88%	4%	44%	11%	44%	6%	89%	6%
2030	45%	8%	48%	10%	87%	4%	45%	11%	44%	6%	88%	7%
2040	45%	8%	48%	10%	86%	4%	45%	11%	44%	6%	87%	7%
2050	45%	7%	48%	10%	86%	4%	45%	11%	44%	6%	87%	8%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
2030	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
2040	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
2050	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%	7.3%
D FACTOR								
2021	35.7%	61.2%	44.2%	54.4%	29.2%	36.0%	55.8%	45.6%
2030	35.7%	61.2%	44.2%	54.4%	29.2%	36.0%	55.8%	45.6%
2040	35.7%	61.2%	44.2%	54.4%	29.2%	36.0%	55.8%	45.6%
2050	35.7%	61.2%	44.2%	54.4%	29.2%	36.0%	55.8%	45.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Sheridan & N 29th Ave
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/15/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	11,500	53,000	3,600	51,500
24 HR EST. AADT	2030	12,600	57,500	3,900	55,800
24 HR EST. AADT	2040	13,900	62,800	4,300	61,100
24 HR EST. AADT	2050	15,300	68,700	4,700	66,800

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT		11,500			53,000			3,600			51,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		51,500	3,600	53,000	11,500	51,500	3,600	53,000	11,500	51,500	3,600	53,000	11,500
		48%	3%	49%	17%	77%	5%	46%	10%	44%	5%	78%	17%
2030	2-WAY ADT		12,600			57,500			3,900			55,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,800	3,900	57,500	12,600	55,800	3,900	57,500	12,600	55,800	3,900	57,500	12,600
		48%	3%	49%	17%	77%	5%	46%	10%	44%	5%	78%	17%
2040	2-WAY ADT		13,900			62,800			4,300			61,100	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		61,100	4,300	62,800	13,900	61,100	4,300	62,800	13,900	61,100	4,300	62,800	13,900
		48%	3%	49%	18%	77%	5%	46%	10%	44%	5%	78%	17%
2050	2-WAY ADT		15,300			68,700			4,700			66,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		66,800	4,700	68,700	15,300	66,800	4,700	68,700	15,300	66,800	4,700	68,700	15,300
		48%	3%	49%	18%	77%	5%	46%	10%	44%	5%	77%	17%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	118	9	198	332	1,512	24	41	10	32	150	1,921	198
2030	EST. TURNS	131	10	216	355	1,631	32	45	11	35	155	2,084	226
2040	EST. TURNS	147	11	235	383	1,785	36	49	12	39	170	2,269	253
2050	EST. TURNS	163	12	259	422	1,954	43	54	13	43	184	2,490	286
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	224	33	242	207	1,782	58	40	12	40	74	1,483	108
2030	EST. TURNS	244	43	269	222	1,925	66	45	13	43	78	1,604	124
2040	EST. TURNS	273	44	292	238	2,105	73	49	14	49	87	1,745	139
2050	EST. TURNS	300	45	325	266	2,303	83	54	16	53	95	1,913	158

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		300	540	840	1,710	2,160	3,870	77	183	260	2,098	1,662	3,760
2021	TURN SUMMARY	325	540	865	1,867	2,160	4,027	84	183	267	2,268	1,662	3,930
CONTROL LINK VOLUMES		329	591	920	1,855	2,345	4,200	83	197	280	2,273	1,797	4,070
2030	TURN SUMMARY	357	592	949	2,018	2,345	4,363	91	197	288	2,465	1,797	4,262
CONTROL LINK VOLUMES		363	647	1,010	2,026	2,554	4,580	92	218	310	2,489	1,971	4,460
2040	TURN SUMMARY	393	648	1,041	2,204	2,554	4,758	101	218	319	2,693	1,971	4,664
CONTROL LINK VOLUMES		399	721	1,120	2,217	2,803	5,020	100	240	340	2,721	2,159	4,880
2050	TURN SUMMARY	435	722	1,157	2,419	2,803	5,222	110	240	350	2,960	2,159	5,119
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		513	327	840	2,105	1,765	3,870	95	165	260	1,714	2,046	3,760
2021	TURN SUMMARY	499	327	826	2,047	1,765	3,812	92	165	257	1,665	2,046	3,711
CONTROL LINK VOLUMES		563	357	920	2,283	1,917	4,200	102	178	280	1,857	2,213	4,070
2030	TURN SUMMARY	557	359	916	2,213	1,917	4,130	101	188	289	1,806	2,213	4,019
CONTROL LINK VOLUMES		621	389	1,010	2,494	2,086	4,580	113	197	310	2,034	2,426	4,460
2040	TURN SUMMARY	609	391	1,000	2,416	2,086	4,502	111	204	315	1,971	2,426	4,397
CONTROL LINK VOLUMES		683	437	1,120	2,728	2,292	5,020	123	217	340	2,224	2,656	4,880
2050	TURN SUMMARY	671	440	1,111	2,652	2,292	4,944	123	223	346	2,166	2,656	4,822

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/15/2023
DESIGN YEAR:	2050	T-INTERSECTION?	Yes
INTERSECTION:	Stirling Road & Anglers Ave	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	**2.40%**	**CGR**	**0.90%**	**CGR**	**-**	**CGR**	**0.90%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		NORTH LEG: **1**	EAST LEG: **1**	SOUTH LEG: **-**	WEST LEG: **1**
	YEAR	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT	FACTOR / AADT
	2021	13,000	49,500	-	43,000
NO. YEARS 9	2030	1.238 / 16,100	1.084 / 53,700	- / -	1.084 / 46,600
NO. YEARS 19	2040	1.569 / 20,400	1.186 / 58,700	- / -	1.186 / 51,000
NO. YEARS 29	2050	1.989 / 25,900	1.297 / 64,200	- / -	1.297 / 55,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	772				2,942			-			2,832		
11/9/2021		100	-	200	240	1,060	-	-	-	-	-	1,440	230	3,276
% TURNS:		33%	-	66%	18%	81%	-	-	-	-	-	86%	14%	
P.M.	2-Way Pk Hr Vol:	1,062				3,612			-			3,452		
11/9/2021		270	-	280	330	1,650	-	-	-	-	-	1,350	180	4,066
% TURNS:		49%	-	51%	17%	83%	-	-	-	-	-	88%	12%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	33%	-	66%	18%	81%	-	-	-	-	-	86%	14%
2030	35%	-	65%	19%	81%	-	-	-	-	-	85%	15%
2040	35%	-	65%	20%	80%	-	-	-	-	-	85%	15%
2050	35%	-	64%	21%	79%	-	-	-	-	-	84%	16%
P.M.												
2021	49%	-	51%	17%	83%	-	-	-	-	-	88%	12%
2030	49%	-	51%	18%	82%	-	-	-	-	-	87%	13%
2040	49%	-	51%	18%	82%	-	-	-	-	-	86%	14%
2050	49%	-	51%	19%	81%	-	-	-	-	-	85%	15%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	8.0%	8.0%	8.0%	8.0%	-	-	8.0%	8.0%
2030	8.0%	8.0%	8.0%	8.0%	-	-	8.0%	8.0%
2040	8.0%	8.0%	8.0%	8.0%	-	-	8.0%	8.0%
2050	8.0%	8.0%	8.0%	8.0%	-	-	8.0%	8.0%
D FACTOR								
2021	42.9%	55.8%	45.6%	54.3%	-	-	54.4%	45.7%
2030	42.9%	55.8%	45.6%	54.3%	-	-	54.4%	45.7%
2040	42.9%	55.8%	45.6%	54.3%	-	-	54.4%	45.7%
2050	42.9%	55.8%	45.6%	54.3%	-	-	54.4%	45.7%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Stirling Road & Anglers Ave
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/15/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	13,000	49,500	-	43,000
24 HR EST. AADT	2030	16,100	53,700	-	46,600
24 HR EST. AADT	2040	20,400	58,700	-	51,000
24 HR EST. AADT	2050	25,900	64,200	-	55,800

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT		13,000			49,500			-			43,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		43,000	-	49,500	13,000	43,000	-	-	-	-	-	49,500	13,000
		46%	-	53%	23%	77%	-	-	-	-	-	79%	21%
2030	2-WAY ADT		16,100			53,700			-			46,600	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		46,600	-	53,700	16,100	46,600	-	-	-	-	-	53,700	16,100
		46%	-	53%	26%	74%	-	-	-	-	-	77%	23%
2040	2-WAY ADT		20,400			58,700			-			51,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		51,000	-	58,700	20,400	51,000	-	-	-	-	-	58,700	20,400
		46%	-	53%	29%	71%	-	-	-	-	-	74%	26%
2050	2-WAY ADT		25,900			64,200			-			55,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		55,800	-	64,200	25,900	55,800	-	-	-	-	-	64,200	25,900
		46%	-	53%	32%	68%	-	-	-	-	-	71%	29%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	116	-	356	378	1,452	-	-	-	-	-	1,797	215
2030	EST. TURNS	154	-	432	461	1,547	-	-	-	-	-	1,907	276
2040	EST. TURNS	206	-	537	567	1,653	-	-	-	-	-	2,021	363
2050	EST. TURNS	277	-	669	703	1,754	-	-	-	-	-	2,128	478
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	208	-	356	340	1,660	-	-	-	-	-	1,452	120
2030	EST. TURNS	261	-	435	413	1,764	-	-	-	-	-	1,531	157
2040	EST. TURNS	341	-	534	510	1,874	-	-	-	-	-	1,615	208
2050	EST. TURNS	443	-	659	635	1,976	-	-	-	-	-	1,691	278

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		446	594	1,040	1,806	2,154	3,960	-	-	-	1,871	1,569	3,440
2021	TURN SUMMARY	474	594	1,068	1,833	2,154	3,987	-	-	-	2,014	1,569	3,583
CONTROL LINK VOLUMES		552	738	1,290	1,959	2,341	4,300	-	-	-	2,028	1,702	3,730
2030	TURN SUMMARY	588	738	1,326	2,011	2,341	4,352	-	-	-	2,185	1,702	3,887
CONTROL LINK VOLUMES		699	931	1,630	2,141	2,559	4,700	-	-	-	2,220	1,860	4,080
2040	TURN SUMMARY	745	931	1,676	2,223	2,559	4,782	-	-	-	2,386	1,860	4,246
CONTROL LINK VOLUMES		888	1,182	2,070	2,342	2,798	5,140	-	-	-	2,428	2,032	4,460
2050	TURN SUMMARY	949	1,182	2,131	2,459	2,798	5,257	-	-	-	2,608	2,032	4,640
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		580	460	1,040	2,150	1,810	3,960	-	-	-	1,572	1,868	3,440
2021	TURN SUMMARY	566	460	1,026	2,002	1,810	3,812	-	-	-	1,574	1,868	3,442
CONTROL LINK VOLUMES		719	571	1,290	2,333	1,967	4,300	-	-	-	1,704	2,026	3,730
2030	TURN SUMMARY	697	571	1,268	2,180	1,967	4,147	-	-	-	1,690	2,026	3,716
CONTROL LINK VOLUMES		911	719	1,630	2,550	2,150	4,700	-	-	-	1,865	2,215	4,080
2040	TURN SUMMARY	877	719	1,596	2,387	2,150	4,537	-	-	-	1,824	2,215	4,039
CONTROL LINK VOLUMES		1,156	914	2,070	2,789	2,351	5,140	-	-	-	2,040	2,420	4,460
2050	TURN SUMMARY	1,105	914	2,019	2,614	2,351	4,965	-	-	-	1,971	2,420	4,391

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/15/2023
DESIGN YEAR:	2050	T-INTERSECTION?	Yes
INTERSECTION:	Stirling Rd & Bryan Rd	MISSING Leg:	South Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	**0.90%**	**CGR**	**0.90%**	**CGR**	**-**	**CGR**	**0.90%**	**CGR**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		5,500		30,500		-		32,000
NO. YEARS	9	2030	1.084	6,000	1.084	33,100	-	-	1.084	34,700
NO. YEARS	19	2040	1.186	6,500	1.186	36,200	-	-	1.186	37,900
NO. YEARS	29	2050	1.297	7,100	1.297	39,500	-	-	1.297	41,500

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	382				1,987			-			2,047		
11/9/2021		150	-	100	60	910	-	-	-	-	-	915	70	2,211
% TURNS:		60%	-	40%	6%	94%	-	-	-	-	-	93%	7%	
P.M.	2-Way Pk Hr Vol:	542				2,702			-			2,682		
11/9/2021		190	-	200	80	1,300	-	-	-	-	-	1,120	70	2,966
% TURNS:		49%	-	51%	6%	94%	-	-	-	-	-	94%	6%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	60%	-	40%	6%	94%	-	-	-	-	-	93%	7%
2030	59%	-	41%	7%	93%	-	-	-	-	-	92%	8%
2040	59%	-	41%	7%	93%	-	-	-	-	-	92%	8%
2050	58%	-	41%	8%	92%	-	-	-	-	-	91%	8%
P.M.												
2021	49%	-	51%	6%	94%	-	-	-	-	-	94%	6%
2030	49%	-	51%	7%	93%	-	-	-	-	-	93%	7%
2040	49%	-	51%	7%	93%	-	-	-	-	-	93%	7%
2050	49%	-	51%	7%	93%	-	-	-	-	-	92%	7%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.5%	7.5%	7.5%	7.5%	-	-	7.5%	7.5%
2030	7.5%	7.5%	7.5%	7.5%	-	-	7.5%	7.5%
2040	7.5%	7.5%	7.5%	7.5%	-	-	7.5%	7.5%
2050	7.5%	7.5%	7.5%	7.5%	-	-	7.5%	7.5%
D FACTOR								
2021	59.4%	70.2%	43.4%	53.4%	-	-	56.6%	46.6%
2030	59.4%	70.2%	43.4%	53.4%	-	-	56.6%	46.6%
2040	59.4%	70.2%	43.4%	53.4%	-	-	56.6%	46.6%
2050	59.4%	70.2%	43.4%	53.4%	-	-	56.6%	46.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Stirling Rd & Bryan Rd
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/15/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	5,500	30,500	-	32,000
24 HR EST. AADT	2030	6,000	33,100	-	34,700
24 HR EST. AADT	2040	6,500	36,200	-	37,900
24 HR EST. AADT	2050	7,100	39,500	-	41,500

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT		5,500			30,500			-			32,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		32,000	-	30,500	5,500	32,000	-	-	-	-	-	30,500	5,500
		51%	-	49%	15%	85%	-	-	-	-	-	84%	15%
2030	2-WAY ADT		6,000			33,100			-			34,700	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		34,700	-	33,100	6,000	34,700	-	-	-	-	-	33,100	6,000
		51%	-	49%	15%	85%	-	-	-	-	-	84%	15%
2040	2-WAY ADT		6,500			36,200			-			37,900	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		37,900	-	36,200	6,500	37,900	-	-	-	-	-	36,200	6,500
		51%	-	49%	15%	85%	-	-	-	-	-	85%	15%
2050	2-WAY ADT		7,100			39,500			-			41,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		41,500	-	39,500	7,100	41,500	-	-	-	-	-	39,500	7,100
		51%	-	49%	15%	85%	-	-	-	-	-	85%	15%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	143	-	92	63	898	-	-	-	-	-	1,204	101
2030	EST. TURNS	154	-	102	70	972	-	-	-	-	-	1,300	112
2040	EST. TURNS	166	-	113	78	1,063	-	-	-	-	-	1,428	122
2050	EST. TURNS	183	-	120	82	1,164	-	-	-	-	-	1,553	132
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	155	-	116	54	1,126	-	-	-	-	-	951	65
2030	EST. TURNS	169	-	126	60	1,216	-	-	-	-	-	1,027	73
2040	EST. TURNS	182	-	139	67	1,332	-	-	-	-	-	1,130	80
2050	EST. TURNS	202	-	148	70	1,456	-	-	-	-	-	1,229	86

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		245	165	410	993	1,297	2,290	-	-	-	1,358	1,042	2,400
2021	TURN SUMMARY	237	165	402	963	1,297	2,260	-	-	-	1,308	1,042	2,350
CONTROL LINK VOLUMES		267	183	450	1,077	1,403	2,480	-	-	-	1,473	1,127	2,600
2030	TURN SUMMARY	258	183	441	1,044	1,403	2,447	-	-	-	1,415	1,127	2,542
CONTROL LINK VOLUMES		290	200	490	1,178	1,542	2,720	-	-	-	1,609	1,231	2,840
2040	TURN SUMMARY	281	200	481	1,143	1,542	2,685	-	-	-	1,553	1,231	2,784
CONTROL LINK VOLUMES		316	214	530	1,286	1,674	2,960	-	-	-	1,762	1,348	3,110
2050	TURN SUMMARY	305	214	519	1,248	1,674	2,922	-	-	-	1,687	1,348	3,035
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		290	120	410	1,222	1,068	2,290	-	-	-	1,118	1,282	2,400
2021	TURN SUMMARY	273	120	393	1,182	1,068	2,250	-	-	-	1,019	1,282	2,301
CONTROL LINK VOLUMES		316	134	450	1,326	1,154	2,480	-	-	-	1,213	1,387	2,600
2030	TURN SUMMARY	296	134	430	1,279	1,154	2,433	-	-	-	1,103	1,387	2,490
CONTROL LINK VOLUMES		342	148	490	1,450	1,270	2,720	-	-	-	1,325	1,515	2,840
2040	TURN SUMMARY	323	148	471	1,401	1,270	2,671	-	-	-	1,213	1,515	2,728
CONTROL LINK VOLUMES		374	156	530	1,582	1,378	2,960	-	-	-	1,450	1,660	3,110
2050	TURN SUMMARY	352	156	508	1,528	1,378	2,906	-	-	-	1,318	1,660	2,978

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/14/2023
DESIGN YEAR:	2050		
INTERSECTION:	Stirling Road & Compass Way		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	0.90%	CGR	0.90%	CGR	0.50%	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

				1		1		1		1	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
		2021		6,600		32,000		950		39,000	
NO. YEARS	9	2030	1.084	7,200	1.084	34,700	1.046	1,000	1.084	42,300	
NO. YEARS	19	2040	1.186	7,800	1.186	37,900	1.099	1,000	1.186	46,200	
NO. YEARS	29	2050	1.297	8,600	1.297	41,500	1.156	1,100	1.297	50,600	

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	396				2,045			51			2,270		
11/9/2021		130	1	20	70	980	10	5	5	20	10	960	170	2,381
% TURNS:		86%	1%	13%	7%	92%	1%	17%	17%	67%	1%	84%	15%	
P.M.	2-Way Pk Hr Vol:	550				2,680			70			2,860		
11/9/2021		180	5	70	120	1,360	10	10	5	20	20	1,110	170	3,080
% TURNS:		71%	2%	27%	8%	91%	1%	29%	14%	57%	2%	85%	13%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	86%	1%	13%	7%	92%	1%	17%	17%	67%	1%	84%	15%
2030	83%	1%	16%	7%	92%	1%	19%	16%	65%	1%	84%	15%
2040	82%	1%	17%	8%	91%	1%	20%	16%	65%	1%	84%	15%
2050	81%	1%	18%	8%	91%	1%	21%	15%	64%	1%	84%	15%
P.M.												
2021	71%	2%	27%	8%	91%	1%	29%	14%	57%	2%	85%	13%
2030	69%	2%	29%	9%	91%	1%	30%	14%	56%	2%	85%	13%
2040	69%	2%	30%	9%	90%	1%	30%	14%	56%	2%	85%	14%
2050	68%	2%	30%	9%	90%	1%	31%	13%	56%	2%	85%	14%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2030	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2040	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2050	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
D FACTOR								
2021	38.2%	51.3%	43.4%	53.4%	71.2%	55.9%	56.6%	46.6%
2030	38.2%	51.3%	43.4%	53.4%	71.2%	55.9%	56.6%	46.6%
2040	38.2%	51.3%	43.4%	53.4%	71.2%	55.9%	56.6%	46.6%
2050	38.2%	51.3%	43.4%	53.4%	71.2%	55.9%	56.6%	46.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Stirling Road & Compass Way
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/14/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	6,600	32,000	950	39,000
24 HR EST. AADT	2030	7,200	34,700	1,000	42,300
24 HR EST. AADT	2040	7,800	37,900	1,000	46,200
24 HR EST. AADT	2050	8,600	41,500	1,100	50,600

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		6,600			32,000			950			39,000	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	39,000	950	32,000	6,600	39,000	950	32,000	6,600	39,000	950	32,000	6,600
	54%	1%	44%	14%	84%	2%	41%	9%	50%	2%	81%	17%
2030 2-WAY ADT		7,200			34,700			1,000			42,300	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	42,300	1,000	34,700	7,200	42,300	1,000	34,700	7,200	42,300	1,000	34,700	7,200
	54%	1%	44%	14%	84%	2%	41%	9%	50%	2%	81%	17%
2040 2-WAY ADT		7,800			37,900			1,000			46,200	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	46,200	1,000	37,900	7,800	46,200	1,000	37,900	7,800	46,200	1,000	37,900	7,800
	54%	1%	45%	14%	84%	2%	41%	8%	50%	2%	81%	17%
2050 2-WAY ADT		8,600			41,500			1,100			50,600	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	50,600	1,100	41,500	8,600	50,600	1,100	41,500	8,600	50,600	1,100	41,500	8,600
	54%	1%	45%	14%	84%	2%	41%	9%	50%	2%	81%	17%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	182	1	17	50	1,052	6	6	7	40	12	1,335	255
2030	EST. TURNS	194	3	23	57	1,138	8	7	8	42	18	1,441	271
2040	EST. TURNS	211	5	25	62	1,255	9	8	9	44	19	1,574	299
2050	EST. TURNS	231	7	30	70	1,374	11	10	11	47	21	1,721	328
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	224	3	40	60	1,312	5	7	4	31	22	1,071	182
2030	EST. TURNS	241	5	46	65	1,419	7	8	5	32	27	1,156	194
2040	EST. TURNS	263	7	50	72	1,560	9	9	7	33	29	1,264	215
2050	EST. TURNS	290	9	56	79	1,707	11	11	8	36	30	1,383	236

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		189	311	500	1,042	1,358	2,400	51	19	70	1,656	1,274	2,930
2021	TURN SUMMARY	200	311	511	1,107	1,358	2,465	53	19	72	1,602	1,274	2,876
CONTROL LINK VOLUMES		206	334	540	1,129	1,471	2,600	53	27	80	1,796	1,374	3,170
2030	TURN SUMMARY	220	336	556	1,202	1,471	2,673	57	29	86	1,730	1,374	3,104
CONTROL LINK VOLUMES		223	367	590	1,234	1,606	2,840	53	27	80	1,961	1,509	3,470
2040	TURN SUMMARY	242	370	612	1,326	1,607	2,933	62	33	95	1,892	1,511	3,403
CONTROL LINK VOLUMES		246	404	650	1,351	1,759	3,110	59	21	80	2,148	1,652	3,800
2050	TURN SUMMARY	267	408	675	1,454	1,761	3,215	68	39	107	2,070	1,652	3,722
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		254	246	500	1,282	1,118	2,400	40	30	70	1,363	1,567	2,930
2021	TURN SUMMARY	267	246	513	1,377	1,118	2,495	42	30	72	1,275	1,567	2,842
CONTROL LINK VOLUMES		277	263	540	1,390	1,210	2,600	42	38	80	1,478	1,692	3,170
2030	TURN SUMMARY	292	264	556	1,491	1,210	2,701	45	40	84	1,377	1,692	3,069
CONTROL LINK VOLUMES		300	290	590	1,518	1,322	2,840	42	38	80	1,615	1,855	3,470
2040	TURN SUMMARY	320	293	613	1,640	1,323	2,963	49	45	94	1,508	1,856	3,364
CONTROL LINK VOLUMES		331	319	650	1,662	1,448	3,110	46	34	80	1,768	2,032	3,800
2050	TURN SUMMARY	355	323	678	1,797	1,451	3,248	55	51	106	1,650	2,032	3,682

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/15/2023
DESIGN YEAR:	2050		
INTERSECTION:	Stirling Road & I-95 NB Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	0.90%	CGR	0.90%	CGR	0.90%	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			1		1		1		1	
		2021		15,000		53,000		16,000		51,500
NO. YEARS	9	2030	1.084	16,300	1.084	57,500	1.084	17,300	1.084	55,800
NO. YEARS	19	2040	1.186	17,800	1.186	62,800	1.186	19,000	1.186	61,100
NO. YEARS	29	2050	1.297	19,500	1.297	68,700	1.297	20,700	1.297	66,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			TOTAL
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
A.M.	2-Way Pk Hr Vol:	853			2,871			891			2,811			
11/9/2021		1	1	1	470	820	0	430	0	460	0	1,150	380	3,713
% TURNS:		33%	33%	33%	36%	64%	0%	48%	0%	52%	0%	75%	25%	
P.M.	2-Way Pk Hr Vol:	1,063			3,821			1,041			3,761			
11/9/2021		1	1	1	590	1,450	0	490	0	550	0	1,290	470	4,843
% TURNS:		33%	33%	33%	29%	71%	0%	47%	0%	53%	0%	73%	27%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	33%	33%	33%	36%	64%	0%	48%	0%	52%	0%	75%	25%
2030	34%	31%	34%	35%	63%	2%	48%	1%	51%	2%	74%	24%
2040	35%	31%	35%	34%	63%	2%	48%	2%	51%	2%	74%	24%
2050	35%	30%	35%	33%	63%	3%	48%	2%	50%	3%	73%	24%
P.M.												
2021	33%	33%	33%	29%	71%	0%	47%	0%	53%	0%	73%	27%
2030	34%	31%	34%	28%	70%	2%	47%	1%	52%	2%	72%	26%
2040	35%	31%	35%	28%	70%	2%	47%	2%	52%	2%	72%	26%
2050	35%	30%	35%	27%	70%	3%	47%	2%	51%	3%	72%	25%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.0%	7.0%	7.5%	7.5%	7.0%	7.0%	7.5%	7.5%
2030	7.0%	7.0%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2040	7.0%	7.0%	7.5%	7.5%	7.0%	7.0%	7.5%	7.5%
2050	7.0%	7.0%	7.5%	7.5%	7.0%	7.0%	7.5%	7.5%
D FACTOR								
2021	1.0%	1.0%	43.4%	53.4%	99.0%	99.0%	56.6%	46.6%
2030	1.0%	1.0%	43.4%	53.4%	99.0%	99.0%	56.6%	46.6%
2040	1.0%	1.0%	43.4%	53.4%	99.0%	99.0%	56.6%	46.6%
2050	1.0%	1.0%	43.4%	53.4%	99.0%	99.0%	56.6%	46.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Stirling Road & I-95 NB Ramps
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/15/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	15,000	53,000	16,000	51,500
24 HR EST. AADT	2030	16,300	57,500	17,300	55,800
24 HR EST. AADT	2040	17,800	62,800	19,000	61,100
24 HR EST. AADT	2050	19,500	68,700	20,700	66,800

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		15,000			53,000			16,000			51,500	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	51,500	16,000	53,000	15,000	51,500	16,000	53,000	15,000	51,500	16,000	53,000	15,000
	43%	13%	44%	18%	62%	19%	44%	13%	43%	19%	63%	18%
2030 2-WAY ADT		16,300			57,500			17,300			55,800	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	55,800	17,300	57,500	16,300	55,800	17,300	57,500	16,300	55,800	17,300	57,500	16,300
	43%	13%	44%	18%	62%	19%	44%	13%	43%	19%	63%	18%
2040 2-WAY ADT		17,800			62,800			19,000			61,100	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	61,100	19,000	62,800	17,800	61,100	19,000	62,800	17,800	61,100	19,000	62,800	17,800
	43%	13%	44%	18%	62%	19%	44%	13%	43%	19%	63%	18%
2050 2-WAY ADT		19,500			68,700			20,700			66,800	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	66,800	20,700	68,700	19,500	66,800	20,700	68,700	19,500	66,800	20,700	68,700	19,500
	43%	13%	44%	18%	62%	19%	44%	13%	43%	19%	63%	18%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	1	11	1	575	1,127	0	551	0	546	0	1,703	464
2030	EST. TURNS	5	12	5	611	1,204	7	628	14	612	8	1,805	504
2040	EST. TURNS	6	13	6	665	1,346	8	650	18	635	10	2,011	555
2050	EST. TURNS	7	15	7	722	1,480	10	707	27	687	12	2,200	608
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	1	11	1	592	1,495	0	528	0	564	0	1,328	447
2030	EST. TURNS	5	13	5	630	1,597	8	595	15	638	6	1,407	483
2040	EST. TURNS	6	15	6	689	1,780	10	618	20	660	8	1,571	530
2050	EST. TURNS	7	16	7	749	1,954	12	672	29	715	10	1,721	578

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		11	1,039	1,050	1,725	2,255	3,980	1,109	11	1,120	2,186	1,674	3,860
2021	TURN SUMMARY	13	1,039	1,052	1,702	2,255	3,957	1,097	11	1,108	2,167	1,674	3,841
CONTROL LINK VOLUMES		11	1,129	1,140	1,872	2,438	4,310	1,285	15	1,300	2,369	1,821	4,190
2030	TURN SUMMARY	22	1,129	1,151	1,822	2,438	4,260	1,254	26	1,280	2,317	1,821	4,138
CONTROL LINK VOLUMES		12	1,238	1,250	2,044	2,666	4,710	1,317	13	1,330	2,594	1,986	4,580
2040	TURN SUMMARY	25	1,238	1,263	2,019	2,666	4,685	1,303	30	1,333	2,575	1,987	4,562
CONTROL LINK VOLUMES		14	1,356	1,370	2,236	2,914	5,150	1,435	15	1,450	2,836	2,174	5,010
2050	TURN SUMMARY	30	1,356	1,386	2,212	2,914	5,126	1,421	37	1,458	2,819	2,175	4,994
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		11	1,039	1,050	2,123	1,857	3,980	1,109	11	1,120	1,800	2,060	3,860
2021	TURN SUMMARY	13	1,039	1,052	2,087	1,857	3,944	1,092	11	1,103	1,775	2,060	3,835
CONTROL LINK VOLUMES		11	1,129	1,140	2,303	2,007	4,310	1,285	15	1,300	1,950	2,240	4,190
2030	TURN SUMMARY	23	1,129	1,152	2,235	2,007	4,242	1,248	28	1,276	1,896	2,240	4,136
CONTROL LINK VOLUMES		12	1,238	1,250	2,515	2,195	4,710	1,317	13	1,330	2,135	2,445	4,580
2040	TURN SUMMARY	26	1,238	1,264	2,479	2,195	4,674	1,298	32	1,330	2,108	2,445	4,553
CONTROL LINK VOLUMES		14	1,356	1,370	2,751	2,399	5,150	1,435	15	1,450	2,335	2,675	5,010
2050	TURN SUMMARY	30	1,356	1,386	2,715	2,399	5,114	1,415	38	1,453	2,308	2,675	4,983

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/15/2023
DESIGN YEAR:	2050		
INTERSECTION:	Stirling Road & I-95 SB Ramps		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	0.80%	CGR	0.90%	CGR	0.80%	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		1		1		1		1		

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
		2021		15,000		51,500		15,500		48,500
NO. YEARS	9	2030	1.074	16,100	1.084	55,800	1.074	16,700	1.084	52,600
NO. YEARS	19	2040	1.163	17,500	1.186	61,100	1.163	18,000	1.186	57,500
NO. YEARS	29	2050	1.260	18,900	1.297	66,800	1.260	19,500	1.297	62,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	1,024				2,812			804			3,112		
11/9/2021		540	1	480	1	1,000	280	1	1	1	520	1,050	1	3,876
% TURNS:		53%	0%	47%	0%	78%	22%	33%	33%	33%	33%	67%	0%	
P.M.	2-Way Pk Hr Vol:	954				3,762			1,064			3,752		
11/9/2021		470	1	480	1	1,470	530	1	1	1	530	1,280	1	4,766
% TURNS:		49%	0%	50%	0%	73%	26%	33%	33%	33%	29%	71%	0%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	53%	0%	47%	0%	78%	22%	33%	33%	33%	33%	67%	0%
2030	52%	1%	47%	2%	76%	22%	34%	31%	34%	32%	66%	2%
2040	52%	2%	47%	2%	76%	22%	35%	31%	34%	31%	66%	2%
2050	51%	2%	47%	3%	75%	21%	35%	30%	35%	31%	66%	3%
P.M.												
2021	49%	0%	50%	0%	73%	26%	33%	33%	33%	29%	71%	0%
2030	49%	1%	50%	2%	72%	26%	34%	31%	34%	28%	70%	2%
2040	49%	2%	50%	2%	72%	26%	35%	31%	34%	28%	70%	2%
2050	48%	2%	50%	3%	72%	25%	35%	30%	35%	27%	69%	3%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.0%	7.0%	7.5%	7.5%	7.0%	7.0%	8.0%	8.0%
2030	7.0%	7.0%	7.5%	7.5%	7.0%	7.0%	8.0%	8.0%
2040	7.0%	7.0%	7.5%	7.5%	7.0%	7.0%	8.0%	8.0%
2050	7.0%	7.0%	7.5%	7.5%	7.0%	7.0%	8.0%	8.0%
D FACTOR								
2021	98.0%	98.0%	43.4%	53.4%	1.0%	1.0%	54.4%	45.7%
2030	99.0%	99.0%	43.4%	53.4%	1.0%	1.0%	54.4%	45.7%
2040	98.0%	98.0%	43.4%	53.4%	1.0%	1.0%	54.4%	45.7%
2050	98.0%	98.0%	43.4%	53.4%	1.0%	1.0%	54.4%	45.7%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Stirling Road & I-95 SB Ramps
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/15/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	15,000	51,500	15,500	48,500
24 HR EST. AADT	2030	16,100	55,800	16,700	52,600
24 HR EST. AADT	2040	17,500	61,100	18,000	57,500
24 HR EST. AADT	2050	18,900	66,800	19,500	62,900

Percent Turns Calculated From Base Year AADTs:

JKTURNS	FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021 2-WAY ADT		15,000			51,500			15,500			48,500	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	48,500	15,500	51,500	15,000	48,500	15,500	51,500	15,000	48,500	15,500	51,500	15,000
	42%	13%	45%	19%	61%	20%	45%	13%	42%	19%	63%	18%
2030 2-WAY ADT		16,100			55,800			16,700			52,600	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	52,600	16,700	55,800	16,100	52,600	16,700	55,800	16,100	52,600	16,700	55,800	16,100
	42%	13%	45%	19%	62%	20%	45%	13%	42%	19%	63%	18%
2040 2-WAY ADT		17,500			61,100			18,000			57,500	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	57,500	18,000	61,100	17,500	57,500	18,000	61,100	17,500	57,500	18,000	61,100	17,500
	42%	13%	45%	19%	62%	19%	45%	13%	42%	19%	63%	18%
2050 2-WAY ADT		18,900			66,800			19,500			62,900	
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
	62,900	19,500	66,800	18,900	62,900	19,500	66,800	18,900	62,900	19,500	66,800	18,900
	42%	13%	45%	19%	62%	19%	45%	13%	42%	19%	63%	18%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	472	1	604	7	1,296	432	2	8	1	646	1,578	6
2030	EST. TURNS	508	16	642	10	1,409	462	7	9	5	680	1,725	10
2040	EST. TURNS	546	21	688	14	1,547	497	9	11	6	729	1,895	14
2050	EST. TURNS	588	29	739	15	1,699	540	10	13	8	787	2,089	16
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	535	1	519	6	1,570	544	1	9	1	534	1,276	6
2030	EST. TURNS	573	16	554	7	1,708	577	6	11	6	565	1,395	9
2040	EST. TURNS	615	21	595	15	1,876	621	8	13	8	606	1,532	13
2050	EST. TURNS	661	29	640	17	2,062	673	9	14	10	655	1,689	15

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,029	21	1,050	1,676	2,184	3,860	11	1,079	1,090	2,111	1,769	3,880
2021	TURN SUMMARY	1,077	21	1,098	1,735	2,184	3,919	12	1,079	1,091	2,230	1,769	3,999
CONTROL LINK VOLUMES		1,116	14	1,130	1,816	2,374	4,190	12	1,158	1,170	2,289	1,921	4,210
2030	TURN SUMMARY	1,166	29	1,195	1,880	2,374	4,254	21	1,158	1,179	2,416	1,921	4,337
CONTROL LINK VOLUMES		1,201	29	1,230	1,989	2,591	4,580	13	1,247	1,260	2,502	2,098	4,600
2040	TURN SUMMARY	1,255	39	1,294	2,058	2,593	4,651	27	1,247	1,274	2,638	2,099	4,737
CONTROL LINK VOLUMES		1,297	23	1,320	2,174	2,836	5,010	14	1,356	1,370	2,737	2,293	5,030
2050	TURN SUMMARY	1,356	44	1,400	2,254	2,838	5,092	31	1,356	1,387	2,892	2,295	5,187
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		1,029	21	1,050	2,063	1,797	3,860	11	1,079	1,090	1,773	2,107	3,880
2021	TURN SUMMARY	1,056	21	1,077	2,120	1,797	3,917	12	1,079	1,091	1,817	2,107	3,924
CONTROL LINK VOLUMES		1,116	14	1,130	2,235	1,955	4,190	12	1,158	1,170	1,923	2,287	4,210
2030	TURN SUMMARY	1,143	27	1,170	2,292	1,955	4,247	22	1,158	1,180	1,969	2,287	4,256
CONTROL LINK VOLUMES		1,201	29	1,230	2,447	2,133	4,580	13	1,247	1,260	2,102	2,498	4,600
2040	TURN SUMMARY	1,231	41	1,272	2,512	2,135	4,647	29	1,247	1,276	2,151	2,500	4,651
CONTROL LINK VOLUMES		1,297	23	1,320	2,675	2,335	5,010	14	1,356	1,370	2,300	2,730	5,030
2050	TURN SUMMARY	1,329	46	1,375	2,752	2,337	5,089	32	1,356	1,388	2,359	2,733	5,092

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/15/2023
DESIGN YEAR:	2050	T-INTERSECTION?	Yes
INTERSECTION:	Stirling Road & N 29 Ave	MISSING Leg:	North Leg

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	-	CGR	0.90%	CGR	1.00%	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	
		2021		-		48,500		8,300		49,500	
NO. YEARS	9	2030	-	-	1.084	52,600	1.094	9,100	1.084	53,700	
NO. YEARS	19	2040	-	-	1.186	57,500	1.208	10,000	1.186	58,700	
NO. YEARS	29	2050	-	-	1.297	62,900	1.335	11,100	1.297	64,200	

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	-				3,122			632			2,952		
11/9/2021		-	-	-	-	1,250	310	90	-	60	170	1,470	-	3,356
% TURNS:		-	-	-	-	80%	20%	60%	-	40%	10%	90%	-	
P.M.	2-Way Pk Hr Vol:	-				3,762			712			3,592		
11/9/2021		-	-	-	-	1,790	190	250	-	160	110	1,530	-	4,036
% TURNS:		-	-	-	-	90%	10%	61%	-	39%	7%	93%	-	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	-	-	-	-	80%	20%	60%	-	40%	10%	90%	-
2030	-	-	-	-	81%	19%	59%	-	41%	11%	89%	-
2040	-	-	-	-	81%	19%	58%	-	41%	11%	89%	-
2050	-	-	-	-	81%	19%	58%	-	42%	11%	89%	-
P.M.												
2021	-	-	-	-	90%	10%	61%	-	39%	7%	93%	-
2030	-	-	-	-	90%	10%	60%	-	40%	8%	92%	-
2040	-	-	-	-	90%	10%	59%	-	40%	8%	92%	-
2050	-	-	-	-	89%	10%	59%	-	41%	8%	92%	-

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	-	-	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
2030	-	-	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
2040	-	-	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
2050	-	-	8.0%	8.0%	8.0%	8.0%	8.0%	8.0%
D FACTOR								
2021	-	-	45.6%	54.3%	33.9%	59.6%	54.4%	45.7%
2030	-	-	45.6%	54.3%	33.9%	59.6%	54.4%	45.7%
2040	-	-	45.6%	54.3%	33.9%	59.6%	54.4%	45.7%
2050	-	-	45.6%	54.3%	33.9%	59.6%	54.4%	45.7%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Stirling Road & N 29 Ave
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/15/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	-	48,500	8,300	49,500
24 HR EST. AADT	2030	-	52,600	9,100	53,700
24 HR EST. AADT	2040	-	57,500	10,000	58,700
24 HR EST. AADT	2050	-	62,900	11,100	64,200

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT		-			48,500			8,300			49,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	49,500	8,300	48,500	-	49,500	8,300	48,500	-
		-	-	-	-	85%	14%	49%	-	50%	15%	85%	-
2030	2-WAY ADT		-			52,600			9,100			53,700	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	53,700	9,100	52,600	-	53,700	9,100	52,600	-
		-	-	-	-	85%	14%	49%	-	50%	15%	85%	-
2040	2-WAY ADT		-			57,500			10,000			58,700	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	58,700	10,000	57,500	-	58,700	10,000	57,500	-
		-	-	-	-	85%	15%	49%	-	50%	15%	85%	-
2050	2-WAY ADT		-			62,900			11,100			64,200	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		-	-	-	-	64,200	11,100	62,900	-	64,200	11,100	62,900	-
		-	-	-	-	85%	15%	49%	-	50%	15%	85%	-

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	-	-	-	-	1,684	235	117	-	119	198	1,992	-
2030	EST. TURNS	-	-	-	-	1,827	255	128	-	132	226	2,161	-
2040	EST. TURNS	-	-	-	-	1,996	278	140	-	145	249	2,360	-
2050	EST. TURNS	-	-	-	-	2,181	306	155	-	162	281	2,577	-
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	-	-	-	-	1,961	145	196	-	185	117	1,575	-
2030	EST. TURNS	-	-	-	-	2,127	160	213	-	207	134	1,710	-
2040	EST. TURNS	-	-	-	-	2,322	173	233	-	228	148	1,867	-
2050	EST. TURNS	-	-	-	-	2,535	192	257	-	255	166	2,038	-

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	1,769	2,111	3,880	225	435	660	2,154	1,806	3,960
2021	TURN SUMMARY	-	-	-	1,919	2,111	4,030	236	435	671	2,190	1,806	3,996
CONTROL LINK VOLUMES		-	-	-	1,919	2,291	4,210	247	483	730	2,337	1,963	4,300
2030	TURN SUMMARY	-	-	-	2,083	2,291	4,374	262	484	746	2,387	1,963	4,350
CONTROL LINK VOLUMES		-	-	-	2,098	2,502	4,600	271	529	800	2,555	2,145	4,700
2040	TURN SUMMARY	-	-	-	2,275	2,502	4,777	289	532	821	2,612	2,145	4,757
CONTROL LINK VOLUMES		-	-	-	2,295	2,735	5,030	301	589	890	2,794	2,346	5,140
2050	TURN SUMMARY	-	-	-	2,487	2,735	5,222	323	593	916	2,862	2,346	5,208
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		-	-	-	2,107	1,773	3,880	396	264	660	1,810	2,150	3,960
2021	TURN SUMMARY	-	-	-	2,107	1,773	3,880	382	264	646	1,692	2,150	3,842
CONTROL LINK VOLUMES		-	-	-	2,285	1,925	4,210	434	296	730	1,963	2,337	4,300
2030	TURN SUMMARY	-	-	-	2,287	1,925	4,212	420	296	717	1,845	2,337	4,182
CONTROL LINK VOLUMES		-	-	-	2,498	2,102	4,600	477	323	800	2,146	2,554	4,700
2040	TURN SUMMARY	-	-	-	2,497	2,102	4,599	463	331	794	2,018	2,554	4,572
CONTROL LINK VOLUMES		-	-	-	2,732	2,298	5,030	530	360	890	2,347	2,793	5,140
2050	TURN SUMMARY	-	-	-	2,727	2,298	5,025	516	370	886	2,207	2,793	5,000

Note: Boxed number indicates manual adjustment.

TMTOOL INPUT SHEET

Project Description:

SECTION NO:		PREPARED BY:	Saud B.A. Al-Fadhili
FM NO.:		FILE:	
PROJECT LIMITS:	Miami-Dade/Broward County Line to North of Griffin RD	DATE:	8/14/2023
DESIGN YEAR:	2050		
INTERSECTION:	Stirling Road & Oakwood Blvd		

NOTES:

Historical AADTs:

	YEAR	NORTH LEG AADT	EAST LEG AADT	SOUTH LEG AADT	WEST LEG AADT
Model Volume:					

Growth Rates:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
Historic Trend GR =								
Historic + Model Trend GR =								
Base Year Model to Future Year Model GR =								
Recommended Growth Rate:	0.90%	CGR	0.90%	CGR	0.50%	CGR	0.90%	CGR

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound Growth First Ten Years, Linear Growth Thereafter (Based Upon the Base Year AADT)

		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			1		1		1		1	
		2021		14,000		39,000		19,500		53,000
NO. YEARS	9	2030	1.084	15,200	1.084	42,300	1.046	20,400	1.084	57,500
NO. YEARS	19	2040	1.186	16,600	1.186	46,200	1.099	21,400	1.186	62,800
NO. YEARS	29	2050	1.297	18,200	1.297	50,600	1.156	22,500	1.297	68,700

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
A.M.	2-Way Pk Hr Vol:	360			2,280			820			2,860		
11/9/2021	100	20	30	30	970	130	70	20	220	360	1,050	160	3,160
% TURNS:	67%	13%	20%	3%	86%	12%	23%	6%	71%	23%	67%	10%	
P.M.	2-Way Pk Hr Vol:	970			2,850			1,280			3,800		
11/9/2021	310	80	70	70	1,320	190	130	110	410	360	1,070	330	4,450
% TURNS:	67%	17%	15%	4%	84%	12%	20%	17%	63%	20%	61%	19%	

Est. % Turns Calculated From Base Year AADTs & TMCs:

SUGGESTED STARTING POINTS

	NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M.												
2021	67%	13%	20%	3%	86%	12%	23%	6%	71%	23%	67%	10%
2030	65%	14%	22%	4%	83%	13%	24%	7%	69%	23%	66%	11%
2040	64%	14%	22%	4%	83%	13%	24%	7%	68%	23%	65%	11%
2050	64%	14%	23%	5%	82%	13%	25%	8%	67%	23%	65%	12%
P.M.												
2021	67%	17%	15%	4%	84%	12%	20%	17%	63%	20%	61%	19%
2030	65%	17%	17%	6%	81%	13%	22%	17%	62%	21%	60%	19%
2040	65%	17%	18%	6%	81%	13%	22%	16%	61%	21%	60%	19%
2050	64%	17%	19%	6%	80%	13%	23%	16%	61%	21%	60%	19%

K & D FACTORS:

	NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
	AM	PM	AM	PM	AM	PM	AM	PM
K FACTOR								
2021	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2030	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2040	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
2050	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%	7.5%
D FACTOR								
2021	47.5%	48.4%	43.4%	53.4%	61.8%	48.7%	56.6%	46.6%
2030	47.5%	48.4%	43.4%	53.4%	61.8%	48.7%	56.6%	46.6%
2040	47.5%	48.4%	43.4%	53.4%	61.8%	48.7%	56.6%	46.6%
2050	47.5%	48.4%	43.4%	53.4%	61.8%	48.7%	56.6%	46.6%

TMTOOL "TURNS" REPORT

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: 0
FM NO.: 0
PROJECT LIMITS: Miami-Dade/Broward County Line to Nortl
DESIGN YEAR: 2050
INTERSECTION: Stirling Road & Oakwood Blvd
PREPARED BY: Saud B.A. Al-Fadhili
FILE:

DATE: 8/14/2023
NOTES:

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
24 HR EST. AADT	2021	14,000	39,000	19,500	53,000
24 HR EST. AADT	2030	15,200	42,300	20,400	57,500
24 HR EST. AADT	2040	16,600	46,200	21,400	62,800
24 HR EST. AADT	2050	18,200	50,600	22,500	68,700

Percent Turns Calculated From Base Year AADTs:

JKTURNS		FROM NORTH LEG			FROM EAST LEG			FROM SOUTH LEG			FROM WEST LEG		
2021	2-WAY ADT		14,000			39,000			19,500			53,000	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		53,000	19,500	39,000	14,000	53,000	19,500	39,000	14,000	53,000	19,500	39,000	14,000
		48%	17%	35%	16%	61%	23%	37%	13%	50%	27%	54%	19%
2030	2-WAY ADT		15,200			42,300			20,400			57,500	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		57,500	20,400	42,300	15,200	57,500	20,400	42,300	15,200	57,500	20,400	42,300	15,200
		48%	17%	35%	16%	62%	22%	37%	13%	50%	26%	54%	20%
2040	2-WAY ADT		16,600			46,200			21,400			62,800	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		62,800	21,400	46,200	16,600	62,800	21,400	46,200	16,600	62,800	21,400	46,200	16,600
		48%	16%	35%	16%	62%	21%	37%	13%	50%	25%	55%	20%
2050	2-WAY ADT		18,200			50,600			22,500			68,700	
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
		68,700	22,500	50,600	18,200	68,700	22,500	50,600	18,200	68,700	22,500	50,600	18,200
		48%	16%	36%	17%	63%	21%	37%	13%	50%	25%	55%	20%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
A.M. DESIGN HR. TURNS													
2021	EST. TURNS	283	59	111	69	944	131	209	109	503	366	1,341	373
2030	EST. TURNS	312	60	121	93	1,020	136	219	110	537	390	1,453	400
2040	EST. TURNS	347	61	133	107	1,126	142	229	111	571	415	1,603	443
2050	EST. TURNS	386	62	147	123	1,241	147	241	113	607	438	1,765	488
P.M. DESIGN HR. TURNS													
2021	EST. TURNS	344	101	79	71	1,323	218	149	125	461	429	1,140	347
2030	EST. TURNS	378	102	92	90	1,432	227	159	127	490	459	1,225	378
2040	EST. TURNS	418	103	103	103	1,579	238	167	128	518	488	1,350	421
2050	EST. TURNS	464	105	116	119	1,737	247	177	130	548	516	1,481	464

LINK VOLUME CHECK		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
DESIGN HOUR A.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		499	551	1,050	1,269	1,661	2,930	904	556	1,460	2,250	1,730	3,980
2021	TURN SUMMARY	453	551	1,004	1,144	1,661	2,805	821	556	1,377	2,080	1,730	3,810
CONTROL LINK VOLUMES		541	599	1,140	1,377	1,793	3,170	946	584	1,530	2,441	1,869	4,310
2030	TURN SUMMARY	494	604	1,098	1,249	1,793	3,042	866	586	1,452	2,243	1,869	4,112
CONTROL LINK VOLUMES		591	659	1,250	1,504	1,966	3,470	992	618	1,610	2,666	2,044	4,710
2040	TURN SUMMARY	542	661	1,203	1,375	1,966	3,341	911	618	1,529	2,462	2,044	4,506
CONTROL LINK VOLUMES		648	722	1,370	1,647	2,153	3,800	1,043	647	1,690	2,916	2,234	5,150
2050	TURN SUMMARY	595	724	1,319	1,511	2,153	3,664	960	647	1,607	2,691	2,234	4,925
DESIGN HOUR P.M.:		FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK	FROM	TO	LINK
CONTROL LINK VOLUMES		508	542	1,050	1,562	1,368	2,930	712	748	1,460	1,852	2,128	3,980
2021	TURN SUMMARY	524	542	1,066	1,611	1,368	2,979	735	748	1,483	1,915	2,128	4,043
CONTROL LINK VOLUMES		552	588	1,140	1,694	1,476	3,170	745	785	1,530	2,010	2,300	4,310
2030	TURN SUMMARY	572	595	1,167	1,749	1,476	3,225	775	788	1,562	2,063	2,300	4,363
CONTROL LINK VOLUMES		602	648	1,250	1,850	1,620	3,470	781	829	1,610	2,195	2,515	4,710
2040	TURN SUMMARY	624	652	1,276	1,920	1,620	3,540	813	829	1,642	2,259	2,515	4,774
CONTROL LINK VOLUMES		661	709	1,370	2,027	1,773	3,800	822	868	1,690	2,401	2,749	5,150
2050	TURN SUMMARY	684	714	1,398	2,104	1,773	3,877	855	868	1,723	2,461	2,749	5,210

Note: Boxed number indicates manual adjustment.

SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR)

SR 9/I-95 from Miami-Dade County Line to North of Griffin Road (SR 818)

Financial Project Identification Numbers: 439170-1-22-02

Broward County, Florida

Prepared for

Florida Department of Transportation
District Four

DRAFT REPORT

Updated April 2026

Volume 2 of 3

Appendix C

Existing Conditions Vissim Calibration Report

SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
VISSIM Existing Conditions Model Development and Calibration Report

FPID No. 439170-1-22-02

Prepared for

FDOT District Four

FINAL REPORT

December 2024

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Appendix H: Intersection/Interchange Output (Delays/Queues)

1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Project Development and Environment (PD&E) Study along the segment of SR 9/I-95 extending from the Miami-Dade/Broward County Line to north of Griffin Road (FM. No. 439170-1-22-02). The PD&E Study limits extend along SR 9/I-95 for approximately 6.5 miles in Broward County, Florida. The project proposes to address deficiencies and improve safety and traffic operations at the existing interchanges and cross streets and enhance the express lanes along SR 9/I-95 from the Miami-Dade/Broward County Line to north of Griffin Road. A previous effort completed a separate Systems Interchange Modification Report (SIMR) for the southern interchanges of the PD&E Study limits from south of Hallandale Beach Boulevard to north of Hollywood Boulevard (FM#436903-1-22-02). FDOT is preparing a second SIMR to support the proposed modifications to the three northern interchanges - SR 818/Griffin Road, SR 848/Stirling Road, and SR 822/Sheridan Street. This document presents the 2021 Existing Conditions simulation model development and calibration results to support the SIMR with limits from south of Sheridan Street to north of Griffin Road. The simulation analysis was conducted using VISSIM 2022-07.

2.0 EXISTING OPERATIONAL CONDITIONS OVERVIEW

Traffic congestion is evident at several locations in the I-95 study area. Generally, traffic patterns are such that the peak direction during the AM peak period is northbound, while the peak direction during the PM peak period is southbound. Review of speed data from the Regional Integrated Transportation Information System (RITIS) revealed that there is significant daily variation in congestion within the project area. However, major trends were identified for each peak period.

The AM peak period experiences recurring congestion on I-95 in the northbound direction near the Sheridan Street on-ramp while the southbound direction experiences near free-flow conditions for the entire project area. The PM peak period experiences congestion in the northbound direction due to queue spillback from the I-95 northbound to I-595 westbound ramp. The southbound direction experiences congestion approximately between the I-595 overpass to the express lane ingress due to the I-595 major merge and high demand for the express lane facility.

3.0 SIMULATION STUDY AREA

The primary area of influence for this study is I-95 from south of Sheridan Street to north of Griffin Road, as shown in **Figure 1**. The simulation network includes three interchanges along I-95, including the following:

Interstate-95

1. Sheridan Street
2. Stirling Road
3. Griffin Road

Along the crossroads, the intersections included in the simulation network are as follows. All study area intersections are signalized, unless otherwise noted.

Sheridan Street

- N 29th Avenue
- SB I-95 Off-Ramp
- NB I-95 Off-Ramp
- N 28th Avenue (unsignalized)
- N 26th Avenue

Stirling Road

- Anglers Avenue
- NW 29th Avenue
- SB I-95 Off-Ramp
- NB I-95 Off-Ramp
- SW 18th Avenue/Oakwood Boulevard
- South Compass Way
- Bryan Road

Griffin Road

- Anglers Avenue
- SB I-95 Off-Ramp
- NB I-95 Off Ramp
- Old Griffin Road

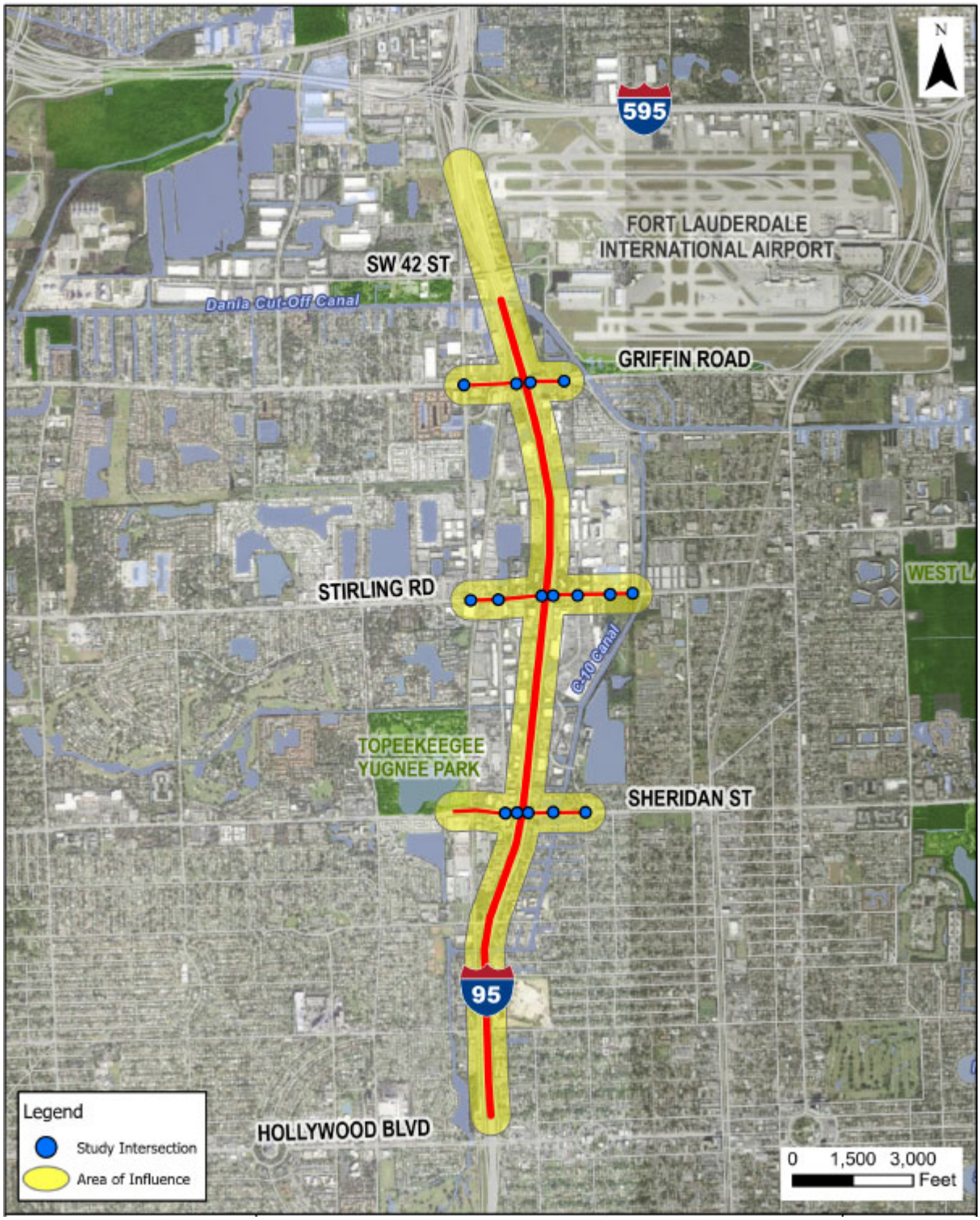


Figure 1 – Project Location and Area of Influence

4.0 SIMULATION MODEL DEVELOPMENT

Within the study area, the existing I-95 corridor is a limited access, eight-lane divided freeway facility with auxiliary lanes between interchanges. In the northbound direction an express lane facility terminates within the project area while in the southbound direction an express lane facility begins within the project area. The simulation analysis included the I-95 mainline travel lanes, I-95 express lanes, ramp merge/diverge areas, ramp terminal intersections, as well as adjacent signalized intersections. The VISSIM network elements were coded as described in the following sections and reviewed for accuracy and consistency. The simulation analysis was conducted using VISSIM 2022-07. The VISSIM Model Calibration Reviewer's Checklist is provided in **Appendix A**.

4.1 Roadway Geometry

The VISSIM network for the existing conditions analysis was constructed using orthorectified aerial photography (MrSid files) from 2021 obtained from FDOT. The use of MrSid files ensured that the network was scaled precisely and included the appropriate geometric configuration. A spreadsheet tool was used to configure the background files (.bgr) for all 14 MrSid files. In addition, field reviews and Google Earth were used for verification purposes and to confirm operational aspects such as right-turn-on-red and signal phasing (protected/permitted operation). The VISSIM network and background images are shown in **Figure 2**.

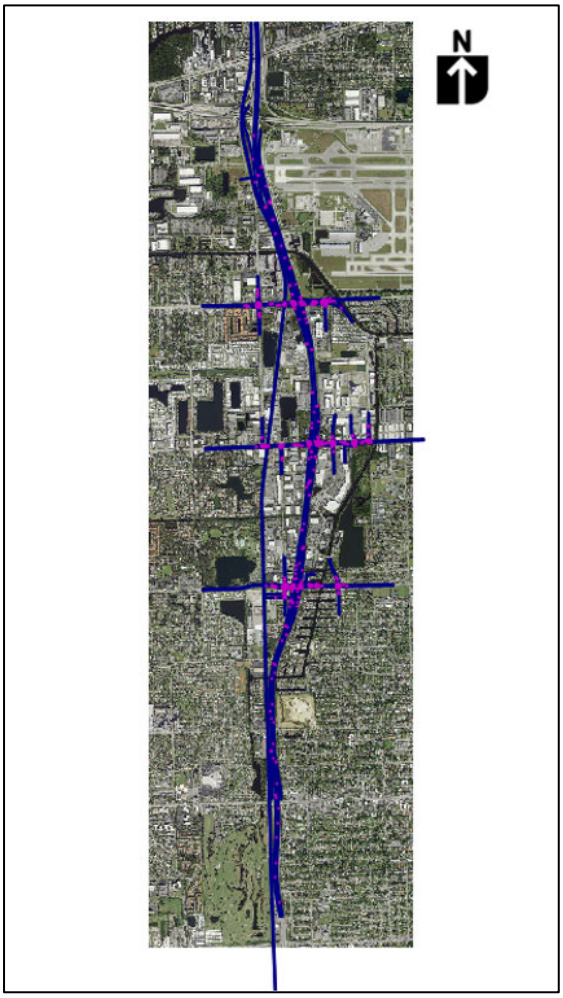


Figure 2 – VISSIM Simulation Network

To facilitate the network construction and assist in the calibration process, several link types and driving behavior sets were used, which include Freeway Basic, Freeway Merge/Diverge, Freeway Weave, Express Lane Basic, Express Lane Merge/Diverge, and Arterial. Each link type was coded with a different color to assist in error-checking as shown in **Figure 3**.

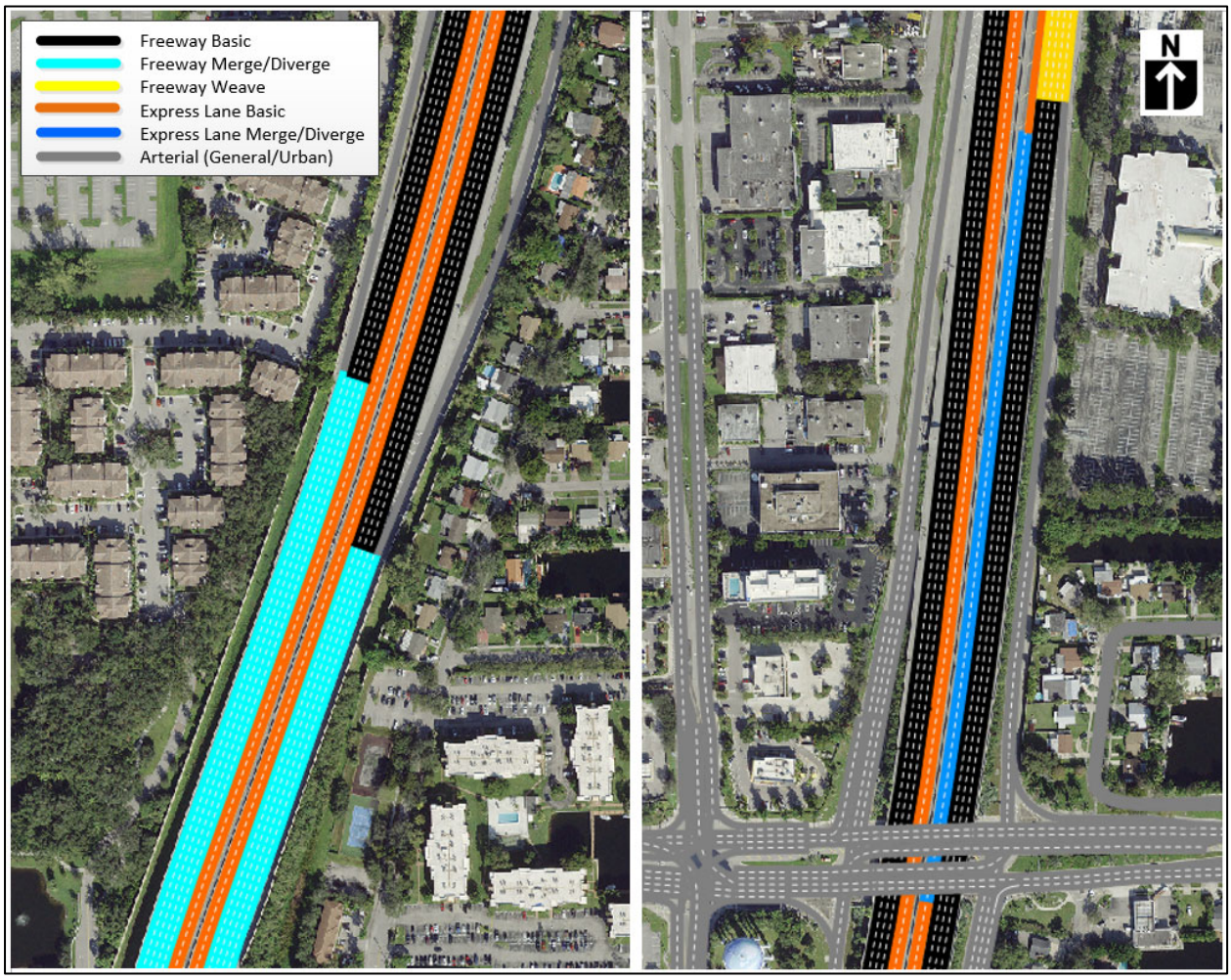


Figure 3 - Example of VISSIM Link Types

In addition, the links were coded in a manner to correlate with the most appropriate facility type. The general methodology for coding the links was as follows:

- **Arterial**: Links for arterial roadways and on-/off-ramps
- **Freeway Merge/Diverge**: Links with a length of 1,500 ft downstream of merge areas and 1,500 ft upstream of diverges
- **Freeway Weave**: Links between a closely spaced on-ramp and off-ramp
- **Freeway Basic**: All non-express lane links on I-95 outside the merge/diverge areas, weave areas.
- **Express Lane Merge/Diverge**: Express lane links with a length of 1,500 ft downstream of merge areas and 1,500 ft upstream of diverges
- **Express Lane Basic:** All express lane links outside the 1,500 ft merge and diverge areas

4.2 Railroad Operations

A major north-south railroad corridor (CSX) exists within the project area with two at-grade crossings and two railroad stations (Tri-Rail Commuter stations). The railroad corridor is located to the west of I-95. The at-grade crossings are located at Stirling Road and Griffin Road. Sheridan Street has a bridge structure spanning over the railroad tracks. The Tri-Rail Stations are located at Sheridan Street and Griffin Road.

In order to accurately simulate the train activities during both peak periods, the most recent weekday Tri-Rail train schedule was obtained and used as a reference to determine arrival times at each station. Furthermore, the *November 2016 Railroad Grade Crossing Data Collection and Analysis* (2016 Rail report) report was referenced to estimate the overall train dwell time at each station (**Appendix B**). The Fort Lauderdale Airport Station just south of Griffin Road was used as the anchor station to schedule the train arrivals for the network. Using an average transit speed of 40 mph, consistent with the southern SIMR project, it was determined that the train takes approximately three minutes and 7 seconds to reach the Fort Lauderdale Airport Station from the southbound entry link and approximately twelve minutes and 38 seconds from the northbound entry link. The time at which the train arrives at the station along with the time it takes for the train to travel from the entry link to the Fort Lauderdale Airport Station and the simulation start time was used to back calculate the time the train should enter the network in order to arrive at the station according to schedule. This process was done for both the northbound and southbound trains for both peak periods. According to the data obtained from the 2016 Rail report, the average time the train remains at the station is approximately 27 seconds. Therefore, a dwell time of 30 seconds was used.

Additionally, the 2016 Rail report stated that the median crossing duration for the train at various sample locations ranged from one minute and five seconds (Taft Street) to one minute and 47 seconds (Griffin Road). Per the *Third Edition of the Highway Rail Crossing Guidebook*, a minimum warning time of 20 seconds (gate down) is required before the train arrives at the crossing and the gate arm should return to its upright position in no more than 12 seconds (gate up). Therefore, considering a dwell time of 30 seconds for boarding/alighting at the Fort Lauderdale Airport Station, an additional 45 seconds of warning time were included to match the observed one minute and 47 seconds median crossing duration at the at-grade Griffin Road crossing. The duration for the gates to remain closed at the at-grade crossing at Stirling Road included an additional 30 seconds of warning time to match the observed one minute and 5 second median crossing duration at Taft Street which is most similar to the crossing at Stirling Road.

The gate closure duration along with the train speed was then used to calculate the distance in which the detector must be placed on the railroad corridor to allow for the needed gate closure time at each at-grade crossing in both directions. Pre-emption data from the signal timing plans was also referenced to determine the correct phases for track clear, dwell, and return for each at-grade crossing and corresponding interchange.

4.3 Speed Distributions

The Desired Speed Decisions and Reduced Speed Areas were coded in VISSIM based upon the type of roadway segment/facility. Desired Speed Decision points are used for assigning permanent speed distributions along the network, such as encountering a speed limit sign or entering/exiting the freeway. Most of the Desired Speed Decisions for the study area were based on the posted speed limits. Reduced Speed Areas are used for assigning temporary speed distributions, such as loop ramps and arterial turns. The speed distributions used for the study are included in **Table 1**.

Table 1 - Speed Distributions

Facility/Segment	Speed by Vehicle Type (mph)	Minimum (mph)	Maximum (mph)
I-95	Cars/Trucks - 65	57.2	72.8
Off Ramps (as signed)	Cars/Trucks – 30	26.4	33.6
	Cars/Trucks – 35	30.8	39.2
	Cars/Trucks – 40	35.2	44.8
Left Turns/Channelized Right Turns	Cars/Trucks - 20	17.6	22.4
Right Turns, S Compass Way (NB)	Cars/Trucks – 15	13.2	16.8
U-Turns	Cars/Trucks – 10	8.8	11.2
76th Blvd (NB), 66th St (SB), DCOTA Entrance	Cars/Trucks - 20	17.6	22.4
29th Ave (NB at Sheridan St), 28th Ave, 18th Ave/ Oakwood Blvd	Cars/Trucks - 25	22.0	28.0
26th Ave, S Compass Way (SB), Bryan Rd, Old Griffin Road	Cars/Trucks - 30	26.4	33.6
29th Ave (Stirling Road and SB at Sheridan St), Anglers Ave	Cars/Trucks - 35	30.8	39.2
Sheridan St	Cars/Trucks - 40	35.2	44.8
Stirling Rd, Griffin Rd	Cars/Trucks - 45	39.6	50.4
I-595 Ramp	Cars/Trucks - 55	48.4	61.6

Note: The minimum and maximum speed ranges represent the average speed +/- 12%

4.4 Traffic Volume

4.4.1 Peak Hour Traffic Development

Peak-hour traffic volumes were developed and documented in the *Traffic Data Collection and Traffic Projections for the I-95 PD&E Study* report (**Appendix C**). The existing AM and PM peak-hour volumes are provided in **Figure 4**.

Peak period traffic movements were coded into the VISSIM models using static routes. In order to provide more realistic travel patterns and lane changing behaviors between the closely spaced interchanges, a freeway-ramp to freeway-ramp origin-destination (OD) matrix produced by the traffic data collection and projections effort was used to develop long static routes within the model networks. The paths from the OD matrix provided long static routes between the study area interchanges. Additional static routes were coded where the interchange-to-interchange routes ended to assign the arterial turning movement volumes.

Since this project focuses mainly on general use lane capacity improvements and arterial operational improvements, the Existing Conditions calibration focused mainly on replicating existing operations on the GUL mainline, the interchange ramps, and along the arterial cross streets. This project is not meant to evaluate the operating conditions of the express lanes and does not propose any changes in express lane access. Therefore, it was determined that the managed lanes facilities module was not needed. Static routes were used to assign vehicles to the express lanes. A similar methodology will be used for future conditions.

Due to the congestion observed during both AM and PM peak-hour periods, multi-hour simulations having 15-minute intervals were developed for each peak period (**Appendix D**). The 15-minute intervals were

developed for each peak period based on the volume profiles at Florida Traffic Online (FTO) Stations 862394 (I-95 south of Hollywood Boulevard), 862454 (I-95 between Hollywood Boulevard and Sheridan Street), and 862455 (I-95 between Sheridan Street and Stirling Road). While the peak-hour for each period may have the highest traffic volume, the hour(s) following the peak-hour may experience more congestion than the peak-hour. Therefore, the simulation duration should be long enough so that the traffic congestion is alleviated or at least shows signs of recovery.

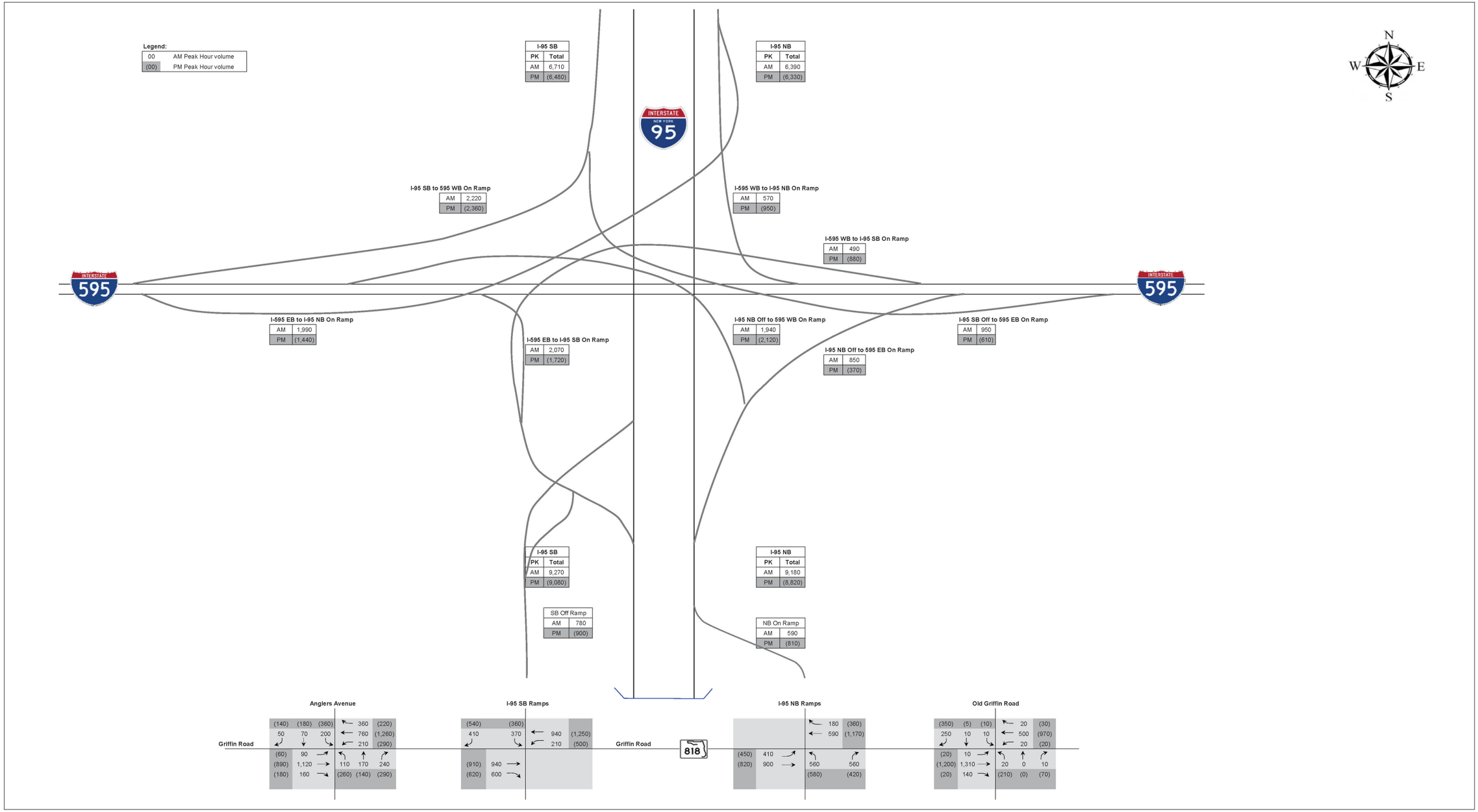


Figure 4. Base Year (2021) Peak Hour Volumes

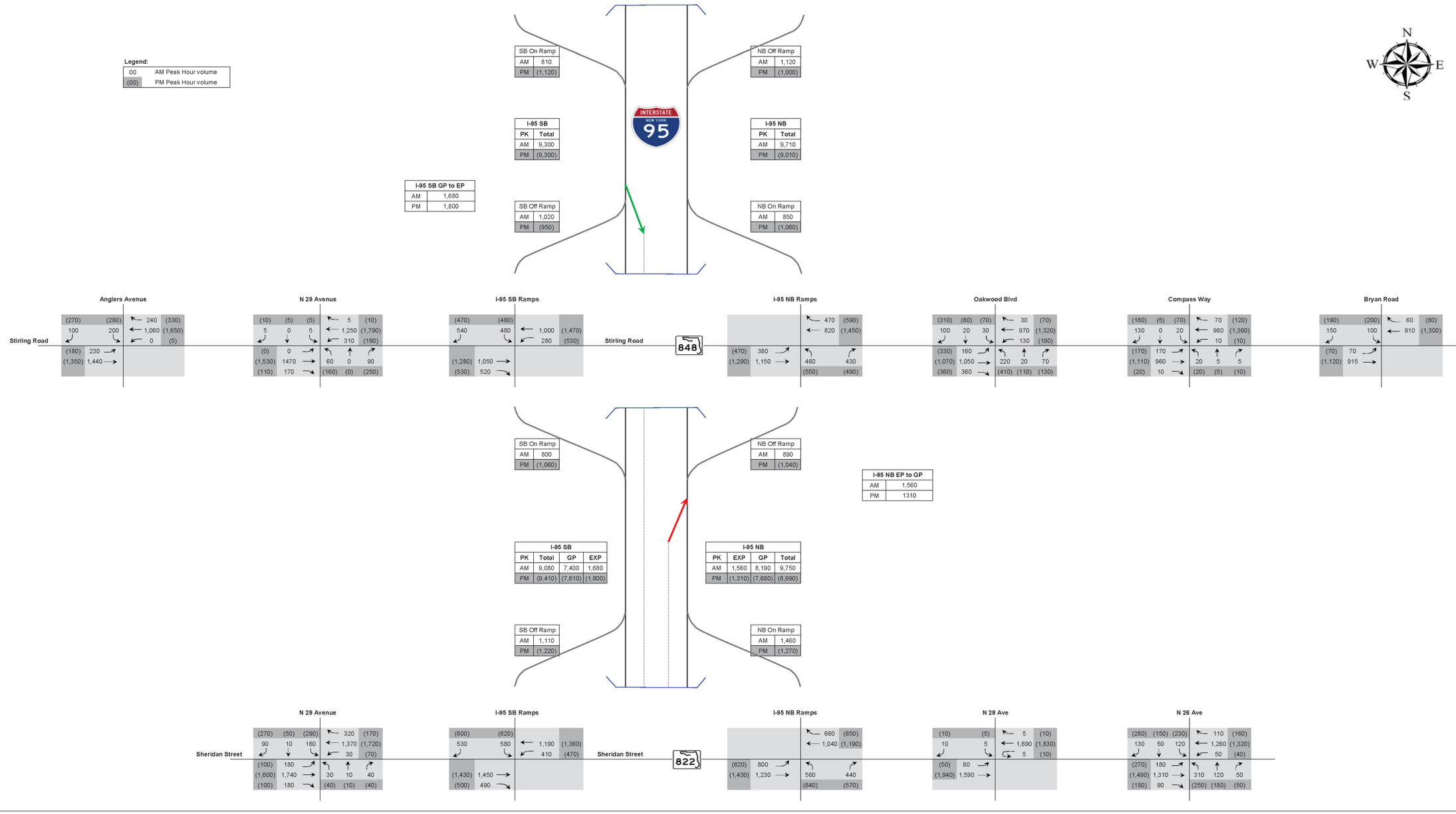


Figure 4. Base Year (2021) Peak Hour Volumes (Cont'd)

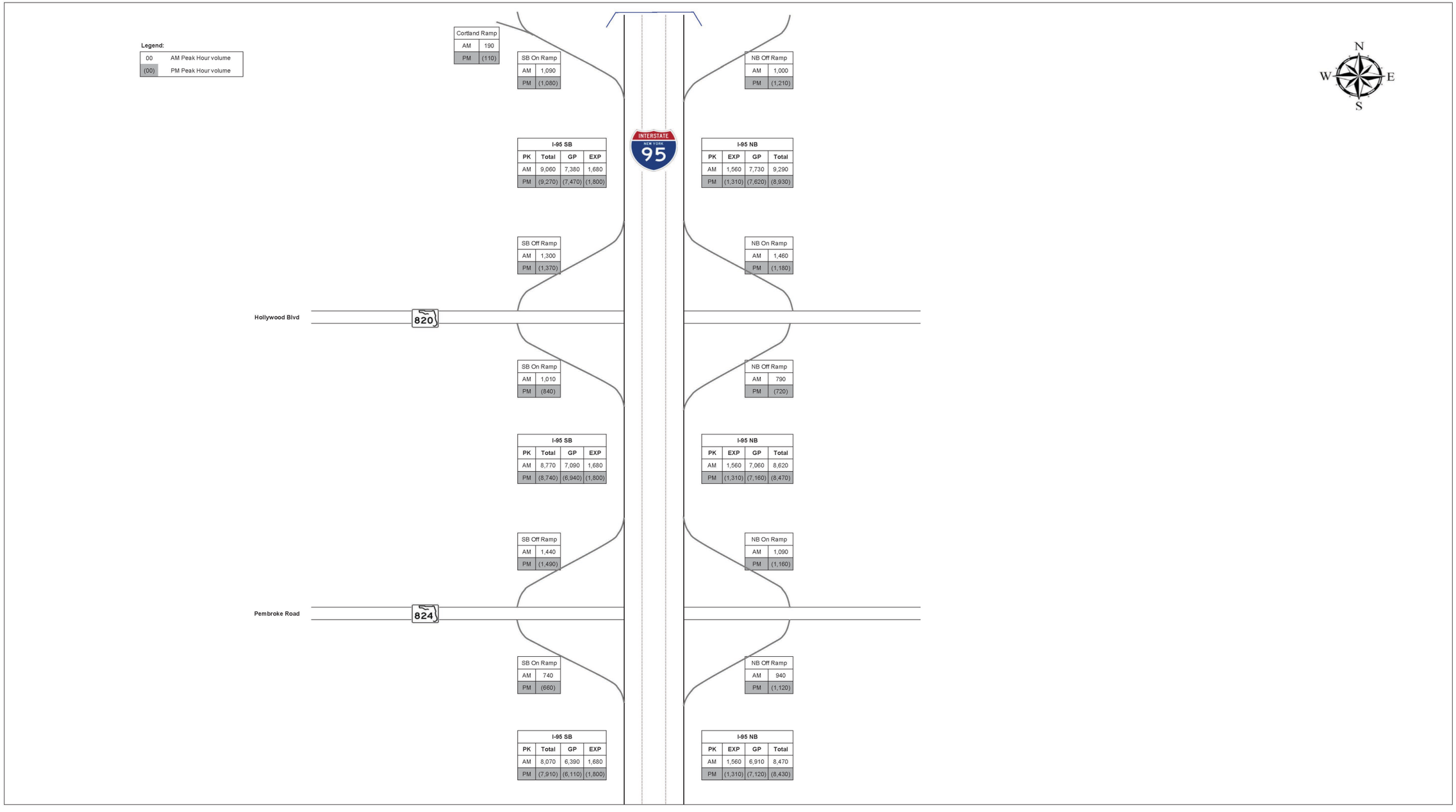


Figure 4. Base Year (2021) Peak Hour Volumes (Cont'd)

4.4.2 Vehicle Composition

Truck percentages for the peak-period analyses were determined by classification counts from 2022 FTO Data. A unique truck peak period percentage, which represents half of the daily truck percent, was selected for each major facility and held constant between the AM and PM peaks. The study area truck percentages are listed below in **Table 2**.

Table 2 – Study Area Truck Percentages

Roadway	Peak Period Trucks
I-95	3.0%
Hollywood Boulevard Ramps	2.0%
Sheridan Street	2.0%
Stirling Road	2.0%
Griffin Road	3.0%

Since the default vehicle models in VISSIM are based on European vehicles, The NorthAmericanDefault.inp file was used as a basis for the vehicle models in VISSIM. This base file contains revised vehicle fleet models/sizes that represent more accurately the vehicle fleet found in North America, based on 2005 car sales data. The passenger vehicle (cars, SUV, and light trucks) model distribution used in the VISSIM model is shown in **Table 3**.

Table 3 - Model Distribution for Passenger Vehicles

Name	Share (%)	Model	Length (ft.)
F-150	19.2	lttruck_ford_f150_2009	17.75
Silverado	15.1	lttruck_chevrolet_silverado_2008	21.89
Camry	13.5	car_toyota_camry_2006	15.57
Accord	12.9	car_honda_accord_2003	15.62
Explorer	10.6	suv_ford_explorer_2008	16.05
Quest	6.4	van_nissan_quest_1995	15.76
Altima	6.0	car_nissan_altima_2005	16.02
Cherokee	5.8	suv_jeep_grand_cherokee_2002	15.23
Voyager	5.5	van_plymouth_voyager_1999	16.01
Yukon	5.0	suv_gmc_yukon_xl_2008	17.83

The heavy vehicle type was divided into both single-unit trucks and tractor semi-trailer trucks. The heavy vehicle distribution is consistent with the SIMR covering the southern portion of the PD&E study area, from south of Hallandale Beach Boulevard to North of Hollywood Boulevard, which utilized a 2016 Florida Traffic Information (FTI now known as Florida Traffic Online) class count at site #860163. The heavy vehicle model distributions are shown in **Table 4**.

Table 4 - Model Distributions for Heavy Vehicles

Heavy Vehicle Class	Share (%)	Model (Tractor)	Model (Trailer)	Length (ft)
3-Axle Single Unit Truck	43.9	truck.v3d	-	33.51
4+-Axle Single Unit Truck	0.9	HGV_flatbed_truck.v3d	-	32.58
5-Axle Tractor Semi-trailer	43.4	HGV_wb50_tractor.v3d	HGV_wb50_trailer.v3d	55.00
4-Axle Tractor Semi-trailer	5.4	HGV_wb40_tractor.v3d	HGV_wb40_trailer.v3d	45.72
3-Axle tractor Semi-trailer	5.4	HGV_wb67d_tractor.v3d	HGV_wb67d_trailer.v3d	39.58
6-Axle Tractor Semi-trailer	1.0	HGV_wb65_tractor.v3d	HGV_wb65_trailer.v3d	73.58

4.5 Traffic Control Devices

Most of the intersecting roadways within the study area are controlled by traffic signals and operate under actuated-coordinated signal operations that incorporate various time-of-day signal plans to enhance traffic operation for varying traffic levels throughout the day. The signal timing and phasing data for the AM and PM peak periods were provided by Broward County. A total of 15 signalized intersections were included in the Existing Conditions simulation analysis. Intersections included in the analysis are listed in **Table 5** and the signal timing information is provided in **Appendix E**.

The signalized intersections were modeled using detectors, signal heads, stop signs for right-turn-on-red (when necessary), and incorporated the Ring Barrier Controller (RBC). Synchro 11 was initially used to develop the AM peak period RBC files. The PM RBC files were then developed based on the AM peak period files. The RBC files were refined as necessary in VISSIM to accurately replicate the provided timing/phasing information (e.g., incorporating overlaps, pattern schedules, modified detector mapping, etc.). Unsignalized intersections were coded with stop signs and/or conflict areas. Permissive left turns also incorporated conflicts areas. Precautions were also taken to minimize instances of vehicles stopping within intersections due to heavy downstream queueing – this was accomplished by using priority rules as needed, in areas where congested conditions were observed on the arterials.

Table 5 – Intersection Control Information

Arterial Roadway	Intersecting Roadway	Jurisdiction	Control	Cycle Length (AM/PM)
Sheridan Street	29th Avenue/I-95 NB and SB Ramp Terminals	Broward County	Signalized	Running Free
	28th Avenue	Broward County	Unsignalized	-/-
	26th Avenue	Broward County	Signalized	160/160
Stirling Road	Anglers Avenue	Broward County	Signalized	160/160
	29th Avenue	Broward County	Signalized	160/160
	I-95 NB and SB Ramp Terminals	Broward County	Signalized	160/160
	18th Avenue/ Oakwood Boulevard	Broward County	Signalized	160/160
	Compass Way	Broward County	Signalized	160/160
	Bryan Road	Broward County	Signalized	160/160
Griffin Road	Anglers Avenue	Broward County	Signalized	160/160
	I-95 SB NB and SB Ramp Terminals	Broward County	Signalized	Running Free
	Old Griffin Road	Broward County	Signalized	160/160

4.6 Simulation Duration

Both the AM and PM peak periods had a simulation duration of 4.5 hours. This duration allows congestion to build-up prior to the peak and dissipate after the peak-hour.

The simulation duration consisted of network loading (seed) time, followed by four hours of peak period demand volume. The peak-hour in terms of volume was the second hour of the simulation, which was followed by two shoulder (post-peak) hours. An overview of the simulation duration is as follows:

- Seed Time: 0 – 1,800 simulation seconds to load volume into the network (output not collected)
- Hour 1 – Pre-Peak Hour: 1,800 – 5,400 simulation seconds of shoulder peak-hour volume
- Hour 2 – Peak-Hour: 5,400 – 9,000 simulation seconds - peak-hour volume
- Hour 3 – Post-Peak Hour: 9,000 – 12,600 simulation seconds of shoulder peak-hour volume
- Hour 4 – Post Peak Hour: 12,600 – 16,200 simulation seconds of shoulder peak-hour volume

4.7 Measures of Effectiveness

Microsimulation provides numerical data to describe the operational performance of a scenario (in this case, the existing I-95 study area). Several measures of effectiveness (MOEs) are available for comparison purposes, such as delay time, travel time, speed, queue length, etc. VISSIM's numerical output must be defined by the user prior to running the simulation. Common data collection elements of VISSIM include travel time sections, node evaluations, data collection points, and queue counters. The simulation output provides an assessment of the various components of the transportation facility, which includes the following:

- Corridors/Routes - vehicle trips, travel time, speed.
- Interchange Ramps/Intersections - turning movement volume, delay time, queue length.
- Overall Network - vehicle trips, travel time, delay time.

The main output for the simulation analysis relates to the operation of the I-95 facility, including the mainline, ramp merge/diverge areas, weave segments, and ramp terminal intersections. The MOEs used to calibrate this project include the following:

- Travel Time Sections: Volume, speed, and density for the freeway mainline including basic, merge/diverge, and weave segments.
- Node Evaluation: Volume, delay, and max queue length for the study area intersections
- Network-wide Output: Total travel time, total delay time, vehicles processed, latent volume/demand, etc.

4.8 Required Number of Runs

VISSIM is a microscopic, discrete time-step, stochastic simulation model used to analyze a variety of transportation facilities and modes. The stochastic (random) nature of the simulation model means that the assigned vehicle types and driver types, route choice, and driving behavior attributes change based on the random seed values. Therefore, several simulation runs may be required to ensure that the mean values statistically represent the reported MOE. The following equation was used to determine the required number of simulation runs for the Existing Conditions models:

$$n = \left\{ \frac{t_{\alpha/2} \times \sigma}{E \times \mu} \right\}^2$$

Where:

n = Required number of simulation runs

$t_{\alpha/2}$ = Critical value of the t-distribution at confidence level (1-α)

σ = standard deviation of sample size

E = allowable percentage error (5-10%)

μ = mean value of sample size

An initial sample of 10 simulation runs was performed for each peak period. The total network delay time was evaluated to determine if 10 runs were sufficient to statistically represent the simulation output. Based on the sample of 10 simulation runs, a confidence level of 95%, and an allowable error of 10% (with a corresponding t-value of 1.833), the AM peak period required 9 runs and the PM peak period required 4 runs based on total delay time (**Table 6**). Therefore, the simulation results of the VISSIM models were based on the average output from the 10 simulation runs.

Table 6 - Required Number of Runs (Based on Total Delay Time)

Peak Period	μ (hours)	σ (hours)	# of Runs
AM	2125	277	9
PM	3087	257	4

5.0 CALIBRATION PROCESS

Simulation calibration is the process of performing model adjustments to better replicate the local driving behavior and traffic performance. The calibration process typically compares field data (volume, speed, travel time, congestion, etc.) to the simulation output. A model that is appropriately calibrated improves the model's ability to assess the future conditions of the study area. In this study, the calibration criteria from the FDOT Traffic Analysis Handbook (2021) was used as a guide, which is provided in **Table 7**. All reasonable efforts were made to calibrate the VISSIM models to the proposed calibration criteria and targets.

Table 7 - Freeway Model Calibration Criteria

Criteria and Measures	Calibration Acceptance Targets
Traffic Volume, Model Versus Observed	
Individual Link Flows	> 85% of cases
Within 15%, for 700 veh/h < Flow < 2700 veh/h	
Within 100 veh/h, for Flow < 700 veh/h	
Within 400 veh/h, for Flow > 2700 veh/h	
GEH Statistic < 5 for Individual Link Flows	> 85% of cases
Travel Time, Model Versus Observed	
Within 1 min, for Travel Time < 7 min	All cases
Within 15%, for Travel Time > 7 min	All cases
Speed, Model Versus Observed	
Within 10 mph of field-measured speeds	>85% of cases
Visual Audits	
Visually acceptable queueing	To analyst's satisfaction
Location of bottlenecks	To analyst's satisfaction
Lane utilization/choice	To analyst's satisfaction
No unrealistic vehicle behaviors	To analyst's satisfaction

Source: "Traffic Analysis Handbook: A Reference for Planning and Operations," FDOT, Systems Planning Office, 2021.

The formula for the GEH statistic is as follows:

$$GEH = \sqrt{\frac{(E-V)^2}{(E+V)/2}}$$

Where:

E = Model estimated volume
V = Field or input volume

5.1 VISSIM Calibration Parameters

The major VISSIM parameters used in the calibration process were primarily related to freeway facilities. These include car-following and lane change models, within the driving behavior parameter set. Three parameters exist for the Wiedemann 74 (arterial car-following model) while ten parameters exist for the Wiedemann 99 (freeway car-following model). It should be noted that the Headway Time parameter (CC1) has the largest impact on the facility capacity. Based on previous studies and research, such as *An Integrated Microscopic and Macroscopic Calibration for Psycho-Physical Car Following Models* by Sandeep, Sun, and Vortisch (2008), select car-following and lane change parameters were targeted for modifications. The calibration parameters were developed as part of an iterative process and the final calibration parameters, shown in **Table 8** through **Table 10**, were incorporated into both the AM and PM peak period models.

Table 8 – VISSIM Freeway Car-Following Calibration Parameters

Wiedemann 99 Model Parameters	Defaults	Basic Freeway	Merge / Diverge Freeway	Weave Freeway	Basic Express Lane	Merge/ Diverge Express Lane
CC0 (Standstill Distance) (ft)	4.92	4.92	4.92	4.92	4.92	4.92
CC1 (Headway Time) (s)	0.90	***1.15***	***1.15***	***1.15***	***1.15***	***1.15***
CC2 ('Following' Variation) (ft)	13.12	13.12	13.12	13.12	13.12	13.12
CC3 (Thresh. for Entering Following)	-8.00	-8.00	-8.00	-8.00	-8.00	-8.00
CC4 (Negative 'Following' Threshold)	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35
CC5 (Positive 'Following' Threshold)	0.35	0.35	0.35	0.35	0.35	0.35
CC6 (Speed depend. of Oscillation)	11.44	11.44	11.44	11.44	11.44	11.44
CC7 (Oscillation Acceleration) (ft/s^2)	0.82	0.82	0.82	0.82	0.82	0.82
CC8 (Standstill Acceleration) (ft/s^2)	11.48	11.48	11.48	11.48	11.48	11.48
CC9 (Acceleration at 50 mph) (ft/s^2)	4.92	4.92	4.92	4.92	4.92	4.92
Slow Recovery	Off	**On**	**On**	**On**	**On**	**On**
Speed	60.0%	**90%**	**90%**	**90%**	**90%**	**90%**
Acceleration	40.0%	**50.0%**	**50.0%**	**50.0%**	**50.0%**	**50.0%**
Safety Distance	110.0%	110.0%	110.0%	110.0%	110.0%	110.0%
Distance	6562 ft	6562 ft	6562 ft	6562 ft	6562 ft	6562 ft

Table 9 - VISSIM Arterial Car-Following Calibration Parameters

Wiedemann 74 Model Parameters	Defaults	Arterial
Average Standstill Distance	6.56	6.56
Additive Part of Safety Distance	2.00	2.00
Multiplicative Part of Safety Distance	3.00	3.00
Slow Recovery	Off	Off

Table 10 - VISSIM Freeway Lane Change Calibration Parameters

Freeway Lane Change Parameters	Defaults	Arterial	Basic Freeway	Merge / Diverge Freeway	Weave Freeway	Basic Express Lane	Merge/ Diverge Express Lane
Max Decel. (own) (ft/s^2)	-13.12	-13.12	-13.12	-13.12	-13.12	-13.12	-13.12
Max Decel. (trailing) (ft/s^2)	-9.84	-9.84	-9.84	-9.84	-9.84	-9.84	-9.84
-1 fps^2 per dist.(own) (ft)	200 (F) 100 (A)	100	200	200	200	200	200
-1 fps^2 per dist.(trailing) (ft)	200 (F) 100 (A)	100	200	200	200	200	200
Accepted Decel.(own) (ft/s^2)	-3.28	-3.28	-3.28	-3.28	-3.28	-3.28	-3.28
Accepted Decel.(trailing) (ft/s^2)	-1.64	**-3.28**	-1.64	-1.64	-1.64	-1.64	-1.64
Wait time before diffusion (sec)	60	60	60	60	60	60	60
Safety distance reduction factor	0.60	0.60	0.60	***0.40***	***0.40***	0.60	***0.40***
Max. Decel. For coop. braking (ft/s^2)	-9.84	**-25.00**	***-25.00***	***-25.00***	***-25.00***	***-25.00***	***-25.00***
Advanced Merging	On	On	On	On	On	On	On
Cooperative Lane Change	Off	**On**	***On***	***On***	***On***	***On***	***On***

The driving behavior parameters from the South of Hallandale Beach Boulevard to North of Hollywood Boulevard SIMR calibration effort (southern 3 interchanges in the PD&E study area) were used as a starting point for this calibration effort. The only driving behavior modification made was utilizing the slow recovery feature for the freeway link behavior types. Field observations as well as the iterative process of replicating the RITIS speed data supported that freeway vehicles were not immediately returning to their ideal desired speed within congested areas of the study area.

The AM peak period experienced congestion on I-95 in the northbound direction near the Sheridan Street on-ramp while the southbound direction experienced near free-flow conditions for the entire project area. In order to reasonably replicate observed congestion in the northbound direction, 10% of the peak hour I-95 mainline volume was added to hours 1 and 2. The resulting simulated volume at the mainline segment between Sheridan Street and Stirling Road, the segment downstream of slowest speeds (bottleneck) in the RITIS data, is within 5% of the project traffic count.

The PM peak period experienced congestion in the northbound direction due to queue spillback from the I-95 northbound to I-595 westbound ramp. A set of reduced speed areas were placed at the end of the I-595 off ramp link set to 10 mph for the simulation time of 3,600 seconds to 7,200 seconds. A project to relieve the I-595 congestion is currently under construction; therefore, the reduced speed areas will be removed in the future year scenarios. The southbound direction experienced congestion approximately between the I-595 overpass to the express lane ingress due to the I-595 major merge and high demand for the express lane facility. In order to reasonably replicate observed congestion in the southbound direction, between 2% and 9% of the peak hour I-95 mainline volume as well as the I-595 on ramp were added to hours 1 and 2. The resulting simulated volume at the mainline segment downstream of the bottleneck between the Stirling Road off ramp and Stirling Road on ramp, the segment downstream of slowest speeds in the RITIS data, is within 2% of the project traffic count.

Another element that significantly affects modeled driving behavior relates to the Lane Change Distance for connectors at diverge points, lane drops, and intersections. The default lane change distance when coding a connector in VISSIM is 656.2 feet. For freeway operations, this distance was found to be too short to provide the appropriate number of lane changes. To assist in the calibration of traffic operations for the existing conditions, the Lane Change Distance was increased to 2,500 feet per lane for freeway links. The one exception is the northbound off ramp to I-595 where a distribution of 2,500 feet to 3,200 feet per lane was applied to the off-ramp connector. The I-595 northbound off-ramp is a major diverge and appears on an information sign approximately 3 miles upstream. For merge points along the freeway (corresponding to the end of the acceleration lanes) the lane change distance was selected based on the length of the acceleration lane. For arterial connectors, 1,000 feet was assumed, and 'per lane' was applied to closely spaced intersections such as Sheridan Street at 29th Avenue and the I-95 ramp terminals (based on visual observations and engineering judgement).

5.2 Calibration Results

The calibration effort of this study primarily focused on replicating the travel time, speed, and volume data, as well as field observations that documented the existing traffic operational conditions along the I-95 corridor and arterials. Numerical results are represented in hourly intervals as well as total simulation time. The following sections discuss the calibration effort as it relates to the primary calibration criteria. **Appendix F** contains additional details on the calibration results.

5.2.1 Travel Time Data

To identify and quantify the operating conditions in terms of travel time, RITIS data was used to assist in the calibration process. Several days of RITIS speed data from October and November of 2021, Tuesday through Thursdays, were reviewed to identify typical speed conditions. Hour 2 was the primary focus when removing outlier days. Significant daily variation in congestion exists within the project area. However, major trends were identified for each peak period and the average speed of the selected days of RITIS data was used to identify the total travel time.

Table 11 and **Table 12** provide travel time comparisons between the average travel time of the selected days of RITIS data and the VISSIM output for both peak-hour periods and illustrate that the calibration parameters reasonably replicate the corridor travel times.

Table 11 – Travel Time Comparisons (AM Peak hour)

Direction	Total Distance (Miles)	Average Total Travel Time (mm:ss)	Target Range (mm:ss)		Simulated Average Travel Time (mm:ss)	Threshold Met?
			Lower Limit	Upper Limit		
I-95 Northbound (South of Sheridan Street to north of Griffin Road)	5.4	06:32	05:32	07:32	06:46	Yes
I-95 Southbound (North of Griffin Road to south of Sheridan Street)	5.4	05:13	04:13	06:13	05:22	Yes

For travel times longer than 7 minutes, acceptable calibration criteria is +/- 15%
For travel times shorter than 7 minutes, acceptable calibration criteria is +/- 1 minute

Table 12 – Travel Time Comparisons (PM Peak hour)

Direction	Total Distance (Miles)	Average Total Travel Time (mm:ss)	Target Range (mm:ss)		Simulated Average Travel Time (mm:ss)	Threshold Met?
			Lower Limit	Upper Limit		
I-95 Northbound (South of Sheridan Street to north of Griffin Road)	5.4	06:40	05:40	07:40	06:02	Yes
I-95 Southbound (North of Griffin Road to south of Sheridan Street)	5.4	07:15	06:10	08:20	06:55	Yes

For travel times longer than 7 minutes, acceptable calibration criteria is +/- 15%
For travel times shorter than 7 minutes, acceptable calibration criteria is +/- 1 minute

5.2.2 Speed Data

Similar to the travel time calibration, RITIS data was used to identify the existing operating conditions in terms of speed and compared to the model output. **Table 13** and **Table 14** provide comparisons at the critical I-95 mainline segments, primarily between the service interchange on and off-ramps, between the RITIS speed data and the VISSIM output for both peak-hour periods and represent the average speeds between the start and end points. The results show a close correlation between the average speeds in the field and the modeled average speeds, and the criteria for calibration is met for more than 85% of cases in each peak hour.

Figure 5 through **Figure 8** illustrate the significant daily variation in congestion within the project area and that the VISSIM output reasonably replicates congestion trends. The detailed speed data from RITIS is provided in **Appendix G**.

Table 13 – Speed Comparisons (AM Peak hour)

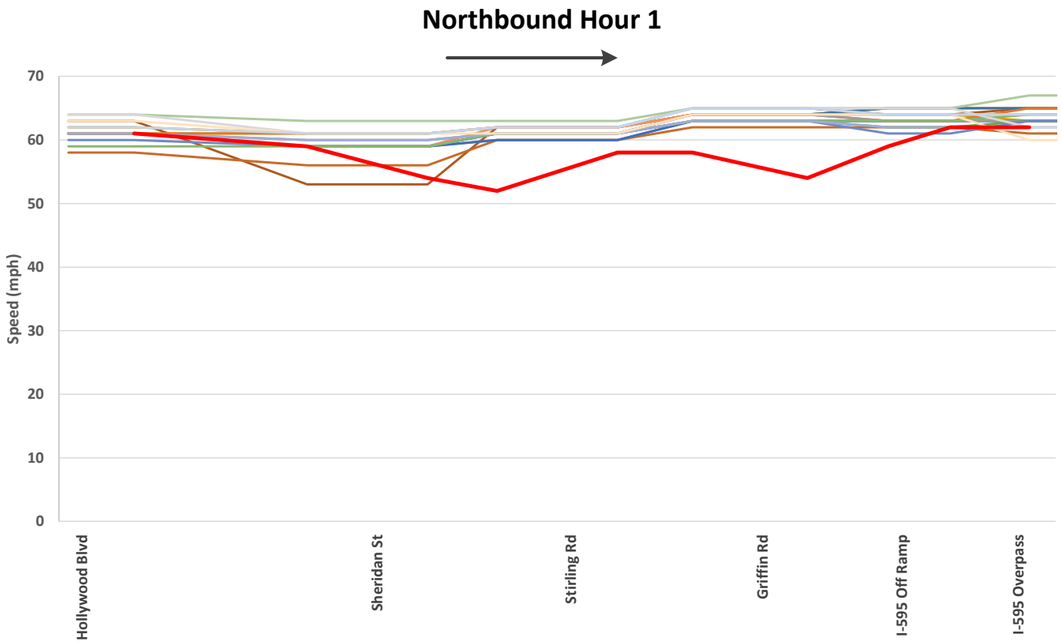
Segment		Average Speed (mph)	Target Range (mph)		Modeled Average Speed (mph)	Threshold Met?
From	To		Lower Limit	Upper Limit		
I-95 Northbound						
Hollywood Blvd On-Ramp	Sheridan St Off-Ramp	43	33	53	42	Yes
Sheridan St On-Ramp	Stirling Rd Off-Ramp	53	43	63	44	Yes
Stirling Rd On-Ramp	Griffin Rd Off-Ramp	58	48	68	53	Yes
Griffin Rd On-Ramp	I-595 Off-Ramp	58	48	68	57	Yes
I-95 Southbound						
Griffin Rd Off-Ramp	Griffin Rd On-Ramp	60	50	70	60	Yes
Griffin Rd On-Ramp	Stirling Rd Off-Ramp	62	52	72	56	Yes
Stirling Rd On-Ramp	Sheridan St Off-Ramp	62	52	72	61	Yes
Sheridan St On-Ramp	Hollywood Blvd Off-Ramp	63	53	73	61	Yes

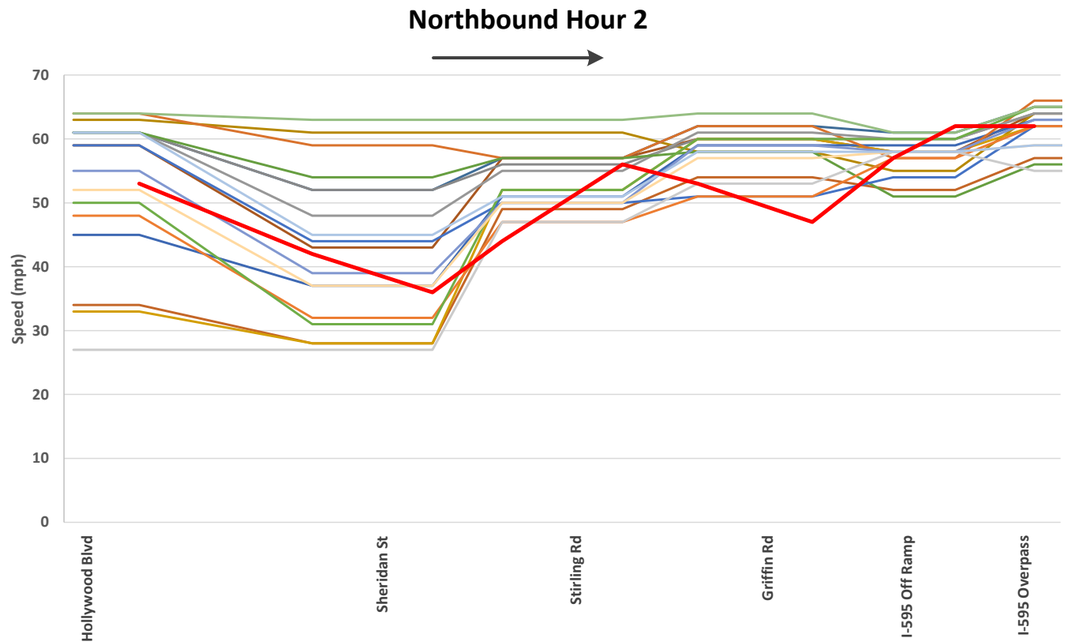
Modeled average speeds must be within 10 mph for 85% of cases

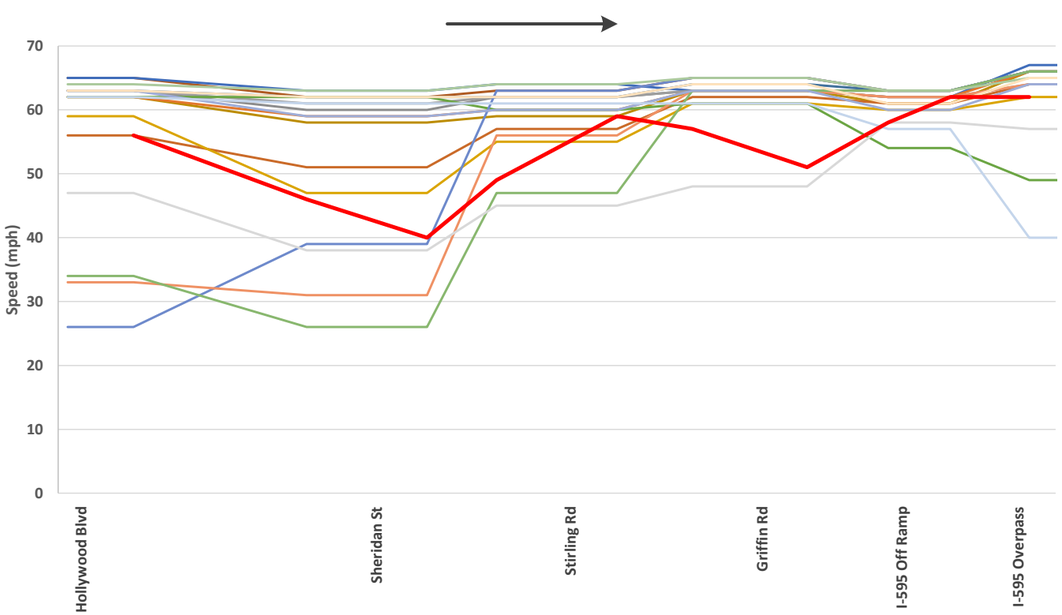
Table 14 – Speed Comparisons (PM Peak hour)

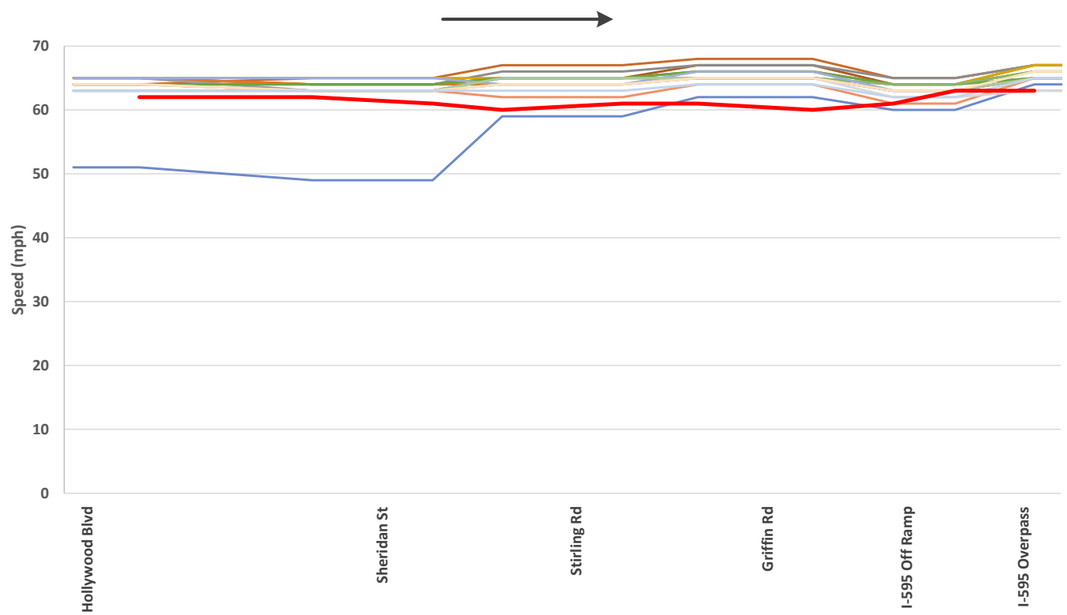
Segment		Average Speed (mph)	Target Range (mph)		Modeled Average Speed (mph)	Threshold Met?
From	To		Lower Limit	Upper Limit		
I-95 Northbound						
Hollywood Blvd On-Ramp	Sheridan St Off-Ramp	57	47	67	60	Yes
Sheridan St On-Ramp	Stirling Rd Off-Ramp	52	42	62	59	Yes
Stirling Rd On-Ramp	Griffin Rd Off-Ramp	42	32	52	50	Yes
Griffin Rd On-Ramp	I-595 Off-Ramp	39	29	49	37	Yes
I-95 Southbound						
Griffin Rd Off-Ramp	Griffin Rd On-Ramp	39	29	49	34	Yes
Griffin Rd On-Ramp	Stirling Rd Off-Ramp	43	33	53	30	No
Stirling Rd On-Ramp	Sheridan St Off-Ramp	53	43	63	60	Yes
Sheridan St On-Ramp	Hollywood Blvd Off-Ramp	57	47	67	60	Yes

Modeled average speeds must be within 10 mph for 85% of cases







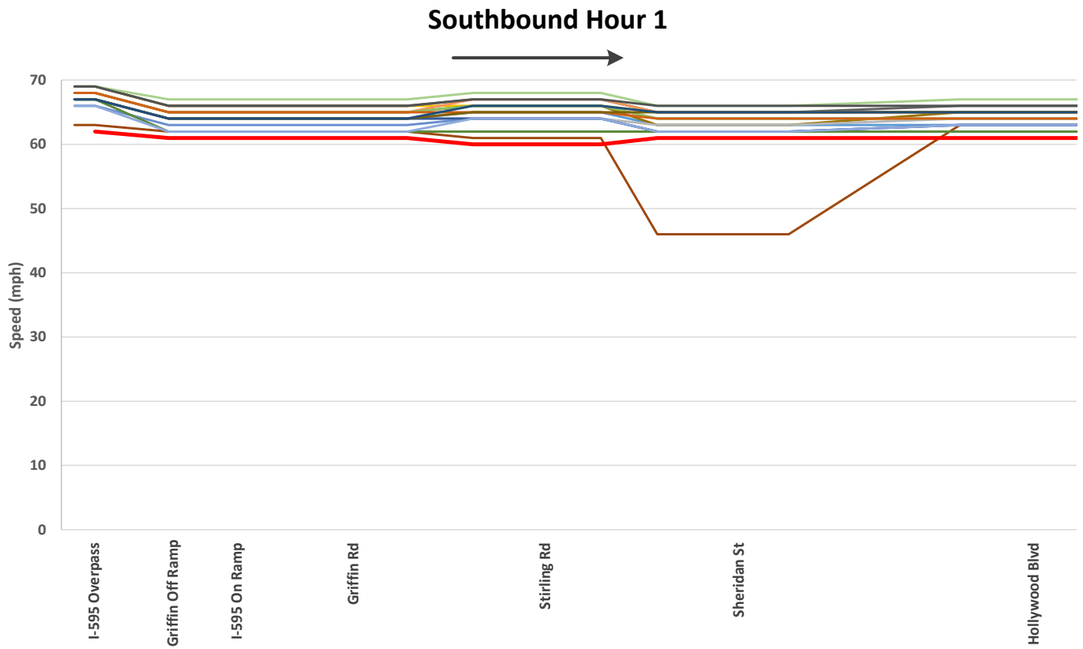


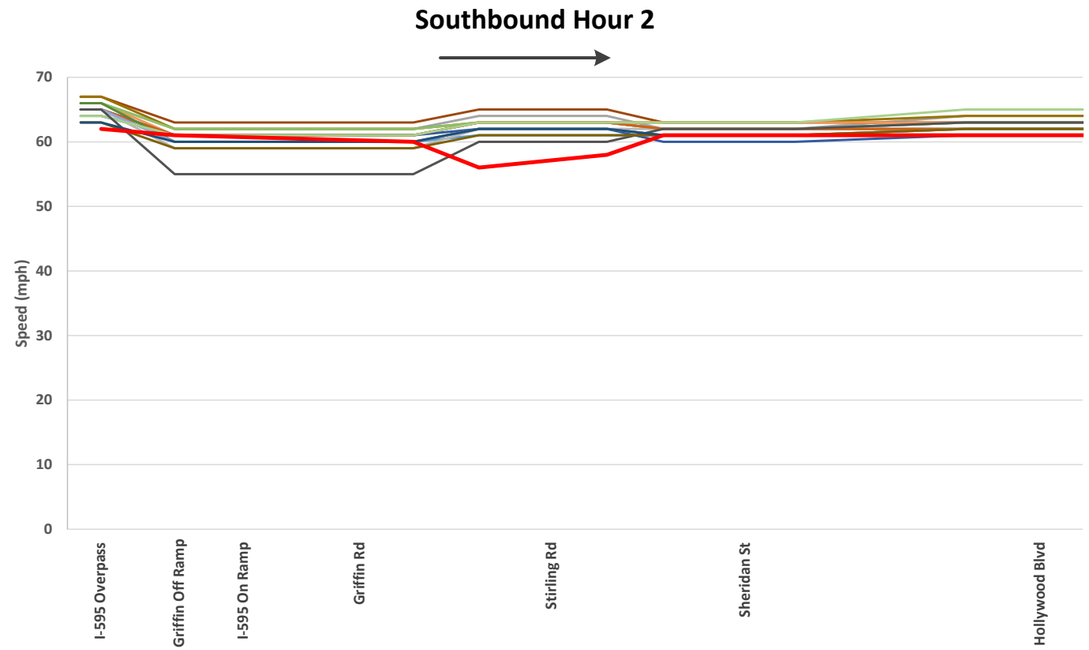
Legend

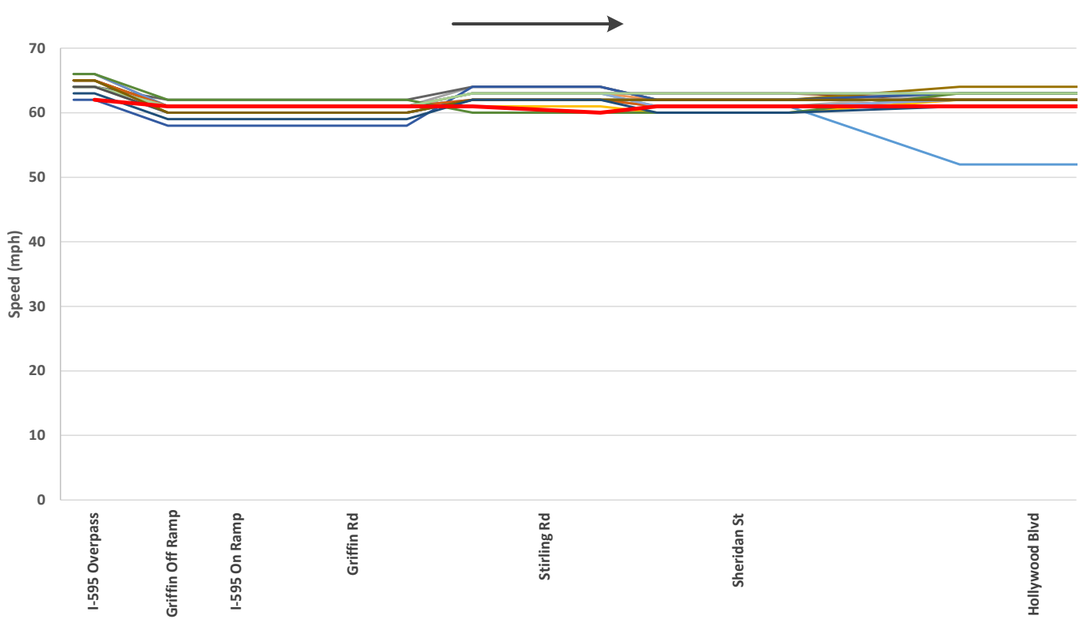
Vissim Model Output

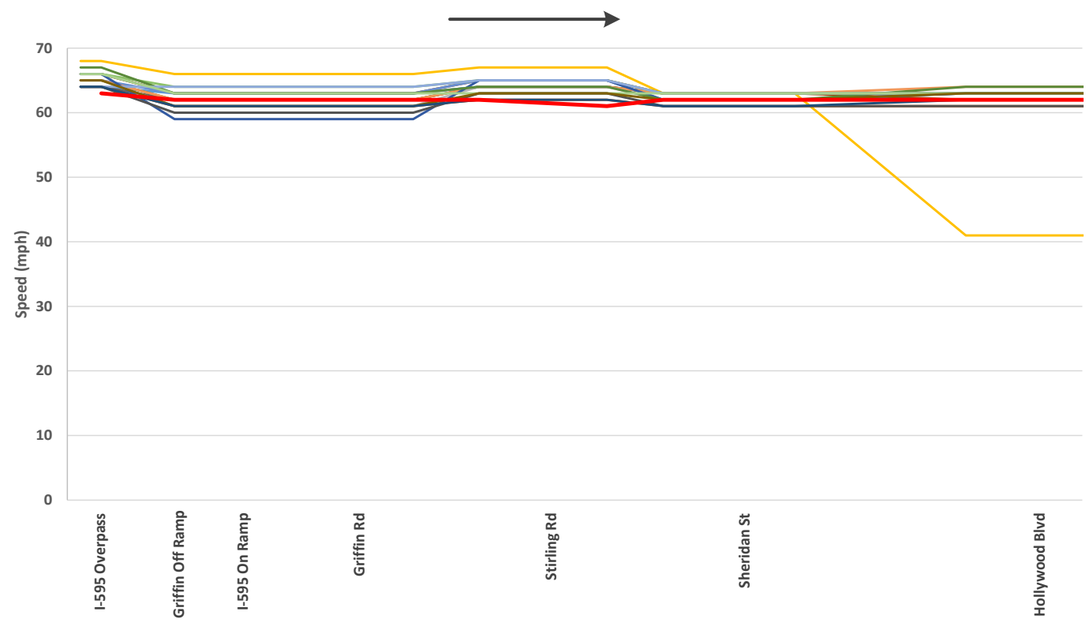
All other lines represent a unique day of RITIS data

Figure 5 - I-95 Existing 2021 AM Peak Northbound Speed Profiles







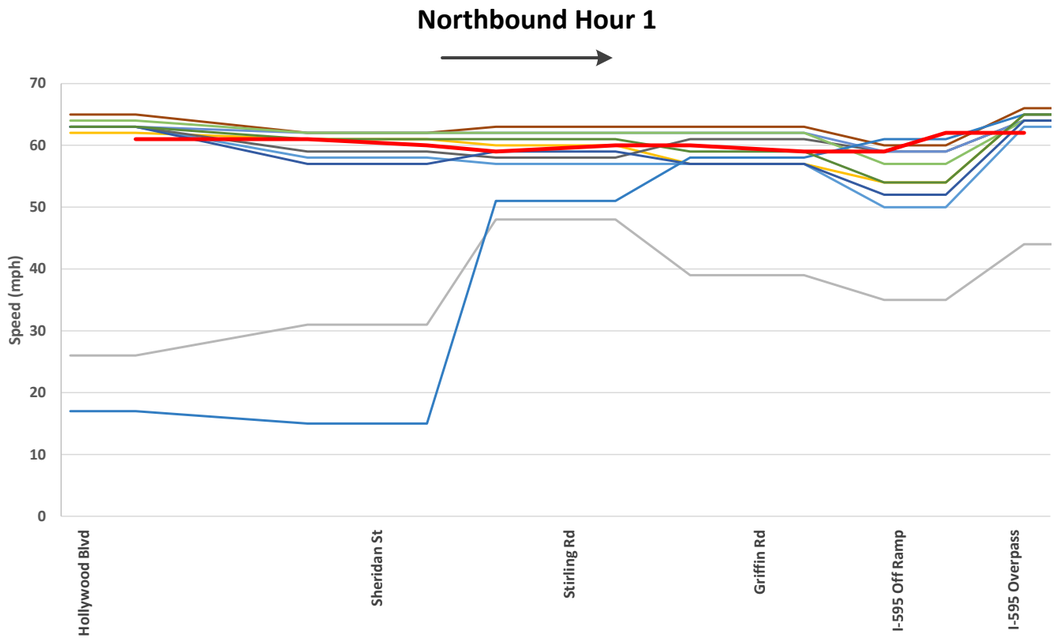


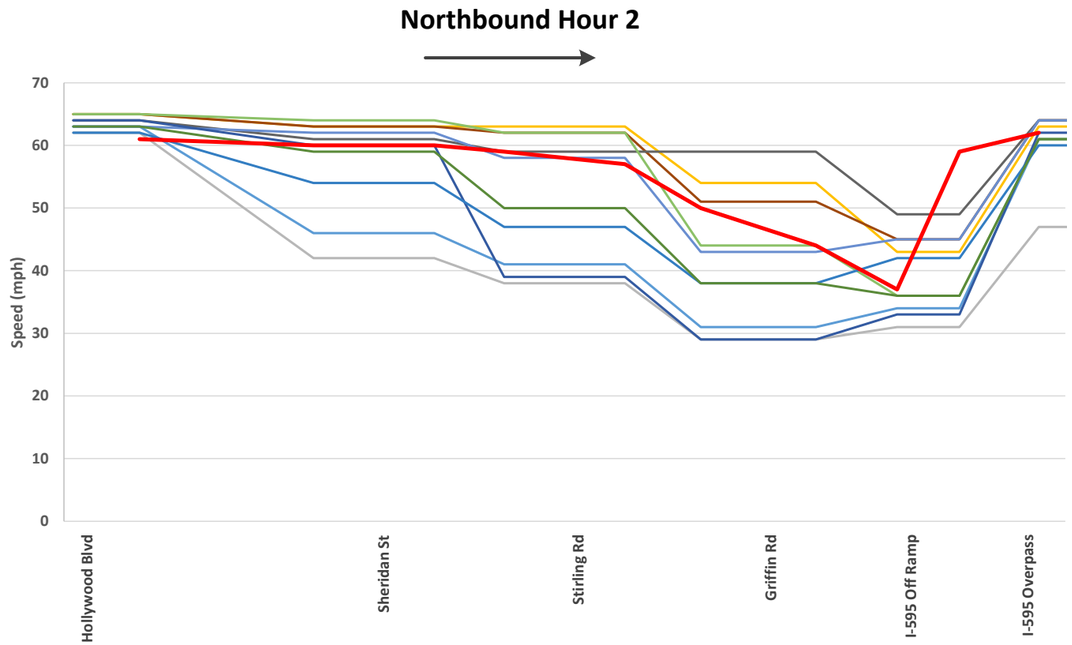
Legend

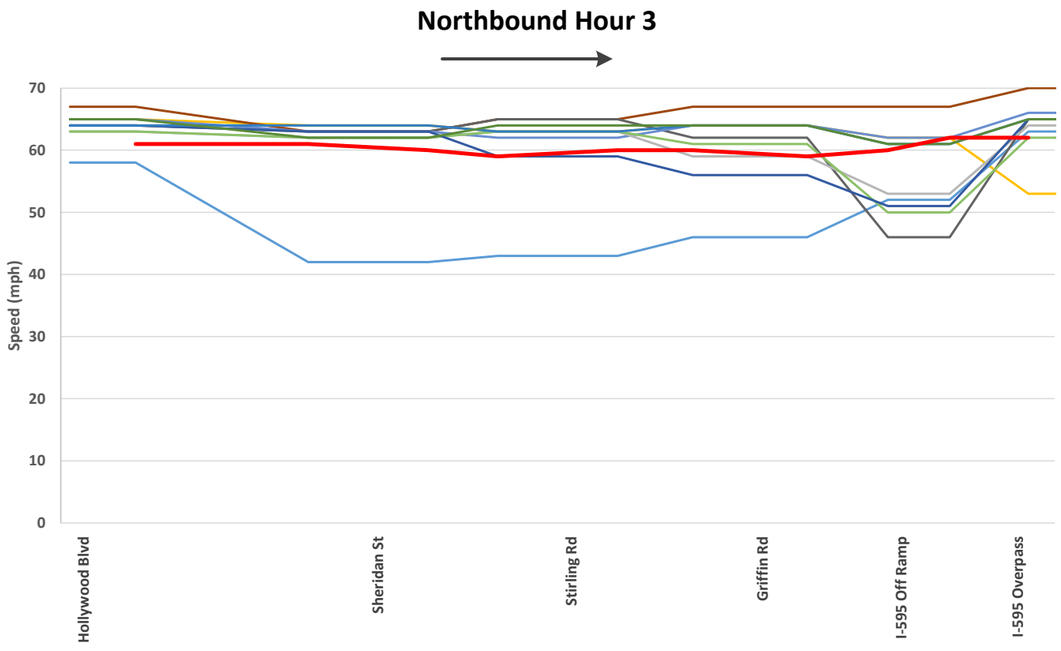
Vissim Model Output

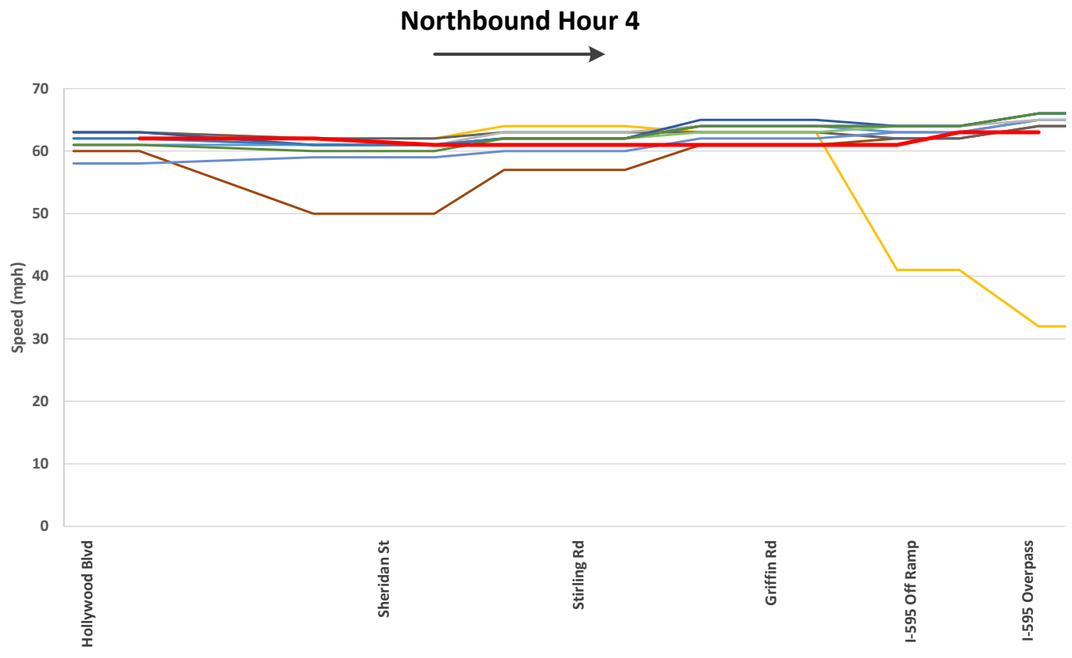
All other lines represent a unique day of RITIS data

Figure 6 - I-95 Existing 2021 AM Peak Southbound Speed Profiles







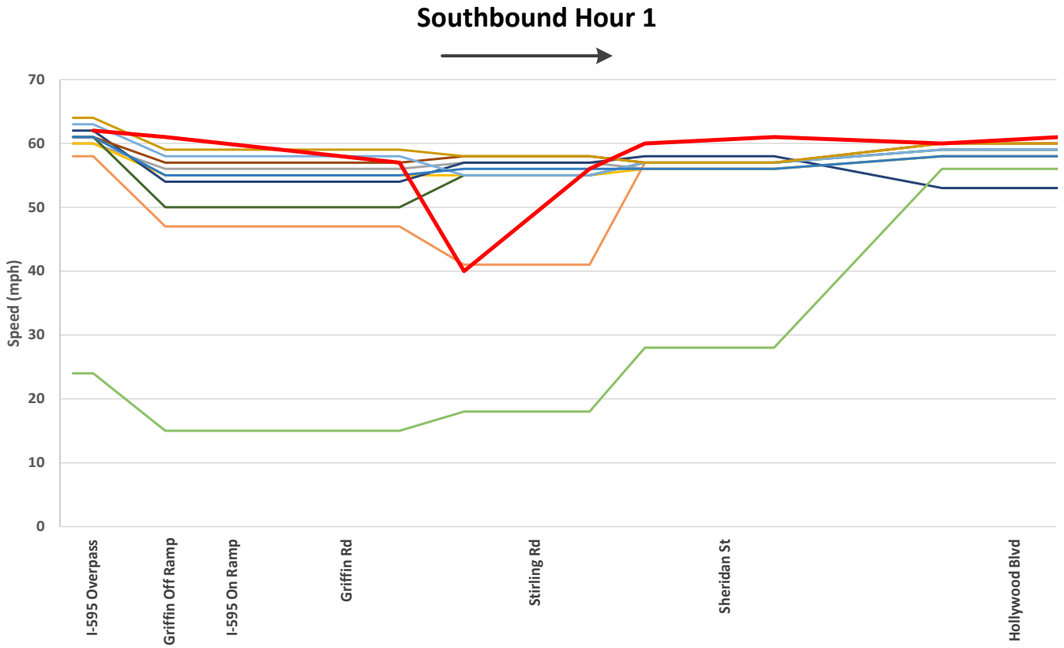


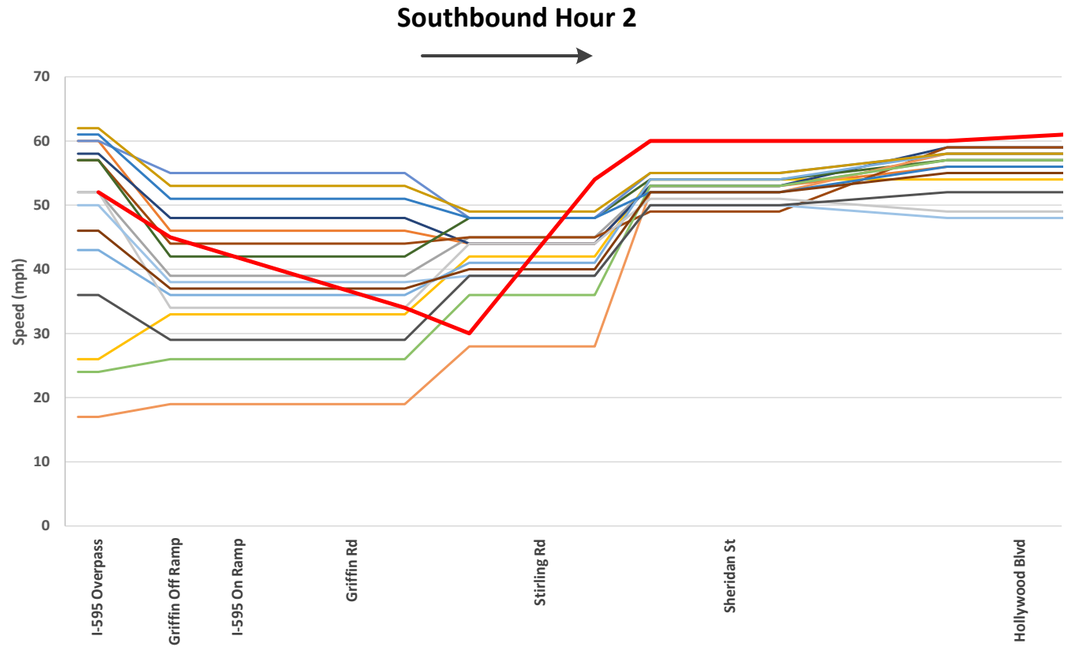
Legend

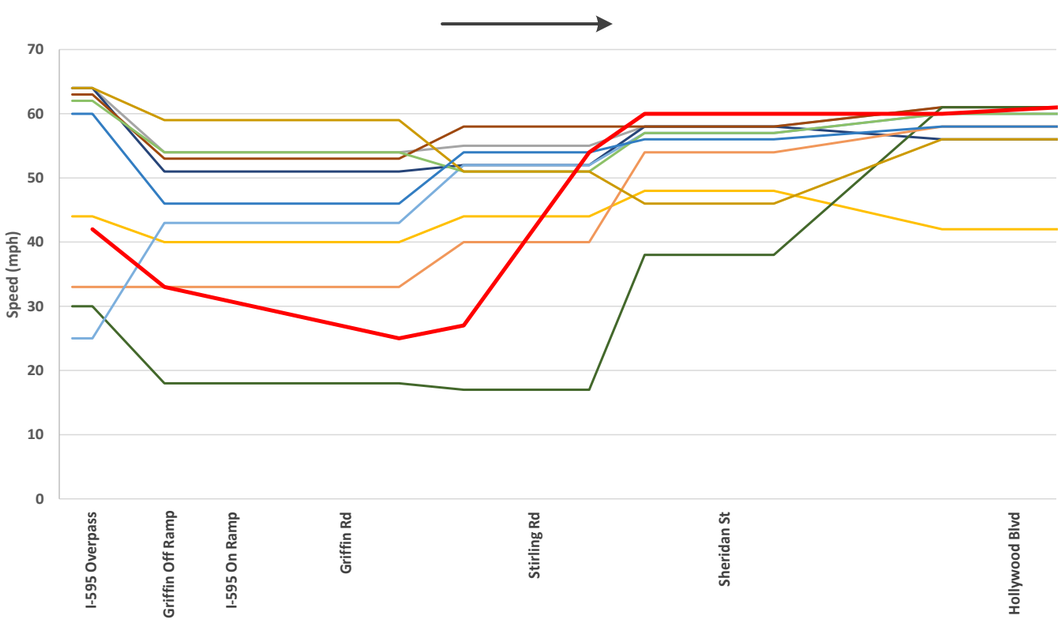
Vissim Model Output

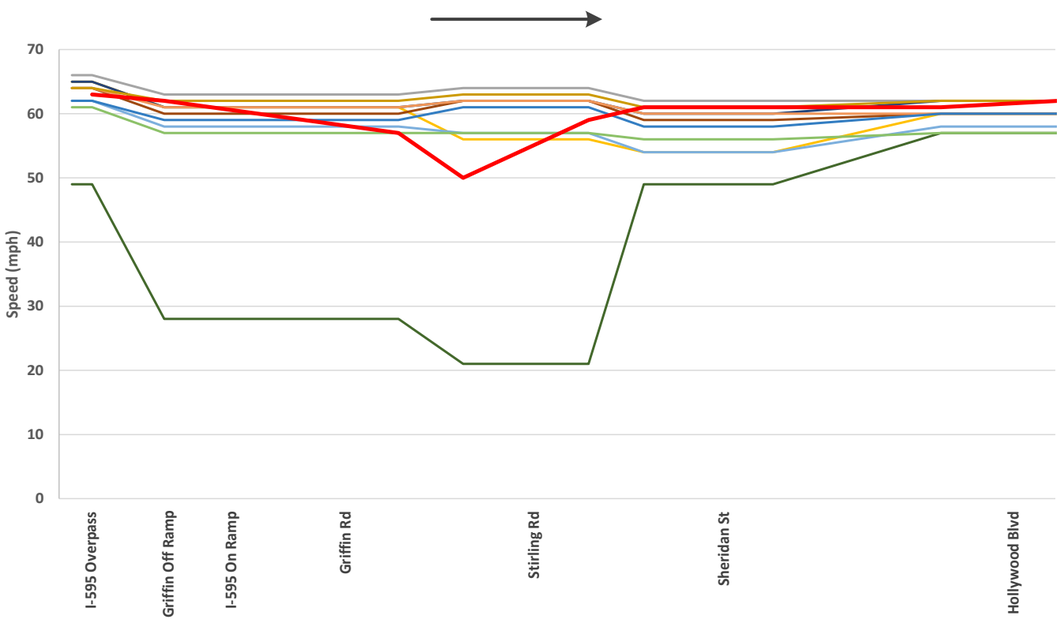
All other lines represent a unique day of RITIS data

Figure 7 - I-95 Existing 2021 PM Peak Northbound Speed Profiles









Legend

Vissim Model Output

All other lines represent a unique day of RITIS data

Figure 8 - I-95 Existing 2021 PM Peak Southbound Speed Profiles

5.2.3 Freeway Link Flow

Volume-based calibration was performed for individual link flows in terms of the separate simulation hours 1-4, as well as for the entire four-hour peak period. The calibrated model meets the acceptable criteria in terms of both the individual hours and the overall simulation period.

For individual link flows, the four hours of each peak period were evaluated separately and in terms of the overall four-hour period. **Table 15** presents the overall percent compliance for individual link flows throughout the network. It should be noted that (as discussed in **Table 7**) different criteria for compliance are used based on the link's demand volume. The calibration for individual link flows includes freeway mainline segments at the northern and southern ends of the network and segments between each interchange. Based on the simulation output, 100% of the links in all 4 hours of the AM peak period met the individual link criteria. Hours 1, 3, and 4 of the PM peak period met the individual link criteria for 100% of links while Hour 2 met for 94%. Therefore, both the AM and PM peak period meet the calibration target of 85% of cases for each hour.

Table 15 – Individual Link Flows

Peak	Hour	Percent Compliant
AM	1	100%
	2	100%
	3	100%
	4	100%
	Total	**100%**
PM	1	100%
	2	94%
	3	100%
	4	100%
	Total	**100%**

The Geoffrey E. Havers (GEH) statistic is a formula used to compare two sets of traffic volumes. A GEH value of less than 5 is considered a good match between the hourly input volumes and the modeled volumes. Based on the simulation output, the individual hours and total simulation period for both the AM and PM peak periods had GEH compliant percentages of 100% (**Table 16**).

Table 16 – GEH < 5 for Individual Link Flows

Peak	Hour	Percent Compliant
AM	1	100%
	2	100%
	3	100%
	4	100%
	Total	**100%**
PM	1	100%
	2	100%
	3	100%
	4	100%
	Total	**100%**

In addition to the individual link flow comparisons, the simulated throughput was compared with the peak hour project traffic volume on I-95 at the two bottleneck locations in the northbound direction and one bottleneck location in the southbound direction. **Table 17** shows a comparison of the project traffic volume to the simulated throughput during the AM and PM peak hours. The AM peak showed volume differences ranging from 0.1% to 5%, while the PM peak showed volume differences ranging from -0.03% to 1.3%. These results indicate a close correlation between the existing hourly capacity of I-95 in the study area and the capacity of the models.

Table 17 – Peak Hour Capacity Comparison

Count Location	Hourly Data	AM Peak Hour	PM Peak Hour
I-95 Northbound (Between Sheridan St on ramp and Stirling Rd off ramp)	Project Traffic Volume	8,190	7,680
	Simulation Throughput	8,528	7,678
	% Difference	**4.1%**	**-0.03%**
I-95 Northbound (Between Griffin Rd on ramp and I-595 off ramp)	Project Traffic Volume	9,180	8,820
	Simulation Throughput	9,639	8,866
	% Difference	**5.0%**	**0.5%**
I-95 Southbound (Between Griffin Rd on ramp and Stirling Rd off ramp)	Project Traffic Volume	9,300	9,300
	Simulation Throughput	9,307	9,421
	% Difference	**0.1%**	**1.3%**

5.2.4 Arterial Link Flow

Arterial peak hour link volumes were compared between study intersections in both the eastbound and westbound direction. The simulated volume of each segment was compared to the demand volume. The majority of AM peak hour segments simulated volumes are within 2% or less of the demand volumes with a total range of -5% to 2% (**Table 18**). In both directions of travel, 100% of the segments meet the applicable link flow criteria, being within 100 vehicles per hour for volumes less than 700 vehicles per hour or being within 15% of the demand volume for volumes greater than 700 vehicles per hour but less than 2,700 vehicles per hour.

All PM peak hour segments simulated volumes are within 3% or less of the demand volumes (**Table 19).** In both directions of travel, 100% of the segments meet the applicable link flow criteria, being within 100 vehicles per hour for volumes less than 700 vehicles per hour or being within 15% of the demand volume for volumes greater than 700 vehicles per hour but less than 2,700 vehicles per hour.

In addition to the segment evaluation described above, a comparison between the demand and simulated volumes is provided on a per-movement basis in the intersection analysis results provided in **Appendix H**. These results also show a close correlation between the demand and simulated volumes.

Table 18 – AM Peak Hour Arterial Link Volume Comparison

Arterial	Segment Location	Eastbound Segment Volume				Westbound Segment Volume			
		Demand	Simulated	Percent Difference	Acceptance Target	Demand	Simulated	Percent Difference	Acceptance Target
Sheridan Street	West of 29th Avenue	2,100	2,091	0%	Yes < 15%	1,490	1,459	-2%	Yes < 15%
	Between 29th Avenue and I-95 Ramp Terminal	1,940	1,946	0%	Yes < 15%	1,720	1,691	-2%	Yes < 15%
	Between I-95 Ramp Terminal and 28th Avenue	1,670	1,669	0%	Yes < 15%	1,700	1,611	-5%	Yes < 15%
	Between 28th Avenue and 26th Avenue	1,600	1,613	1%	Yes < 15%	1,700	1,680	-1%	Yes < 15%
	East of 26th Avenue	1,500	1,508	1%	Yes < 15%	1,420	1,414	0%	Yes < 15%
Stirling Road	West of Anglers Avenue	1,680	1,681	0%	Yes < 15%	1,150	1,145	0%	Yes < 15%
	Between Anglers Avenue and 29th Avenue	1,650	1,649	0%	Yes < 15%	1,290	1,294	0%	Yes < 15%
	Between 29th Avenue and I-95 Ramp Terminal	1,570	1,590	1%	Yes < 15%	1,540	1,530	-1%	Yes < 15%
	Between I-95 Ramp Terminal and Oakwood Boulevard	1,580	1,562	-1%	Yes < 15%	1,290	1,304	1%	Yes < 15%
	Between Oakwood Boulevard and Compass Way	1,160	1,160	0%	Yes < 15%	1,130	1,147	2%	Yes < 15%
	Between Compass Way and Bryan Road	1,005	1,007	0%	Yes < 15%	1,060	1,075	1%	Yes < 15%
	East of Bryan Road	1,035	1,034	0%	Yes < 15%	970	988	2%	Yes < 15%
Griffin Road	West of Anglers Avenue	1,350	1,334	-1%	Yes < 15%	940	950	1%	Yes < 15%
	Between Anglers Avenue and I-95 Ramp Terminal	1,540	1,535	0%	Yes < 15%	1,350	1,342	-1%	Yes < 15%
	Between I-95 Ramp Terminal and Old Griffin Road	1,460	1,438	-2%	Yes < 15%	770	784	2%	Yes < 15%
	East of Old Griffin Road	419	428	2%	Yes < 100	540	550	2%	Yes < 100

Table 19 – PM Peak Hour Arterial Link Volume Comparison

Arterial	Segment Location	Eastbound Segment Volume				Westbound Segment Volume			
		Demand	Simulated	Percent Difference	Acceptance Target	Demand	Simulated	Percent Difference	Acceptance Target
Sheridan Street	West of 29th Avenue	1,800	1,806	0%	Yes < 15%	2,030	2,013	-1%	Yes < 15%
	Between 29th Avenue and I-95 Ramp Terminal	1,930	1,938	0%	Yes < 15%	1,960	1,948	-1%	Yes < 15%
	Between I-95 Ramp Terminal and 28th Avenue	2,000	1,984	-1%	Yes < 15%	1,840	1,846	0%	Yes < 15%
	Between 28th Avenue and 26th Avenue	1,965	1,964	0%	Yes < 15%	1,850	1,871	1%	Yes < 15%
	East of 26th Avenue	1,795	1,810	1%	Yes < 15%	1,520	1,562	3%	Yes < 15%
Stirling Road	West of Anglers Avenue	1,570	1,570	0%	Yes < 15%	1,850	1,845	0%	Yes < 15%
	Between Anglers Avenue and 29th Avenue	1,670	1,666	0%	Yes < 15%	1,910	1,916	0%	Yes < 15%
	Between 29th Avenue and I-95 Ramp Terminal	1,810	1,807	0%	Yes < 15%	1,940	1,940	0%	Yes < 15%
	Between I-95 Ramp Terminal and Oakwood Boulevard	1,780	1,721	-3%	Yes < 15%	2,040	2,033	0%	Yes < 15%
	Between Oakwood Boulevard and Compass Way	1,290	1,292	0%	Yes < 15%	1,580	1,578	0%	Yes < 15%
	Between Compass Way and Bryan Road	1,180	1,186	1%	Yes < 15%	1,510	1,518	1%	Yes < 15%
	East of Bryan Road	1,310	1,320	1%	Yes < 15%	1,400	1,406	0%	Yes < 15%
Griffin Road	West of Anglers Avenue	1,120	1,121	0%	Yes < 15%	1,680	1,672	0%	Yes < 15%
	Between Anglers Avenue and I-95 Ramp Terminal	1,530	1,514	-1%	Yes < 15%	1,790	1,777	-1%	Yes < 15%
	Between I-95 Ramp Terminal and Old Griffin Road	1,240	1,236	0%	Yes < 15%	1,530	1,541	1%	Yes < 15%
	East of Old Griffin Road	404	416	3%	Yes < 100	1,020	1,036	2%	Yes < 15%

5.2.5 Visual Audits (Bottlenecks)

Review of the RITIS speed data revealed that there is significant daily variation in congestion within the project area. However, major trends were identified for each peak period and the average of the selected days was used for the travel time and speed calibration targets.

The AM peak period experienced congestion on I-95 in the northbound direction near the Sheridan Street on-ramp while the southbound direction experienced near free-flow conditions for the entire project area. The PM peak period experienced congestion in the northbound direction due to queue spillback from the I-95 northbound to I-595 westbound ramp. The southbound direction experienced congestion approximately between the I-595 overpass to the express lane ingress due to the I-595 major merge and high demand for the express lane facility.

Based on these visual audits and review of the animation in VISSIM, the AM and PM peak period simulation models capture the trends and bottlenecks within the study area. No residual congestion or queues were evident during either peak period.

6.0 CONCLUSIONS

This report documented the VISSIM simulation model development and calibration effort for the 2021 existing year AM and PM peak periods, which will serve as the basis for the future conditions analysis. The calibration effort produced simulation output that replicated volume, travel time/speed, and bottlenecks to a reasonable level for both the AM and PM peak periods and is appropriate for use in the development of the future conditions models.

Appendix A: VISSIM Model Calibration Reviewer's Checklist

VISSIM Model Calibration Reviewer's Checklist

Financial Project ID: 439170-1-22-02 Federal Aid Number:

Project Name: SR 9/I-95 from Miami-Dade/Broward County Line to North of Griffin Road
VISSIM Existing Conditions Model Development and Calibration Report

State Road Number: SR 9 Co./Sec./Sub. : Broward Project MP:

Item to Check	Description	Check
Model errors	Simulation model contains no errors	✓
	Simulation model was accurately verified	✓
MOEs	All calibration MOEs are listed	✓
	Calibration targets/goals have been outlined	✓
	Calibration and validation data is sufficient to meet the targets	✓
	Calibration areas are clearly identified	✓
Calibration process	Calibration process is documented with all relevant calibration data, assumptions, and include a history of base model development	✓
	Calibration effort cover both AM and PM peak periods	✓
	Default calibration parameters were changed and documented	✓
	Model animation matches expected driver behavior and conditions observed in the field	✓
	Model replicates real-world bottleneck(s) and lane utilization	✓
Calibration targets	Calibration results are based on at least 10 simulation runs with different random seeds	✓
	Model output volumes satisfy volume calibration requirements	✓
	Model link capacities satisfy capacity calibration requirements	✓
	Model link speeds meet speed calibration requirements	✓
	Model link travel time meet calibration requirements	✓
	Model intersection delay results meet calibration requirements	N/A
	Model queuing replicates real-world conditions	✓
	Calibrated model is validated with an independent data set	✓

Comments:

The calibration process included model adjustments to better replicate the local driving behavior and traffic performance. An origin destination (O-D) matrix was established during the project volume development phase to provide more realistic travel patterns and lane changing behaviors for the operational analysis. Several typical model calibration targets were identified for this project (volume, travel time, congestion, etc.). Adjustments to select car-following and lane changing parameters in VISSIM were evaluated for both AM and PM peak models to produce simulation output that reasonably replicated the volume, travel time/speed, and bottlenecks within the study area. After numerous iterations, a unified set of calibration parameters was selected to create a valid model to perform the future conditions analyses.

Reviewer's Name: Ashley Finley Date: 1/16/2024

Appendix B: November 2016 Railroad Grade Crossing Data Collection and Analysis

2016 Railroad Grade Crossing Data Collection and Analysis

SFRC and FEC Corridors

NOVEMBER 2016

Prepared by:

Kimley-Horn

In Conjunction with:

Cambridge Systematics, Inc.

and

CTS Engineering, Inc.

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TRI RAIL
NO TURNING

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INTRODUCTION

Two major railroad corridors serve the Southeast Florida Region – the Florida East Coast (FEC) Railroad and the South Florida Rail Corridor (SFRC)/CSX corridor. Both corridors operate within urban areas of the region, resulting in many at-grade crossings with the roadway network. At-grade crossings pose delays to traffic operations while also presenting challenges for freight and passenger rail operations.

The Florida Department of Transportation (FDOT) District Four has established an on-going at-grade rail crossing delay program to evaluate the impact of the SFRC/CSX and the FEC Railroad corridors on the surrounding roadway network. FDOT has been collecting video data since 2006, expanding the program to include both state highway and local arterial crossings from Miami-Dade County to Indian River County. Queue length and vehicle delay data have been analyzed to identify recommendations for minor improvements to enhance recovery to normal traffic conditions.

The objective for the railroad crossing delay program for the year 2016 is to analyze eighteen (18) intersections along the Broward County and Palm Beach County segment of the SFRC/CSX corridor, and seven (7) intersections along the FEC in Palm Beach, Martin, St. Lucie, and Indian River Counties. An ancillary objective includes the collection of 72 hours of video along the FEC corridor.

FLORIDA EAST COAST RAILWAY (FEC) CORRIDOR

The FEC is an active Class II regional railroad operating through urban core areas along the southeast coast of Florida. Currently the FEC is a freight corridor exclusively used by the Florida East Coast Industries (FECI), a Class II freight railroad. The Brightline, a high-speed inter-city passenger rail service, is expected to begin operations in the second half of 2017. The analysis included the following FEC at-grade crossings:

1. 272390P - SR 708/Blue Heron Boulevard (Palm Beach County)
2. 272377B - SR 706/Indiantown Road (Palm Beach County)
3. 272353M - SR 714/Monterey Road (Martin County)
4. 272867T - A1A/Seaway Drive (St. Lucie County)
5. 272958Y - SR A1A/N Causeway (St. Lucie County)
6. 282958Y - SR 60/19 Place (Indian River County)
7. 272193B - SR 60/20 Street (Indian River County)

A map of the crossing locations is provided in Figure 1.

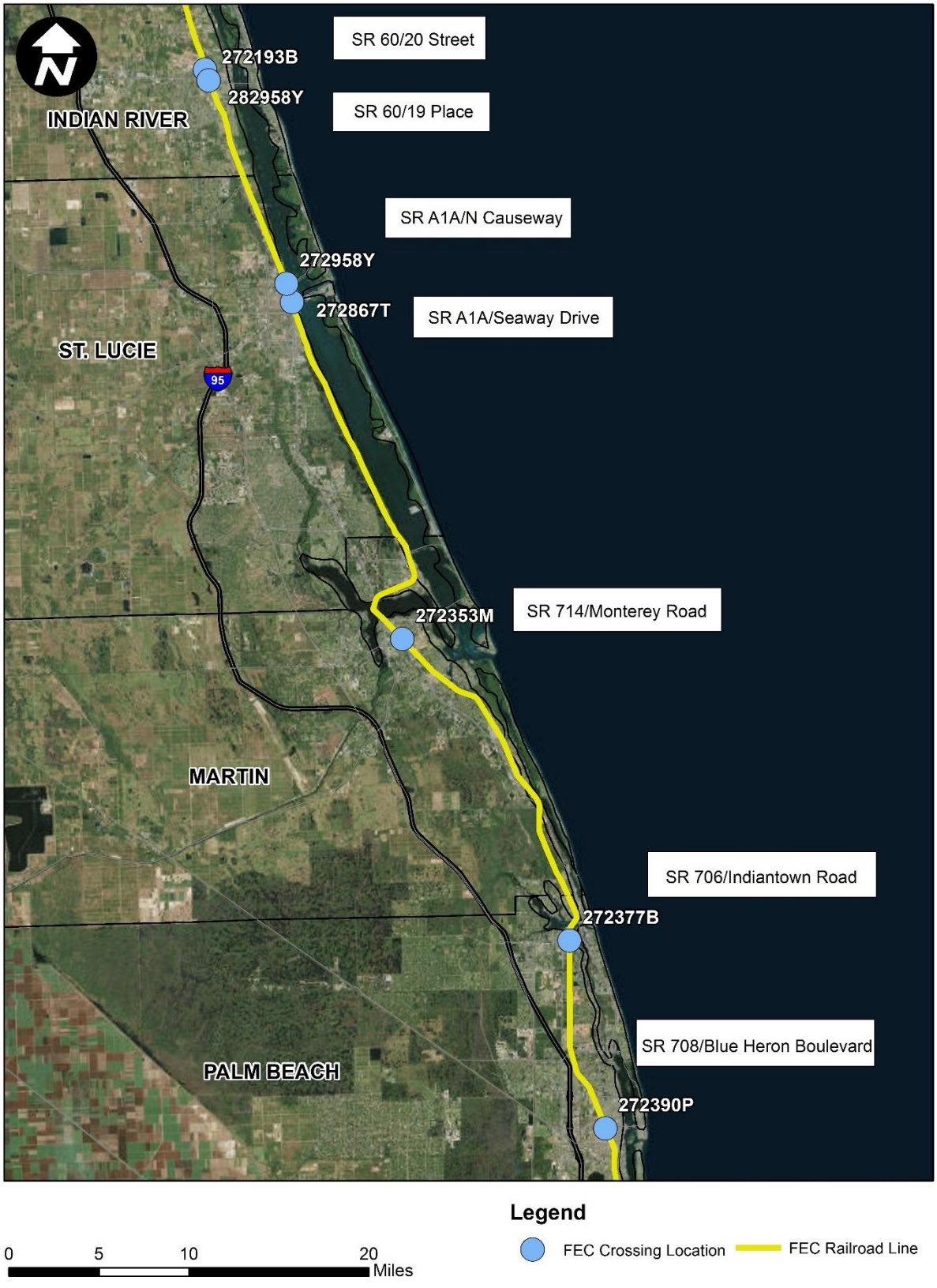


Figure 1: FEC Crossing Study Locations

DATA COLLECTION

Videos of the eastbound and westbound approaches to the crossings were recorded using portable video cameras mounted near the railroad crossing. A video recording of the corridor at each crossing was also taken to supplement the eastbound/westbound approach videos in determining times and duration of the train crossing, as well as to provide detailed information as to the type and direction of the train.

Data were collected for periods of 48 or more continuous hours on four separate occasions.

- Monday, May 23, 2016 – Wednesday, May 25, 2016
- Wednesday, June 22, 2016 – Thursday, June 23, 2016
- Wednesday, July 6, 2016 – Thursday, July 7, 2016
- Tuesday, August 9, 2016 – Thursday, August 11, 2016

Videos were reviewed for clarity and view of the intended approach (east/west/corridor). Only times for which an approach video and the corridor video provided consistent time periods were used for analysis since the railroad crossing gates were often not visible from the approach videos.

DATA ANALYSIS

Average delay per vehicle at each intersection was calculated by recording the delay (in seconds) of the first, median, and last vehicle in the queue. The following equation was used:

$$Delay_{Total} = \frac{\#\ of\ Veh}{2} \times \left[\left(\frac{Delay_1 + Delay_M}{2}\right) + \left(\frac{Delay_M + Delay_L}{2}\right)\right] \times \frac{1\ min}{60\ sec}$$

Where,

$Delay_{Total}$	Total delay due to gate closing event, reported in vehicle-minutes,
$\#\ of\ Veh$	Number of vehicles queued at approach,
$Delay_1$	Delay, in seconds, experienced by the first vehicle in the queue,
$Delay_M$	Delay, in seconds, experienced by the median vehicle in the queue, and
$Delay_L$	Delay, in seconds, experienced by the last vehicle in the queue.

Table 1 summarizes the FEC data analyzed.

Table 1: Data Collected (FEC)

Roadway Crossing Location	County	Total Hours Analyzed	Times Analyzed
SR 708/Blue Heron Boulevard (EB)	Palm Beach	47	5/23/2016 20:00 to 5/25/2016 00:00 6/22/2016 00:00 to 6/22/2016 09:30 6/23/2016 00:00 to 6/23/2016 07:00 7/06/2016 17:30 to 7/07/2016 00:00
SR 708/Blue Heron Boulevard (WB)	Palm Beach	48	5/24/2016 00:00 to 5/25/2016 00:00 6/22/2016 00:00 to 6/22/2016 09:30 6/23/2016 00:00 to 6/23/2016 13:30
SR 706/Indiantown Road (EB)	Martin	60	5/23/2016 20:30 to 5/24/2016 12:00 5/25/2016 00:00 to 6/22/2016 11:30 6/22/2016 12:00 to 6/23/2016 21:00
SR 706/Indiantown Road (WB)	Martin	28.5	5/23/2016 20:00 to 5/24/2016 12:00 6/22/2016 00:00 to 6/22/2016 13:30
SR 714/Monterey Road (EB)	Martin	54.5	5/23/2016 20:30 to 5/25/2016 14:00 6/22/2016 12:00 to 6/23/2016 00:00
SR 714/Monterey Road (WB)	Martin	77.5	5/23/2016 20:30 to 5/25/2016 14:00 6/22/2016 12:00 to 6/24/2016 00:00
SR A1A/Seaway Drive (WB)	St. Lucie	64.5	5/23/2016 17:30 to 5/25/2016 00:00 6/22/2016 11:00 to 6/23/2016 22:00
SR A1A/N Causeway (EB)	St. Lucie	27.5	5/23/2016 19:00 to 5/24/2016 09:30 6/22/2016 11:00 to 6/23/2016 00:00
SR A1A/N Causeway (WB)	St. Lucie	71.5	5/23/2016 19:45 to 5/25/2016 15:30 6/22/2016 12:00 to 6/23/2016 13:45
SR 60/19 Place (EB)	Indian River	72	8/09/2016 00:00 to 8/12/2016 00:00
SR 60/20 Street (WB)	Indian River	48	8/10/2016 00:00 to 8/12/2016 00:00

RESULTS

The FEC railroad corridor is characterized by trains transporting bulk and intermodal freight. Freight trains typically are longer in length than passenger trains, resulting in longer railroad crossing durations. Another factor that impacts delay is the volume of vehicles on the road at the time of crossing. For this reason, a majority of the activity along the FEC railroad corridors occurs between the hours of 6 P.M. and 8 A.M., when traffic volumes are typically lower. Few trains operate along the FEC during peak traffic hours (7-9 A.M. and 4-6 P.M.) to limit the impacts of railroad crossing on the roadway network.

Table 2 to Table 6 provide a summary of the railroad crossing delay analyses for the selected FEC at-grade crossings. Raw data for each crossing is provided, by approach, in **Appendix A**.

Table 2: Duration of Gate Closing Events (FEC)

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 708/Blue Heron Boulevard (EB)	Palm Beach	47	50	0:09	2:49	4:38
SR 708/Blue Heron Boulevard (WB)	Palm Beach	48	51	0:09	2:54	4:38
SR 706/Indiantown Road (EB)	Palm Beach	60	37	0:30	3:30	6:45
SR 706/Indiantown Road (WB)	Palm Beach	28.5	18	0:36	2:49	4:34
SR 714/Monterey Road (EB)	Martin	54.5	37	0:38	3:23	12:23
SR 714/Monterey Road (WB)	Martin	77.5	56	0:38	3:32	12:23
SR A1A/Seaway Drive (WB)	St. Lucie	64.5	38	0:30	3:09	7:56
SR A1A/N Causeway (EB)	St. Lucie	27.5	15	1:30	2:50	5:25
SR A1A/N Causeway (WB)	St. Lucie	71.5	45	0:09	2:43	12:54
SR 60/19 Place (EB)	Indian River	72	47	0:21	2:28	4:23
SR 60/20 Street (WB)	Indian River	48	34	0:18	2:26	4:28

Note: [1] Hours analyzed vary by intersection and approach direction based on quality and availability of video data.

Median gate crossing duration was fairly consistent along the FEC corridor ranging from a high of 3 minutes and 32 seconds at SR 714/Monterey Road in Martin County, and a low of 2 minutes 26 seconds at SR 60/20 Street in Indian River County. Wide ranges in minimum and maximum crossing duration were observed and are often due to infrequent events.

Table 3: Queue Length Due to Gate Closing Events (FEC)

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 708/Blue Heron Boulevard (EB)	Palm Beach	50	0	12	34
SR 708/Blue Heron Boulevard (WB)	Palm Beach	51	0	20	50
SR 706/Indiantown Road (EB)	Palm Beach	37	0	14	60
SR 706/Indiantown Road (WB)	Palm Beach	18	0	4	36
SR 714/Monterey Road (EB)	Martin	37	0	12	58
SR 714/Monterey Road (WB)	Martin	56	0	8	56
SR A1A/Seaway Drive (WB)	St. Lucie	38	0	6	27
SR A1A/N Causeway (EB)	St. Lucie	15	0	2	9
SR A1A/N Causeway (WB)	St. Lucie	45	0	2	31
SR 60/19 Place (EB)	Indian River	47	0	4	34
SR 60/20 Street (WB)	Indian River	34	0	6	50

Note: [1] Due to visibility limitations, actual queue may exceed maximum queue reported.

As shown in **Table 3**, SR 708/Blue Heron Boulevard in Palm Beach County experiences the longest median queue, with 20 vehicles queued in the westbound direction in the median condition. Maximum queue length was limited to visibility of the video data; therefore, actual maximum queue length may exceed reported maximum queue.

SR A1A/North Causeway in St. Lucie County had the shortest queues, with a median queue length of two (2) vehicles for both eastbound and westbound directions, and a maximum queue length of nine (9) vehicles in the eastbound direction.

Table 4: Vehicle Delay Due to Gate Closing Events (FEC)

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 708/Blue Heron Boulevard (EB)	Palm Beach	50	0.00	15.28	317.10	935.97
SR 708/Blue Heron Boulevard (WB)	Palm Beach	51	0.00	24.58	276.25	1,175.47
SR 706/Indiantown Road (EB)	Palm Beach	37	0.00	14.35	179.80	618.38
SR 706/Indiantown Road (WB)	Palm Beach	18	0.00	9.80	77.70	331.01
SR 714/Monterey Road (EB)	Martin	37	0.00	21.46	174.38	804.27
SR 714/Monterey Road (WB)	Martin	56	0.00	12.46	208.37	592.83
SR A1A/Seaway Drive (WB)	St. Lucie	38	0.00	3.06	113.63	170.51
SR A1A/N Causeway (EB)	St. Lucie	15	0.00	1.70	30.64	74.33
SR A1A/N Causeway (WB)	St. Lucie	45	0.00	1.63	89.64	119.80
SR 60/19 Place (EB)	Indian River	47	0.00	3.94	117.58	247.38
SR 60/20 Street (WB)	Indian River	34	0.00	3.23	69.79	183.74

Note: [1] For each intersection, the sum total delay was divided by the number of hours analyzed, and multiplied by 24 hours per day in order to calculate an average total delay over a 24-hour period.

Video data that were collected for each corridor and approach varied in duration and quality. As a result, all intersections have a different number of events that were analyzed. Total delay for each approach was normalized to provide a daily average total delay, a metric that allows the comparison of all intersections. Table 4 provides a summary of the findings. SR 708/Blue Heron Boulevard in Palm Beach County had the highest average total delay per day with 936 vehicle-minutes of delay for the eastbound approach, and 1,175 vehicle-minutes of delay for the westbound approach. SR A1A/North Causeway in St. Lucie County experienced the lowest average total delay, with 74 and 120 vehicle-minutes of delay for the eastbound and westbound approaches, respectively.

A peak-hour analysis was also conducted for comparative purposes. For each crossing, the hour with the highest total delay was analyzed.

Table 5: Total Peak Hour Vehicle Delay (FEC)

Roadway Crossing Location	County	Peak Hour Period (Time)	Number of Peak Hour Gate Closing Events	Total Duration of Gate Closures (min:sec)	Total Vehicles Stopped (vehicles)	Total Delay in Peak Hour (veh-min)
SR 708/Blue Heron Boulevard (EB)	Palm Beach	7:00 - 8:00	6	23:38	97	406.65
SR 708/Blue Heron Boulevard (WB)	Palm Beach	7:00 - 8:00	6	23:38	166	499.25
SR 706/Indiantown Road (EB)	Palm Beach	7:15 - 8:15	2	04:20	112	217.28
SR 706/Indiantown Road (WB)	Palm Beach	6:15 - 7:15	3	08:35	53	146.46
SR 714/Monterey Road (EB)	Martin	7:00 - 8:00	2	07:57	98	267.19
SR 714/Monterey Road (WB)	Martin	10:45 - 11:45	2	06:36	81	244.89
SR A1A/Seaway Drive (WB)	St. Lucie	7:30 - 8:30	3	14:19	57	151.48
SR A1A/N Causeway (EB)	St. Lucie	7:30 - 8:30	2	08:15	12	35.75
SR A1A/N Causeway (WB)	St. Lucie	7:30 - 8:30	2	08:15	44	107.41
SR 60/19 Place (EB)	Indian River	7:30 - 8:30	1	04:43	34	117.58
SR 60/20 Street (WB)	Indian River	17:00 - 18:00	3	06:42	78	100.67

The peak-hour was determined as the hour with the greatest amount of delay. Typical peak-hour conditions occurred between the hours 7:00 A.M. and 9:00 A.M., coinciding with morning peak traffic periods. Eastbound and westbound approaches often differed significantly in total delay during the peak hour. As expected, SR 708/Blue Heron Boulevard in Palm Beach County experiences the greatest peak-hour delay, twice that experienced by any other intersection.

SR 60 (19 Place and 20 Street) provide an example of how traffic patterns affect delay experienced at the railroad crossing. In the eastbound direction (19 Place), the peak-hour is in the morning, when commuters are headed towards downtown Vero Beach. The reverse is true for 20 Street (westbound approach), where the peak-hour was identified between 5:00 P.M. and 6:00 P.M., reflecting traffic patterns as people leave work downtown to return home.

An analysis was also conducted to evaluate vehicle delay as it relates to type of gate closing event. Corridor videos were used to classify gate closing events into five types: passenger, freight-bulk, freight-intermodal, no train events. Passenger trains currently do not operate within the FEC corridor, and therefore there are no such events were recorded. Events where a maintenance vehicle or maintenance equipment crossed were classified as "maintenance." Events where a locomotive was making a deadhead movement (one or two locomotives with few, empty cars) were classified as "other". Gate closing events where no vehicle was observed along the FEC corridor were classified as "no train" events.

Table 6: Average Vehicle-Delay by Gate Closing Event Type (FEC)

Crossing	Freight-bulk		Freight-intermodal		Maintenance/ Other		No Train		Total	
	Ave. Delay[1] (veh-min)	Count[2]	Ave. Delay[1] (veh-min)	Count[2]	Ave. Delay[1] (veh-min)	Count[2]	Ave. Delay[1] (veh-min)	Count[2]	Ave. Delay[1] (veh-min)	Count[2]
SR 708/Blue Heron Boulevard	40.4	20	46.3	34	24.6	20	48.5	27	41.4	101
SR 706/Indiantown Road	38.5	15	37.4	36	3.7	4			35.3	55
SR 714/Monterey Road	43.2	41	40.2	46	19.5	6			40.2	93
SR A1A/Seaway Drive	10.5	15	13.4	19	11.8	4			12.1	38
SR A1A/N Causeway	5.2	23	9.7	31	6.6	4	0.0	2	7.4	60
SR 60/19 Place	19.1	22	13.2	23	11.5	2			15.9	47
SR 60/20 Street	15.3	14	8.1	16	22.9	1	0.1	1	11.5	32

Note: [1] Average delay is calculated on a per-intersection basis, not by approach.
[2] "Count" represents the sum of all eastbound and westbound events for each crossing.

As shown below in Table 6, the type of train had minimal impact on the delay. Freight-bulk and freight-intermodal trains on average resulted in similar average vehicle delays, varying by seven (7) vehicle-minutes or less. Gate closing events related to maintenance vehicles or other vehicles resulted in significantly less delay than the freight events, likely as a result of shorter gate closing times required by the maintenance vehicle. Overall, the number of vehicles stopped at a gate closing event had a bigger impact on delay than the type and length of the train.

SR 708/Blue Heron Boulevard in Palm Beach County has a high number of "no train" events, the majority of which occurred consecutively as a result of a locomotive shunting along the side track and siding located to the south of the crossing. This activity caused gate activation for extended periods of time, resulting in the high average delay reported. However, this activity was rarely observed at the other crossing locations.

COMPARISON TO PRIOR YEARS

One of the goals for the Railroad Crossing Delay Program is the historic evaluation of median vehicle delay to identify trends for at-grade crossings over time. Three of the FEC railroad crossings were studied in 2006, 2009, 2011, 2012, 2013, and 2014. Four of the crossings (SR 706/Indiantown Road, SR 714/Monterey Road, SR A1A/Seaway Drive, and SR 60/19 Place) are being studied for the first time; therefore, no delay information is available for previous years. The data available for previous years were only collected between 6:00 A.M. and 8:00 P.M. For comparison to prior years only, 2016 gate closing events that occurred within this specified 14-hour period were analyzed to be consistent with prior years. However, it should be noted that the 2016 events included are not from a continuous 14-hour period, and may not be truly representative of the analysis period as data that were collected may be more heavily weighted towards certain periods of the day that have more (or less) delay per gate closing.

Table 7 summarizes the median vehicle delay for each crossing. For crossings where two approaches were studied, the higher median delay (peak direction) is reported.

Table 7: Summary of Median Peak Direction Vehicle Delay Per Gate Closing (FEC)

Roadway Crossing Location	County	Median Vehicle Delay per Gate Crossing (veh-min) *(6:00 A.M. to 8:00 P.M.)*						
		2006	2009	2011	2012	2013	2014	2016[1]
SR 708/Blue Heron Boulevard[2]	Palm Beach	74	61	69	21	84	66	45
SR 706/Indiantown Road[2]	Palm Beach	No Data Collected						81
SR 714/Monterey Road[2]	Martin	No Data Collected						114
SR A1A/Seaway Drive	St. Lucie	No Data Collected						18
SR A1A/N Causeway[2]	St. Lucie	18	20	17	38	12	24	9
SR 60/19 Place	Indian River	No Data Collected						9
SR 60/20 Street	Indian River	26	22	22	67	11	30	19

Note: [1] Only crossings that occurred between the hours of 6:00 A.M. and 8:00 P.M. were used for consistency.
[2] Median Delay is provided for peak direction (approach).

Median vehicle delay seems to have decreased in 2016 compared to historic values. Intersections experienced a reduction in delay ranging from 11 to 21 vehicle-minutes.

It should be noted that the vehicle-delay data were recorded throughout different times of the year, and was not adjusted using a seasonal factor. Therefore, comparison between various years may be affected if data is recorded during a peak or an off-peak time of year.

FEC GATE FREQUENCY OF GATE CLOSURE ANALYSIS

The frequency of trains on the FEC Corridor was analyzed to estimate the change over time in train traffic. The frequency of trains was estimated for prior years by analyzing the number of gate closing events.

The results show that it is likely the number of freight trains on the FEC Corridor has approximately doubled during the five-year period between 2011 and 2016. However, it is difficult to be certain because of differences in data collection methodologies between 2016 and the previous years. The primary difference is the collection of 24-hour data instead of 12- or 14-hour data as in previous years. FEC

freight trains tend to operate more frequently at night, which was not studied until 2016 due to the minimal impact on total vehicle delay.

Therefore, the study team analyzed the average number of 2016 gate closing events between 6:00 AM and 8:00 PM only, which matches the study period from 2012-2014. The analysis shows that there has been an increase from approximately 0.25 gate closing events per hour studied to approximately 0.50 gate closing events per hour studied during this 14-hour period. This would suggest a doubling of freight train traffic during the five-year period. These ratios equate to an increase from one train every four hours to one train every two hours during the five-year study period between 2011 and 2016.

Table 8 presents an estimate of the frequency of freight trains in the FEC Corridor by analyzing the frequency of gate closing events over the past five years of data collection. The analysis shows that there has been a general increase in the frequency of gate closing events per hour analyzed between 2011 and 2016 that ranges from a 50% increase at SR 708/Blue Heron Boulevard to a 100% increase at SR 60/20 Street to a more than 200% increase at SR A1A/N Causeway. It is likely that the higher frequency of gate closure event data at SR 708/Blue Heron Boulevard is impacted by "no train" events due to switching operations near the Port of Palm Beach. Therefore, the data at SR 60/20 Street and SR A1A/N Causeway may be more indicative of typical mainline rail operations, which would indicate at least a doubling of freight train frequency on the FEC Corridor during the period studied.

Table 8: Summary of Frequency of Gate Closure Analysis Over a 5-Year Period

Roadway Crossing Location	County	Gate Closing Events Per Hour Analyzed *(6:00 A.M. to 8:00 P.M.)*						
		2006	2009	2011	2012	2013	2014	2016[1]
SR 708/Blue Heron Boulevard	Palm Beach	N/A	N/A	0.67	1.43	0.64	0.64	1.00
SR 706/Indiantown Road	Palm Beach	No Data Collected						0.67
SR 714/Monterey Road	Martin	No Data Collected						0.85
SR A1A/Seaway Drive	St. Lucie	No Data Collected						0.44
SR A1A/N Causeway	St. Lucie	N/A	N/A	0.17	0.21	0.43	0.43	0.57
SR 60/19 Place	Indian River	No Data Collected						0.50
SR 60/20 Street	Indian River	N/A	N/A	0.25	0.21	0.50	0.50	0.50

Note: [1] For 2016, only gate closing events between 6:00 AM and 8:00 PM were analyzed for this table to be consistent with the data collection periods from prior years.

SUMMARY

A total of seven (7) at-grade crossings were evaluated along the FEC corridor between Palm Beach County and Indian River County. SR 708/Blue Heron Boulevard experienced the highest average vehicle delay per crossing event, averaging 41.4 vehicle-minutes per gate closure. SR 708/Blue Heron Boulevard also had the highest peak-hour vehicle delay, ranging between 407 and 499 vehicle-minutes of delay for the eastbound and westbound approaches, respectively.

When analyzing typical traffic hours (6:00 A.M. to 8:00 P.M.), SR 714/Monterey Road had the highest median duration of gate closing event and SR 708/Blue Heron Boulevard had the highest median delay.

SOUTH FLORIDA RAIL CORRIDOR (SFRC)/CSX

CSX is the only Class I railroad that operates within the state of Florida. The South Florida Rail Corridor (SFRC) is the segment of the CSX railroad that operates within Palm Beach, Broward, and Miami-Dade Counties. The corridor serves primarily passenger rail (Tri-Rail, which serves 18 stations between Mangonia Park in Palm Beach County and the Miami Intermodal Center [MIC] in Miami-Dade County, and Amtrak, which serves a smaller number of the passenger rail stations than Tri-Rail). The corridor connects the region's three international airports: Palm Beach International Airport (PBI), Fort Lauderdale-Hollywood International Airport (FLL), and Miami International Airport (MIA). Tri-Rail operations account for 50 trains per day. The SFRC is owned by FDOT, and is operated by the South Florida Regional Transportation Authority (SFRTA). A few freight trains per day are operated by CSX on the SFRC. The at-grade crossings that were analyzed along the SFRC/CSX corridor include:

1. 628281A – SR 820/Hollywood Boulevard (Broward County)
2. 628280T – Johnson Street (Broward County)
3. 628279Y – Taft Street (Broward County)
4. 937440G – Gulf Stream Way (Broward County)
5. 628272B – SR 818/Griffin Road (Broward County)
6. 628186E – SR 870/Commercial Boulevard (Broward County)
7. 628183J – Cypress Creek Road (Broward County)
8. 621538J – NW 33 Street (Broward County)
9. 628168G – SR 834/Sample Road (Broward County)
10. 628167A – SR 810/Hillsboro Boulevard (Broward County)
11. 628163X – SR 794/Yamato Road (Palm Beach County)
12. 628159H – SW 10 Street (Palm Beach County)
13. 628155F – SR 806/Atlantic Avenue (Palm Beach County)
14. 628146G – 6 Avenue South (Palm Beach County)
15. 628144T – SR 802/Lake Worth Road (Palm Beach County)
16. 628126V – SR 704/Okeechobee Boulevard (Palm Beach County)
17. 628120E – Banyan Boulevard (Palm Beach County)
18. 628102G – Australian Avenue (Palm Beach County)

DATA COLLECTION

Videos of approaches to the railroad crossings were recorded using portable video cameras mounted along the corridor. A video recording of the corridor near each crossing was also taken to supplement the approach videos in determining times and duration of gate closing events, as well as to provide the type and direction of the train. Data were collected for a minimum of 24-hour periods. Data collection occurred on the following days:

- Thursday, May 12, 2016 – Friday, May 13, 2016
- Tuesday, May 24, 2016 – Thursday, May 26, 2016
- Thursday, June 2, 2016
- Tuesday, June 7, 2016 – Wednesday, June 8, 2016
- Thursday, July 14, 2016
- Monday, July 18, 2016 – Tuesday, July 19, 2016

A map of the crossing locations along the SFRC/CSX corridor is provided in Figure 2.

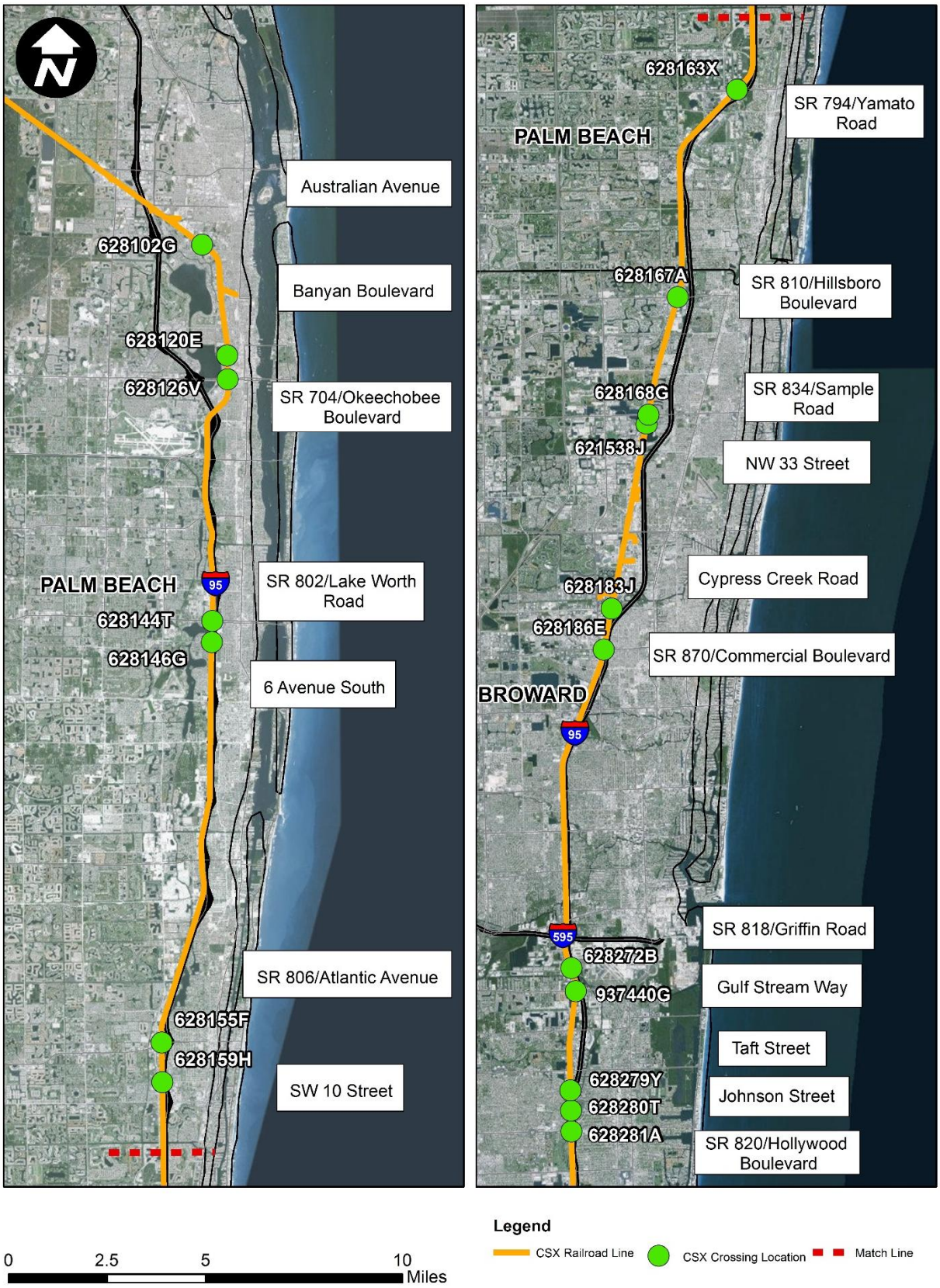


Figure 2: SFRC/CSX Corridor Crossing Study Locations

Videos were reviewed for clarity and view of the intended approach. The following analysis includes times where a sufficient view of the corridor and of the approach were provided. Two crossings, Johnson Street and SR 802/Lake Worth Road, were not analyzed due to poor or incomplete video. The SFRC/CSX corridor crossing at Banyan Boulevard was only analyzed in the westbound direction due to lack of corridor data for the day on which the eastbound approach was recorded. At Northwest 33 Street, only 12 hours of data were available for both the westbound approach and the corridor.

DATA ANALYSIS

Average delay per vehicle at each intersection was calculated by recording the delay (in seconds) of the first, median, and last vehicle in the queue. The following equation was used:

$$Delay_{Total} = \frac{\#\ of\ Veh}{2} \times \left[\left(\frac{Delay_1 + Delay_M}{2}\right) + \left(\frac{Delay_M + Delay_L}{2}\right)\right] \times \frac{1\ min}{60\ sec}$$

Where,

$Delay_{Total}$	Total delay due to gate closing event, reported in vehicle-minutes,
# of Veh	Number of vehicles queued at approach,
$Delay_1$	Delay, in seconds, experienced by the first vehicle in the queue,
$Delay_M$	Delay, in seconds, experienced by the median vehicle in the queue, and
$Delay_L$	Delay, in seconds, experienced by the last vehicle in the queue.

The data that was analyzed is summarized below in Table 9.

Table 9: Data Collected (SFRC/CSX Corridor)

Roadway Crossing Location	County	Total Hours Analyzed	Times Analyzed
SR 820/Hollywood Boulevard (EB)	Broward	16	5/12/2016 11:00 to 5/12/2016 15:00 5/13/2016 00:00 to 5/13/2016 12:00
SR 820/Hollywood Boulevard (WB)	Broward	15.5	5/12/2016 11:30 to 5/12/2016 15:00 5/13/2016 00:00 to 5/13/2016 12:00
Johnson Street (EB)	Broward	*Insufficient data collected, crossing not analyzed.*	
Johnson Street (WB)	Broward		
Taft Street (EB)	Broward	24	6/08/2016 00:00 to 6/09/2016 00:00
Taft Street (WB)	Broward	24	6/08/2016 00:00 to 6/09/2016 00:00
Gulf Stream Way (EB)	Broward	19	5/25/2016 00:00 to 5/25/2016 12:00 5/25/2016 17:00 to 5/26/2016 00:00
Gulf Stream Way (WB)	Broward	24	5/25/2016 00:00 to 5/26/2016 00:00
SR 818/Griffin Road (EB)	Broward	24	5/25/2016 00:00 to 5/26/2016 00:00
SR 818/Griffin Road (WB)	Broward	24	5/25/2016 00:00 to 5/26/2016 00:00
SR 870/Commercial Boulevard (EB)	Broward	24	5/25/2016 00:00 to 5/26/2016 00:00
SR 870/Commercial Boulevard (WB)	Broward	24	5/25/2016 00:00 to 5/26/2016 00:00
Cypress Creek Road (EB)	Broward	24	5/25/2016 00:00 to 5/26/2016 00:00
Cypress Creek Road (WB)	Broward	24	5/25/2016 00:00 to 5/26/2016 00:00
NW 33 Street (EB)	Broward	24	6/02/2016 00:00 to 6/03/2016 00:00
NW 33 Street (WB)	Broward	15.5	6/02/2016 08:30 to 6/03/2016 00:00
SR 834/Sample Road (EB)	Broward	*Insufficient data collected, crossing not analyzed.*	
SR 834/Sample Road (WB)	Broward		
SR 810/Hillsboro Boulevard (EB)	Broward	24	6/02/2016 00:00 to 6/03/2016 00:00
SR 810/Hillsboro Boulevard (WB)	Broward	24	6/02/2016 00:00 to 6/03/2016 00:00
SR 794/Yamato Road (EB)	Palm Beach	24	6/02/2016 00:00 to 6/03/2016 00:00
SR 794/Yamato Road (EB)	Palm Beach	24	6/02/2016 00:00 to 6/03/2016 00:00
SW 10 Street (EB)	Palm Beach	24	6/02/2016 00:00 to 6/03/2016 00:00
SW 10 Street (WB)	Palm Beach	24	6/02/2016 00:00 to 6/03/2016 00:00
SR 806/Atlantic Avenue (EB)	Palm Beach	24	6/07/2016 00:00 to 6/08/2016 00:00
SR 806/Atlantic Avenue (WB)	Palm Beach	24	6/07/2016 00:00 to 6/08/2016 00:00
6 Avenue South (EB)	Palm Beach	24	6/07/2016 00:00 to 6/08/2016 00:00
6 Avenue South (WB)	Palm Beach	24	6/07/2016 00:00 to 6/08/2016 00:00
SR 704/Okeechobee Boulevard (EB)	Palm Beach	24	6/07/2016 00:00 to 6/08/2016 00:00
SR 704/Okeechobee Boulevard (WB)	Palm Beach	24	6/07/2016 00:00 to 6/08/2016 00:00
Banyan Boulevard (EB)	Palm Beach	*Insufficient data collected, crossing not analyzed.*	
Banyan Boulevard (WB)	Palm Beach	24	6/07/2016 00:00 to 6/08/2016 00:00
Australian Avenue (NB)	Palm Beach	24	6/07/2016 00:00 to 6/08/2016 00:00
Australian Avenue (SB)	Palm Beach	24	6/07/2016 00:00 to 6/08/2016 00:00

RESULTS

The SFRC/CSX corridor serves both freight and passenger rail. Typically, freight trains operate overnight to reduce conflict with Tri-Rail service, which operates from approximately 5:00 A.M. to midnight. Passenger trains typically result in shorter gate closures than freight trains. However, the presence of stations in proximity to an at-grade crossing often triggers gate closures even though no train is crossing. Examples of Tri-Rail stations where incoming passenger trains approaching a station trigger a gate closure without actually crossing the road include at SR 820/Hollywood Boulevard (southbound Tri-Rail trains approaching the Hollywood station) and at SR 794/Yamato Road (northbound Tri-Rail trains approaching the Boca Raton station). In both instances, the approaching train triggers a gate closing event before arriving at the passenger station. While the train dwells in the station, the gates go back up to allow motor vehicles to cross the railroad even though no train ever crossed the road. Then when the train is ready to depart the passenger station, another gate closing event is triggered for the train to cross the road.

The following tables summarize the crossing delay analysis for the eighteen (18) selected crossings. Raw data for each crossing is provided, by approach, in **Appendix B.**

The SFRC/CSX corridor experiences a significant number of gate closing events per day, ranging from 50 events along SR 820/Hollywood Boulevard to 103 events at 6 Avenue. However, median gate closing duration remains fairly consistent along the corridor, ranging between 34 seconds at SR 870/Commercial Boulevard and 1 minute and 47 seconds at SR 818/Griffin Road. The number of gate closing events and event duration is summarized in Table 10.

Table 10: Duration of Gate Closing Events (SFRC/CSX corridor)

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 820/Hollywood Boulevard	Broward	50	0:14	1:12	4:17
Taft Street	Broward	58	0:38	1:05	1:07
Gulf Stream Way	Broward	63	0:39	1:47	3:22
SR 818/Griffin Road	Broward	63	0:39	1:47	3:22
SR 870/Commercial Boulevard	Broward	66	0:26	0:34	4:42
Cypress Creek Road	Broward	89	0:19	1:09	3:21
NW 33 Street	Broward	81	0:01	1:29	4:36
SR 810/Hillsboro Boulevard	Broward	69	0:22	1:22	3:11
SR 794/Yamato Road	Palm Beach	77	0:33	0:58	2:28
SW 10 Street	Palm Beach	65	0:27	0:43	1:36
SR 806/Atlantic Avenue	Palm Beach	58	0:36	0:53	1:49
6 Avenue South	Palm Beach	103	0:12	1:13	3:39
SR 704/Okeechobee Boulevard	Palm Beach	50	0:41	1:23	3:02
Banyan Boulevard	Palm Beach	75	0:49	1:36	4:20
Australian Avenue	Palm Beach	56	0:39	1:20	9:00

Queue length and delay varied significantly between eastbound and westbound approaches for some intersections as a result of roadway geometry. Railroad crossings located near an intersection often experienced additional significant delay as a result of operations at that intersection. The difference in impact of the railroad gate closing events is most notable at SR 820/Hollywood Boulevard, SR810/Hillsboro Boulevard, and SR 794/Yamato Road. These three intersections are located in close proximity to the interchange with I-95.

Queue information for each of the railroad crossings analyzed is reported below in Table 11.

Table 11: Queue Length Due to Gate Closing Events (SFRC/CSX corridor)

Roadway Crossing Location	County	Approach Reported[1]	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue Observed[2] (vehicles)
SR 820/Hollywood Boulevard	Broward	Eastbound	3	65	70
Taft Street	Broward	Eastbound	0	9	21
Gulf Stream Way	Broward	Westbound	0	2	12
SR 818/Griffin Road	Broward	Eastbound	0	25	78
SR 870/Commercial Boulevard	Broward	Eastbound	0	16	60
Cypress Creek Road	Broward	Eastbound	0	24	80
NW 33 Street[3]	Broward	Eastbound	0	3	11
SR 810/Hillsboro Boulevard	Broward	Eastbound	2	25	55
SR 794/Yamato Road	Palm Beach	Eastbound	1	18	40
SW 10 Street	Palm Beach	Westbound	0	5	33
SR 806/Atlantic Avenue	Palm Beach	Eastbound	0	6	36
6 Avenue South	Palm Beach	Eastbound	0	25	90
SR 704/Okeechobee Boulevard	Palm Beach	Westbound	0	33	70
Banyan Boulevard[3]	Palm Beach	Westbound	0	5	40
Australian Avenue	Palm Beach	Southbound	0	11	50

Note: [1] Approach with greater median delay reported.
[2] Queue length reported is an estimation of cars in queue based on available video.
[3] Intersection had incomplete (< 24 hours) data for one or more approaches. Approach with more data is reported.

SR 820/Hollywood Boulevard had the highest median queue, with 65 vehicles per gate closing event. As might be expected, Gulf Stream Way and NW 33 Street had the two lowest median queue lengths (two and three vehicles, respectively) as a result of the low traffic volumes they experience relative to some of the other intersections. Furthermore, vehicles at these two intersections rarely experienced additional delay beyond that of the gate closing event, while most other intersections experienced additional delay due to a red signal following the gates reopening.

In addition to queue length, total delay due to the railroad gate closing events was also calculated and is reported in Table 12. The approach with the higher median delay was reported.

Table 12: Vehicle Delay Due to Gate Closing Events (SFRC/CSX corridor)

Roadway Crossing Location[1]	County	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Total Daily Delay (veh-min)
SR 820/Hollywood Boulevard	Broward	2.99	97.48	237.13	4,769.37
Taft Street	Broward	0.00	4.21	32.29	381.00
Gulf Stream Way	Broward	0.00	1.06	15.85	210.03
SR 818/Griffin Road	Broward	0.00	14.67	247.00	1,943.45
SR 870/Commercial Boulevard	Broward	0.00	6.12	224.25	748.92
Cypress Creek Road	Broward	0.00	13.95	130.00	1,715.34
NW 33 Street	Broward	0.00	1.48	17.42	238.93
SR 810/Hillsboro Boulevard	Broward	1.23	19.48	101.06	1,801.55
SR 794/Yamato Road	Palm Beach	0.48	9.17	45.33	806.38
SW 10 Street	Palm Beach	0.00	1.90	22.83	173.94
SR 806/Atlantic Avenue	Palm Beach	0.00	2.02	23.75	265.03
6 Avenue South	Palm Beach	0.00	23.58	162.38	3,270.30
SR 704/Okeechobee Boulevard	Palm Beach	0.00	30.41	272.00	2,212.82
Banyan Boulevard	Palm Beach	0.00	3.06	68.03	610.53
Australian Avenue	Palm Beach	0.00	7.46	180.21	708.92

Note: [1] Approach with greater median delay reported. If intersection had incomplete (< 24 hours) data, approach with more data is reported.

SR 820/Hollywood Boulevard experienced the greatest delay per direction, with a total delay of 4,769.37 vehicle-minutes (approximately 79.5 vehicle-hours). SR 818/Griffin Road, Cypress Creek Road, SR 810/Hillsboro Boulevard, 6 Avenue, and SR 704/Okeechobee Boulevard all experience daily delay greater than 1,700 vehicle-minutes.

It should be noted that several crossings located near a Tri-Rail station experienced significant delay due to 'non-event' gate closings. These 'non-events' were often a result of the passenger train approaching the station, resulting in the gates being lowered at the crossing before the train was ready to cross.

A peak-hour analysis was also conducted. For each crossing, the hour with the highest total delay was analyzed. Table 13 summarizes the peak-hour and delay for the peak approach at each crossing.

Table 13: Total Peak Hour Vehicle Delay (SFRC/CSX corridor)

Roadway Crossing Location	County	Peak Hour Period (Time)	Number of Peak Hour Gate Closing Events	Total Duration of Gate Closures (min:sec)	Total Vehicles Stopped (vehicles)	Total Delay in Peak Hour (veh-min)
SR 820/Hollywood Boulevard (EB)	Broward	8:00 - 9:00	8	11:28	525	876.60
Johnson Street	Broward	*Insufficient data collected, not analyzed*				
Taft Street (WB)	Broward	7:19 - 8:19	6	07:24	93	112.50
Gulf Stream Way (WB)	Broward	17:10 - 18:10	5	09:09	34	46.37
SR 818/Griffin Road (EB)	Broward	14:15 - 15:15	3	05:33	91	361.90
SR 870/Commercial Boulevard (EB)	Broward	11:30 - 12:30	3	05:47	87	232.20
Cypress Creek Road (EB)	Broward	16:30 - 17:30	7	08:29	363	249.71
NW 33 Street[1] (WB)	Broward	16:59 - 17:59	7	14:15	57	74.11
SR 834/Sample Road	Broward	*Insufficient data collected, not analyzed*				
SR 810/Hillsboro Boulevard (EB)	Broward	17:12 - 18:12	5	11:09	207	294.13
SR 794/Yamato Road (EB)	Palm Beach	17:15 - 18:15	9	08:54	242	137.60
SW 10 Street (WB)	Palm Beach	15:54 - 16:54	8	06:00	107	56.80
SR 806/Atlantic Avenue (EB)	Palm Beach	17:45 - 18:45	6	06:08	90	47.91
6 Avenue South (EB)	Palm Beach	7:00 - 8:00	8	10:15	406	510.66
SR 704/Okeechobee Boulevard (WB)	Palm Beach	7:24 - 8:24	6	09:52	260	673.81
Banyan Boulevard (WB)	Palm Beach	7:29 - 8:29	6	11:33	41	118.21
Australian Avenue (NB)	Palm Beach	19:30 - 20:30	6	16:46	110	285.95
Australian Avenue[2] (NB)	Palm Beach	6:40 – 7:40	5	07:09	102	134.22

Note: [1] Less than 24 hours were analyzed for NW 33 Street westbound approach, peak provided is highest for either direction.
[2] Australian Avenue has one gate closing event that lasted 9 minutes, resulting in 243.54 vehicle-minutes of delay. A second peak-hour analysis was conducted to account for this outlier.

SR 820/Hollywood Boulevard experiences the greatest peak-hour delay, with 876.6 vehicle-minutes of delay. NW 33 Street was the railroad crossing that experienced the lowest delay, despite having one of the longest total gate closure times (14 minutes 15 seconds) during the peak hour.

The SFRC/CSX corridor almost exclusively serves as a passenger rail corridor between Broward and Palm Beach counties. As a result, delay by type of closing event was not analyzed.

COMPARISON TO PRIOR YEARS

One of the goals for the Railroad Crossing Delay Program is the historic evaluation of median vehicle delay to identify trends for at-grade crossings over time. Three of the railroad crossings were studied in 2006, 2009, 2011, 2012, 2013, and 2014. The remaining crossings are being studied for the first time, and therefore no delay information is available for previous years. The data available for previous years was only collected between 6:00 A.M. and 8:00 P.M. For comparative purposes, only gate closing events that occurred within this specified 14-hour period were analyzed.

Table 14: Summary of Median Peak Direction Delay Per Gate Closing (SFRC/CSX corridor)

Roadway Crossing Location	County	Median Vehicle Delay per Gate Crossing (veh-min) *(6:00 A.M. to 8:00 P.M.)*						
		2006	2009	2011	2012	2013	2014	2016[2]
SR 820/Hollywood Boulevard[1]	Broward	123	78	44	63	37	246	104
Taft Street	Broward	No Data Collected						4
Gulf Stream Way	Broward	No Data Collected						2
SR 818/Griffin Road	Broward	No Data Collected						15
SR 870/Commercial Boulevard	Broward	17	40	9	9	8	12	7
Cypress Creek Road	Broward	No Data Collected						18
NW 33 Street[1]	Broward	No Data Collected						2
SR 810/Hillsboro Boulevard	Broward	No Data Collected						21
SR 794/Yamato Road	Palm Beach	No Data Collected						10
SW 10 Street	Palm Beach	No Data Collected						3
SR 806/Atlantic Avenue	Palm Beach	10	15	7	10	5	12	4
6 Avenue South	Palm Beach	No Data Collected						40
SR 704/Okeechobee Boulevard	Palm Beach	No Data Collected						35
Banyan Boulevard	Palm Beach	No Data Collected						5
Australian Avenue	Palm Beach	No Data Collected						9

Note: [1] Events analyzed for Hollywood Boulevard are not from a continuous 14-hour period, and may not be truly representative of the analysis period as data that was collected may be more heavily weighted toward morning times.
[2] Median vehicle delay per gate crossing is reported for peak direction, and is rounded to the nearest whole vehicle-minute.

Median delay decreased for the three intersections analyzed in previous years. SR 820/Hollywood Boulevard saw a decrease of over 50%. SR870/Commercial Boulevard also saw a decrease in median delay from 12 to 7 vehicle-minutes, the lowest recorded yet. The same is true for SR 806/Atlantic Avenue, which experienced a median vehicle delay of 4 vehicle-minutes during the analysis period, the lowest recorded since the program was initiated in 2006.

It should be noted that the vehicle-delay data were recorded throughout different times of the year, and were not adjusted using a seasonal factor. Therefore, comparison between various years may be affected if data are recorded during a peak or an off-peak time of year.

SUMMARY

A total of 18 at-grade crossings were valuated along the SFRC/CSX corridor in Broward and Palm Beach counties. SR 708/Blue Heron Boulevard experienced the highest median vehicle delay per crossing event, with 97.5 vehicle-minutes per gate closure. SR 708/Blue Heron Boulevard also had the highest total 24-hour and peak-hour vehicle delays, 4,769.37 vehicle-minutes, and 876.6 vehicle-minutes, respectively.

COMPARATIVE ANALYSIS

The SFRC/CSX corridor and the FEC corridors both serve urban, developed areas of the Southeast Florida Region. The two corridors differ significantly in terms of type of operations and impact on the roadway network.

The FEC primarily serves as a freight corridor, and often operates through or near downtown core areas to provide connectivity to shipping and intermodal facilities. Trains operating on the FEC tend to be significantly longer in length than those operating along the SFRC/CSX corridor, and therefore result in longer gate closing events (with median gate closing time ranging between 2.5 and 3.5 minutes). Median delay along the FEC corridor ranges from 1.7 vehicle-minutes (SR A1A/N Causeway) to 24.6 vehicle-minutes (SR 708/Blue Heron Boulevard). Palm Beach County experiences greater delay than Martin, St. Lucie, and Indian River counties. This is likely due to the fact that Palm Beach County is more populated, resulting in more vehicles on the road. Additionally, Palm Beach county had an average of 6 gate closing events during peak-hours, while the Treasure Coast area experienced an average of 2 gate closing events per peak hour.

The SFRC/CSX corridor primarily serves as a passenger corridor, and operates along SR 9/I-95. Due to the nature of passenger rail, the highest concentration of gate closing events happens during morning and evening peak periods, when people are commuting to and from work. At those same times, SR 9/I-95 experiences its highest traffic volumes, resulting in significant delays at crossings located near on/off ramps. The median gate closing duration for the SFRC/CSX corridor is significantly lower than that of the FEC, ranging between 0.5 and 1.8 minutes. However, due to the proximity to upstream/downstream signals and to SR 9/I-95, median delay at the SFRC/CSX corridor at-grade crossings is higher at intersections affected by additional signal delay associated with the railroad crossing. Median delay along the SFRC/CSX corridor ranged from 1.1 vehicle-minutes (Gulf Stream Way) to 97.5 vehicle minutes (SR 820/Hollywood Boulevard).

The relationship between duration of gate closing events and the associated vehicle delay is depicted in Figure 3 and Figure 4.

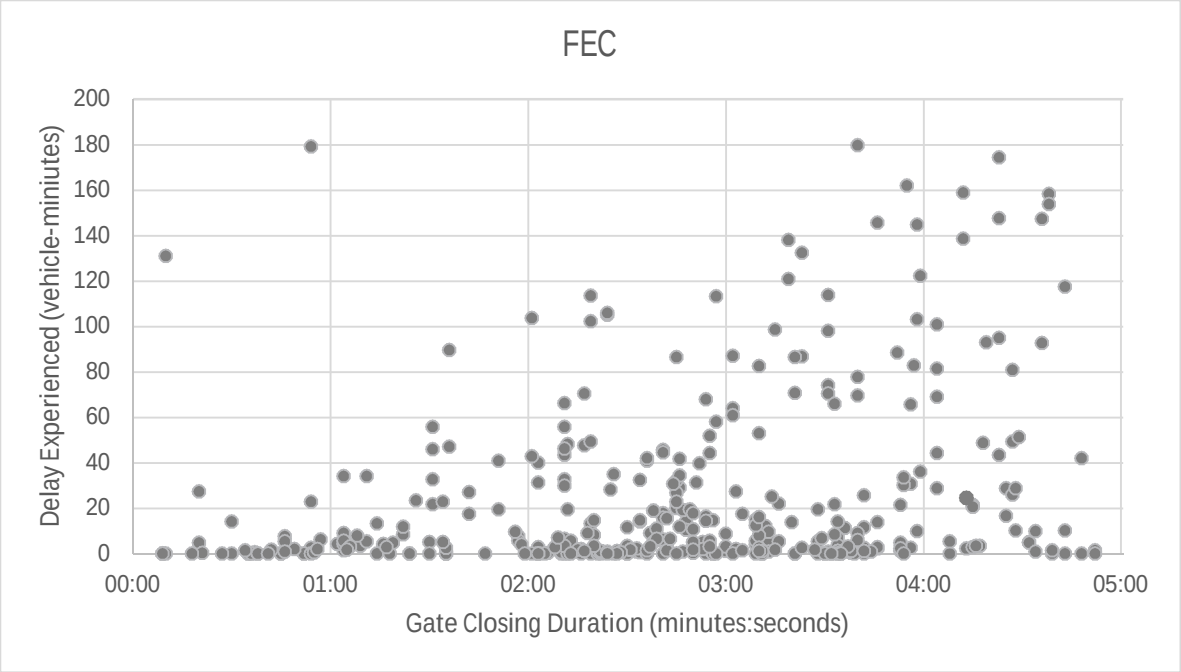


Figure 3: Gate Closing Duration versus Delay (FEC)

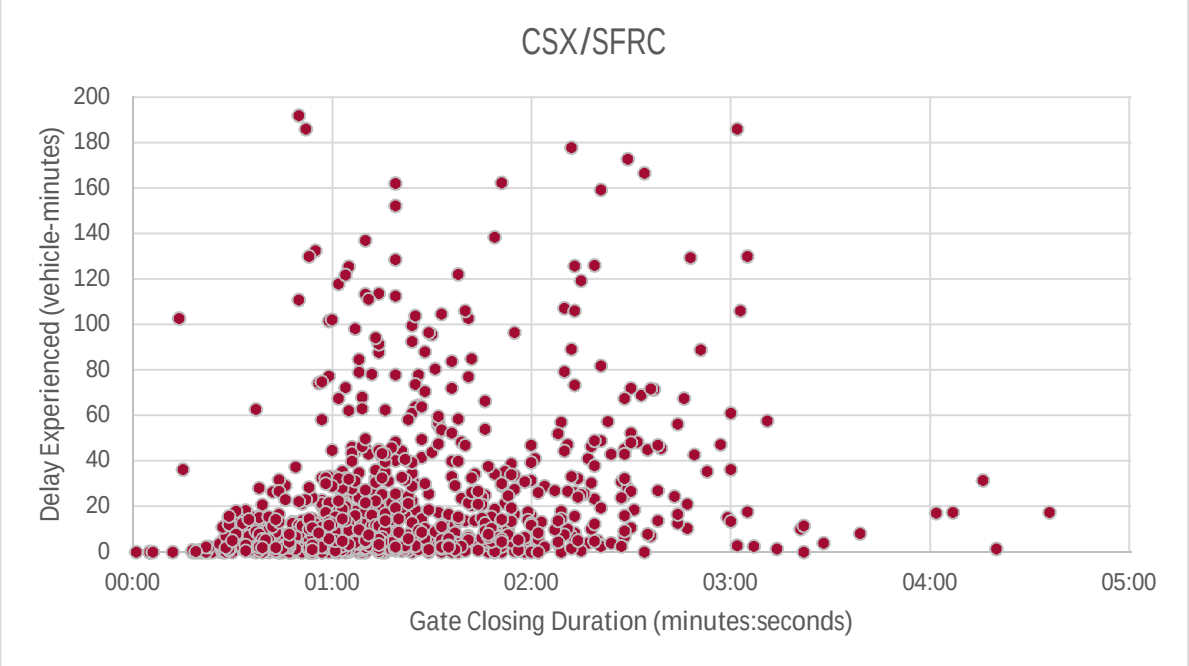


Figure 4: Gate Closing Duration versus Delay (SFRC/CSX corridor)

As seen in Figure 3, crossings vary significantly in duration along the FEC. However, vehicle delay tends to be 10 vehicle-minutes or less.

Conversely, the SFRC/CSX corridor tends to have average crossing duration below 2 minutes, yet vehicle delay is noticeably higher even for shorter gate closing durations.

LESSONS LEARNED/RECOMMENDED IMPROVEMENTS

The collection of complete data is crucial to the success of the Railroad Crossing Program. Several issues were identified that should be considered moving forward:

Quantity of Data Collection:

For almost all railroad crossings, three sets of video data were collected: one for each roadway approach, and one of the railroad corridor. However, it is recommended that for future studies, only the peak direction of delay be recorded. The peak direction should be determined based on historical data, traffic patterns, and most importantly, surrounding roadway geometry. By filming queues for only one direction, it may suffice to use only one video camera that shows both the crossing and the approach. To help count the number of vehicles in the queue, an additional camera can be used to record vehicles as they cross the railroad tracks.

For the railroad crossings analyzed in 2016, it is recommended that future studies analyze only the peak approach identified in this report.

Collecting data for the peak direction only would be more cost efficient, allowing for more crossings to be analyzed each year. Costs associated with data analysis can also be reduced by coordinating with local traffic control centers to obtain the time of each gate closing events at crossings adjacent to a signalized intersection. This would allow for more efficient analysis of the data, particularly for the FEC corridor.

Visibility:

Several issues were identified with regard to visibility including camera angle, lighting, distance, and quality of video.

Video Quality – the data were collected using a mix of HD and SD cameras. Higher resolution allows for more consistent and reliable data analysis. It is recommended that future data collection use a minimum of 720p.

Camera Angle – the camera should be placed in such a way that the first vehicle in the queue can be seen. Additionally, the camera should be placed in a location where no objects obstruct the view of the camera. If placed on the side of the approach road, the camera should be high enough to provide a view of all lanes even when a vehicle is in the adjacent lane.

If data are collected for only the peak approach, it is critical that the camera facing the railroad corridor has a view of the crossing gates. This allows viewers to distinguish between vehicles stopped due to gate closings, and vehicles stopping due to signals and traffic congestion.

Lighting – lighting was an issue during the night-time, as the glare from headlights limits the ability to see vehicles queueing and sometimes made it difficult to distinguish the number of vehicles in the queue. Collecting data during summer months would allow for the most hours of daylight. Alternatively, some filter could be applied to reduce glare at night.

Distance – another challenge associated with video data is the length of the queues that is visible. While it may not be feasible to ensure that all vehicles in the queue are visible, it may be beneficial to set minimum standards for ‘visible distance’ from crossing.

Time of year:

The Southeast Florida region experiences significant fluctuations in traffic patterns due to seasonal residents and tourism. The fluctuations in traffic volumes at different times of the year have a significant impact on the total delay experienced. Therefore, it is recommended that videos always be recorded during the same time of the year. Alternatively, the appropriate seasonal correction factor or peak season correction factor could be applied to the queue lengths to account for variability.

APPENDIX A – FEC Corridor Data Summary Tables

APPENDIX B – CSX Corridor Data Summary Tables

APPENDIX A – FEC Corridor Data Summary Tables

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	NB FEC	5/24/16 12:28 AM	12:31:15 AM	03:12	6	Freight-intermodal	8.75	
2	NB FEC	5/24/16 2:06 AM	2:09:37 AM	03:21	0	Freight-intermodal	0.00	
3	NB FEC	5/24/16 2:50 AM	2:53:11 AM	02:54	0	Freight-bulk	0.00	
4	SB FEC	5/24/16 4:20 AM	4:24:03 AM	03:10	4	Freight-bulk	11.08	
5	NB FEC	5/24/16 6:22 AM	6:24:56 AM	02:03	14	Freight-intermodal	31.44	
6	SB FEC	5/24/16 8:57 AM	8:59:02 AM	01:36	17	Freight-intermodal	47.18	
7	SB FEC	5/24/16 10:12 AM	10:16:38 AM	04:36	20	Freight-intermodal	92.83	train slowed to its slowed speed around 10:15:30
8	SB FEC	5/24/16 12:07 PM	12:09:10 PM	01:31	20	Freight-bulk	32.67	
9	NB FEC	5/24/16 2:56 PM	2:58:45 PM	02:17	20	Freight-bulk	47.83	Bulk and intermodal
10	NB FEC	5/24/16 5:56 PM	5:56:56 PM	00:09	0	Maintenance/ Other	0.00	1-loco
11	SB FEC	5/24/16 5:59 PM	6:00:16 PM	00:35	0	Maintenance/ Other	0.00	1-loco
12	NB FEC	5/24/16 6:01 PM	6:03:12 PM	01:35	0	Maintenance/ Other	0.00	1-loco
13	SB FEC	5/24/16 6:02 PM	6:03:43 PM	00:52	0	Maintenance/ Other	0.00	1-loco
14	NB FEC	5/24/16 6:04 PM	6:04:25 PM	00:10	20	Maintenance/ Other	131.08	1-loco w/ 3 gondolas
15	SB FEC	5/24/16 6:06 PM	6:07:15 PM	00:54	20	Maintenance/ Other	22.83	1-loco with 3 gondolas
16	SB FEC	5/24/16 7:00 PM	7:03:16 PM	02:41	20	Freight-intermodal	45.75	
17	NB FEC	5/24/16 7:05 PM	7:07:12 PM	01:51	17	Maintenance/ Other	19.48	1-loco with 3 gondolas
18	SB FEC	5/24/16 7:09 PM	7:11:15 PM	01:24	0	Maintenance/ Other	0.00	1-loco with 3 gondolas

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
19	NB FEC	5/24/16 7:13 PM	7:16:39 PM	03:19	20	No Train	120.83	
20	SB & NB FEC	5/24/16 7:23 PM	7:31:43 PM	08:33	20	No Train	123.58	
21	SB & NB FEC	5/24/16 7:36 PM	7:42:04 PM	05:50	20	No Train	97.00	
22	NB FEC	5/24/16 8:40 PM	8:44:01 PM	03:56	2	Freight-bulk	2.65	bulk and intermodal
23	NB FEC	5/24/16 9:38 PM	9:43:03 PM	04:13	2	Freight-intermodal	2.43	bulk and intermodal
24	SB FEC	6/22/16 12:29 AM	12:32:40 AM	02:56	0	Freight-intermodal	0.00	
25	NONE	6/22/16 12:33 AM	12:35:33 AM	02:10	0	No Train	0.00	no train crossed Blue Heron Blvd
26	SB FEC	6/22/16 1:04 AM	1:07:29 AM	03:00	3	Freight-intermodal	1.13	
27	NONE	6/22/16 1:08 AM	1:10:22 AM	02:11	0	No Train	0.00	no train crossed Blue Heron Blvd
28	NB FEC	6/22/16 2:43 AM	2:48:03 AM	04:43	1	Freight-intermodal	0.10	
29	NB FEC	6/22/16 3:16 AM	3:18:33 AM	02:30	0	Freight-bulk	0.00	
30	SB FEC	6/22/16 4:45 AM	4:50:31 AM	05:31	2	Freight-intermodal	5.18	bulk and intermodal
31	NONE	6/22/16 4:51 AM	4:53:33 AM	02:13	1	No Train	1.18	no train crossed Blue Heron Blvd
32	SB FEC	6/22/16 6:39 AM	6:48:09 AM	08:36	26	Freight-intermodal	148.53	bulk and intermodal
33	NONE	6/22/16 6:50 AM	6:50:52 AM	00:20	34	No Train	27.48	no train crossed Blue Heron Blvd
34	NB FEC	6/22/16 7:17 AM	7:21:08 AM	04:04	26	Freight-intermodal	69.12	
35	SB FEC	6/22/16 8:14 AM	8:16:04 AM	01:42	26	Freight-bulk	27.19	bulk and intermodal
36	NONE	6/22/16 8:56 AM	8:59:07 AM	03:02	26	No Train	64.03	no train crossed Blue Heron Blvd

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
37	NB FEC & SB FEC	6/23/16 12:01 AM	12:12:58 AM	11:39	19	Maintenance/ Other	0.00	slow train in progress of crossing when video started stops on Blue Heron Blvd at 00:01:58; SB FEC (freight-intermodal) at 00:05:45, SB FEC cleared Blue Heron Blvd at 00:07:30; NB FEC started moving at 00:09:40
38	SB FEC	6/23/16 12:58 AM	12:59:47 AM	00:54	3	Maintenance/ Other	2.70	1-loco
39	SB FEC	6/23/16 1:12 AM	1:15:47 AM	03:13	3	Freight-intermodal	1.55	
40	NONE	6/23/16 1:16 AM	1:18:34 AM	02:10	2	No Train	3.01	no train crossed Blue Heron Blvd
41	NB FEC	6/23/16 2:01 AM	2:06:38 AM	05:11	0	Freight-intermodal	0.00	train cleared Blue Heron Blvd at 02:04:30
42	NB FEC	6/23/16 4:06 AM	4:10:10 AM	03:35	1	Freight-bulk	1.15	
43	SB FEC & NB FEC	6/23/16 5:45 AM	5:56:32 AM	10:45	31	Freight-bulk	317.10	SB FEC cleared Blue Heron Blvd at 05:52:44; NB FEC (freight-intermodal) crossed Blue Heron Blvd at 05:53:12
44	SB FEC	6/23/16 6:49 AM	6:53:34 AM	04:27	29	Freight-intermodal	80.96	bulk and intermodal
45	NONE	6/23/16 6:54 AM	6:56:26 AM	02:12	28	No Train	48.18	no train crossed Blue Heron Blvd
46	NONE	7/6/16 6:51 PM	6:53:24 PM	01:26	17	No Train	23.52	no train crossed Blue Heron Blvd
47	NONE	7/6/16 7:04 PM	7:07:45 PM	02:52	24	No Train	39.80	no train crossed Blue Heron Blvd
48	SB FEC	7/6/16 7:37 PM	7:40:30 PM	03:02	26	Freight-intermodal	60.88	

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
49	NB FEC	7/6/16 7:41 PM	7:43:45 PM	02:11	30	Freight-bulk	43.63	bulk and intermodal
50	NB FEC	7/6/16 9:12 PM	9:15:17 PM	02:46	10	Freight-bulk	29.13	bulk and intermodal
51	NB FEC	7/6/16 11:56 PM	12:00:04 AM	03:55		Freight-intermodal		video ends--unable to see when gates go back up

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 708/Blue Heron Boulevard (EB)	Palm Beach	47	50	0:09	2:49	4:38

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 708/Blue Heron Boulevard (EB)	Palm Beach	50	0	12	34

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 708/Blue Heron Boulevard (EB)	Palm Beach	50	0.00	15.28	317.10	935.97

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	NB FEC	5/24/16 12:28 AM	12:31:15 AM	03:12	9	Freight-intermodal	12.30	
2	NB FEC	5/24/16 2:06 AM	2:09:37 AM	03:21	5	Freight-intermodal	70.67	
3	NB FEC	5/24/16 2:50 AM	2:53:11 AM	02:54	7	Freight-bulk	16.48	
4	SB FEC	5/24/16 4:20 AM	4:24:03 AM	03:10	3	Freight-bulk	6.30	
5	NB FEC	5/24/16 6:22 AM	6:24:56 AM	02:03	21	Freight-intermodal	40.16	
6	SB FEC	5/24/16 8:57 AM	8:59:02 AM	01:36	50	Freight-intermodal	89.79	
7	SB FEC	5/24/16 10:12 AM	10:16:38 AM	04:36	50	Freight-intermodal	147.29	train slowed to its slowed speed around 10:15:30
8	SB FEC	5/24/16 12:07 PM	12:09:10 PM	01:31	50	Freight-bulk	46.04	
9	NB FEC	5/24/16 2:56 PM	2:58:45 PM	02:17	35	Freight-bulk	70.58	Bulk and intermodal
10	NB FEC	5/24/16 5:56 PM	5:56:56 PM	00:09	0	Maintenance/ Other	0.00	1-loco
11	SB FEC	5/24/16 5:59 PM	6:00:16 PM	00:35	0	Maintenance/ Other	0.00	1-loco
12	NB FEC	5/24/16 6:01 PM	6:03:12 PM	01:35	0	Maintenance/ Other	0.00	1-loco
13	SB FEC	5/24/16 6:02 PM	6:03:43 PM	00:52	0	Maintenance/ Other	0.00	1-loco
14	NB FEC	5/24/16 6:04 PM	6:04:25 PM	00:10	0	Maintenance/ Other	0.00	1-loco w/ 3 gondolas
15	SB FEC	5/24/16 6:06 PM	6:07:15 PM	00:54	33	Maintenance/ Other	179.30	1-loco with 3 gondolas
16	SB FEC	5/24/16 7:00 PM	7:03:16 PM	02:41	37	Freight-intermodal	44.55	

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
17	NB FEC	5/24/16 7:05 PM	7:07:12 PM	01:51	39	Maintenance/ Other	40.95	1-loco with 3 gondolas
18	SB FEC	5/24/16 7:09 PM	7:11:15 PM	01:24	0	Maintenance/ Other	0.00	1-loco with 3 gondolas
19	NB FEC	5/24/16 7:13 PM	7:16:39 PM	03:19	30	No Train	138.00	
20	SB & NB FEC	5/24/16 7:23 PM	7:31:43 PM	08:33	30	No Train	178.75	
21	SB & NB FEC	5/24/16 7:36 PM	7:42:04 PM	05:50	30	No Train	97.00	
22	NB FEC	5/24/16 8:40 PM	8:44:01 PM	03:56	30	Freight-bulk	30.75	bulk and intermodal
23	NB FEC	5/24/16 9:38 PM	9:43:03 PM	04:13	20	Freight-intermodal	24.58	bulk and intermodal
24	SB FEC	6/22/16 12:29 AM	12:32:40 AM	02:56	0	Freight-intermodal	0.00	
25	NONE	6/22/16 12:33 AM	12:35:33 AM	02:10	2	No Train	1.17	no train crossed Blue Heron Blvd
26	SB FEC	6/22/16 1:04 AM	1:07:29 AM	03:00	9	Freight-intermodal	3.11	
27	NONE	6/22/16 1:08 AM	1:10:22 AM	02:11	3	No Train	3.55	no train crossed Blue Heron Blvd
28	NB FEC	6/22/16 2:43 AM	2:48:03 AM	04:43	5	Freight-intermodal	10.38	
29	NB FEC	6/22/16 3:16 AM	3:18:33 AM	02:30	4	Freight-bulk	3.58	
30	SB FEC	6/22/16 4:45 AM	4:50:31 AM	05:31	14	Freight-intermodal	26.25	bulk and intermodal
31	NONE	6/22/16 4:51 AM	4:53:33 AM	02:13	3	No Train	4.30	no train crossed Blue Heron Blvd
32	SB FEC	6/22/16 6:39 AM	6:48:09 AM	08:36	50	Freight-intermodal	276.25	bulk and intermodal

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
33	NONE	6/22/16 6:50 AM	6:50:52 AM	00:20	12	No Train	4.85	no train crossed Blue Heron Blvd
34	NB FEC	6/22/16 7:17 AM	7:21:08 AM	04:04	30	Freight-intermodal	81.63	
35	SB FEC	6/22/16 8:14 AM	8:16:04 AM	01:42	29	Freight-bulk	17.52	bulk and intermodal
36	NONE	6/22/16 8:56 AM	8:59:07 AM	03:02	40	No Train	87.17	no train crossed Blue Heron Blvd
37	NB FEC & SB FEC	6/23/16 12:01 AM	12:12:58 AM	11:39	35	Maintenance/ Other	94.94	slow train in progress of crossing when video started stops on Blue Heron Blvd at 00:01:58; SB FEC (freight-intermodal) at 00:05:45, SB FEC cleared Blue Heron Blvd at 00:07:30; NB FEC started moving at 00:09:40
38	SB FEC	6/23/16 12:58 AM	12:59:47 AM	00:54	0	Maintenance/ Other	0.00	1-loco
39	SB FEC	6/23/16 1:12 AM	1:15:47 AM	03:13	4	Freight-intermodal	6.13	
40	NONE	6/23/16 1:16 AM	1:18:34 AM	02:10	3	No Train	4.68	no train crossed Blue Heron Blvd
41	NB FEC	6/23/16 2:01 AM	2:06:38 AM	05:11	3	Freight-intermodal	3.30	train cleared Blue Heron Blvd at 02:04:30
42	NB FEC	6/23/16 4:06 AM	4:10:10 AM	03:35	2	Freight-bulk	0.86	

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
43	SB FEC & NB FEC	6/23/16 5:45 AM	5:56:32 AM	10:45	25	Freight-bulk	103.75	SB FEC cleared Blue Heron Blvd at 05:52:44; NB FEC (freight-intermodal) crossed Blue Heron Blvd at 05:53:12
44	SB FEC	6/23/16 6:49 AM	6:53:34 AM	04:27	24	Freight-intermodal	49.30	bulk and intermodal
45	NONE	6/23/16 6:54 AM	6:56:26 AM	02:12	23	No Train	19.45	no train crossed Blue Heron Blvd
46	NONE	6/23/16 7:16 AM	7:17:29 AM	00:49	9	No Train	2.14	no train crossed Blue Heron Blvd
47	SB FEC	6/23/16 7:50 AM	7:55:11 AM	05:11	30	Freight-intermodal	92.25	
48	NONE	6/23/16 7:58 AM	8:00:56 AM	02:54	30	No Train	68.00	no train crossed Blue Heron Blvd
49	NONE	6/23/16 8:19 AM	8:23:12 AM	03:57	38	No Train	82.81	no train crossed Blue Heron Blvd
50	NONE	6/23/16 8:27 AM	8:30:21 AM	02:46	35	No Train	41.71	no train crossed Blue Heron Blvd
51	NONE	6/23/16 11:06 AM	11:08:58 AM	02:25	30	No Train	28.38	no train crossed Blue Heron Blvd

Summary Information:

Gate Closure Duration

Location: 272390P - SR 708/Blue Heron Boulevard
Direction: Westbound Traffic

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 708/Blue Heron Boulevard (WB)	Palm Beach	48	51	0:09	2:54	4:38

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR 708/Blue Heron Boulevard (WB)	Palm Beach	51	0	20	50

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR 708/Blue Heron Boulevard (WB)	Palm Beach	51	0.00	24.58	276.25	1,175.47

Location: 272377B - SR 706/Indiantown Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB FEC	5/23/16 10:59 PM	11:02:28 PM	02:41	8	Freight-intermodal	17.97	
2	NB FEC	5/24/16 12:44 AM	12:48:35 AM	04:32	3	Freight-intermodal	5.18	
3	NB FEC	5/24/16 2:29 AM	2:32:15 AM	03:09	0	Freight-intermodal	0.00	
4	NB FEC	5/24/16 3:11 AM	3:13:20 AM	01:35	0	Freight-bulk	0.00	
5	SB FEC	5/24/16 3:59 AM	4:03:14 AM	04:08	0	Freight-bulk	0.00	
6	NB FEC	5/24/16 6:38 AM	6:42:06 AM	04:04	22	Freight-intermodal	44.37	
7	SB FEC	5/24/16 8:39 AM	8:43:07 AM	03:40	58	Freight-intermodal	179.80	Bulk and intermodal
8	SB FEC	5/24/16 9:55 AM	9:57:38 AM	02:36	26	Freight-intermodal	40.84	
9	SB FEC	5/25/16 12:53 AM	12:55:53 AM	02:33	1	Freight-intermodal	0.88	
10	SB FEC	5/25/16 1:07 AM	1:10:02 AM	02:34	1	Freight-intermodal	0.78	
11	SB FEC Maint	5/25/16 1:17 AM	1:17:45 AM	00:36	0	Maintenance/ Other	0.00	1-loco
12	NB FEC	5/25/16 3:22 AM	3:25:58 AM	03:46	3	Freight-intermodal	2.33	Bulk and intermodal
13	NB FEC	5/25/16 4:19 AM	4:22:16 AM	02:53	3	Freight-intermodal	5.25	
14	SB FEC	5/25/16 4:49 AM	4:53:36 AM	04:34	5	Freight-bulk	10.10	
15	NB FEC	5/25/16 6:18 AM	6:21:43 AM	02:45	17	Freight-bulk	20.05	
16	SB FEC	5/25/16 6:40 AM	6:44:18 AM	03:31	35	Freight-intermodal	74.23	Bulk and intermodal
17	NB FEC	5/25/16 7:17 AM	7:20:10 AM	02:19	52	Freight-intermodal	113.53	
18	SB FEC	5/25/16 8:07 AM	8:09:23 AM	02:01	60	Freight-intermodal	103.75	Bulk and intermodal
19	SB FEC	6/22/16 1:09 PM	1:10:31 PM	01:31	57	Freight-bulk	55.81	

Location: 272377B - SR 706/Indiantown Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
20	NB FEC	6/22/16 3:41 PM	3:45:04 PM	03:55	55	Freight-bulk	162.02	Bulk and intermodal
21	SB FEC	6/22/16 7:45 PM	7:49:58 PM	04:04	40	Freight-intermodal	101.00	
22	NB FEC	6/22/16 8:23 PM	8:26:13 PM	02:19	25	Freight-intermodal	13.23	Bulk and intermodal
23	NB FEC	6/22/16 9:12 PM	9:15:10 PM	02:34	27	Freight-bulk	32.63	Bulk and intermodal
24	NB FEC	6/22/16 9:55 PM	9:57:41 PM	02:11	7	Freight-intermodal	6.50	Bulk and intermodal
25	SB FEC	6/22/16 11:51 PM	11:54:37 PM	03:36	7	Freight-intermodal	11.32	
26	NB FEC	6/23/16 12:29 AM	12:33:42 AM	03:58	5	Freight-intermodal	10.08	Bulk and intermodal
27	SB FEC	6/23/16 12:48 AM	12:49:01 AM	00:37	1	Maintenance/ Other	0.62	1-loco
28	SB FEC	6/23/16 12:58 AM	1:02:39 AM	04:17	1	Freight-intermodal	3.58	
29	NB FEC	6/23/16 2:19 AM	2:23:40 AM	04:28	4	Freight-intermodal	10.22	
30	NB FEC	6/23/16 4:28 AM	4:32:21 AM	03:27	0	Freight-bulk	0.00	
31	SB FEC	6/23/16 5:18 AM	5:24:59 AM	06:45	14	Freight-bulk	58.10	Bulk and intermodal
32	NB FEC	6/23/16 6:11 AM	6:16:37 AM	04:48	25	Freight-intermodal	42.19	Bulk and intermodal
33	SB FEC	6/23/16 6:33 AM	6:38:45 AM	05:21	20	Freight-bulk	57.75	
34	SB FEC	6/23/16 7:34 AM	7:37:41 AM	02:57	54	Freight-intermodal	113.18	Bulk and intermodal
35	NB FEC Maint	6/23/16 2:19 PM	2:20:09 PM	00:30	41	Maintenance/ Other	14.35	Truck on Rails
36	NB FEC	6/23/16 3:57 PM	4:00:54 PM	03:46	51	Freight-bulk	145.78	Bulk and intermodal
37	SB FEC	6/23/16 7:38 PM	7:41:57 PM	03:52	53	Freight-intermodal	88.55	

Location: 272377B - SR 706/Indiantown Road
Direction: Eastbound Traffic

Summary Information:
Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 706/Indiantown Road (EB)	Martin	60	37	0:30	3:30	6:45

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR 706/Indiantown Road (EB)	Martin	37	0	14	60

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR 706/Indiantown Road (EB)	Martin	37	0.00	14.35	179.80	618.38

Location: 272377B - SR 706/Indiantown Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB FEC	5/23/16 10:59 PM	11:02:28 PM	02:41	16	Freight-intermodal	16.00	
2	NB FEC	5/24/16 12:44 AM	12:48:35 AM	04:32	3	Freight-intermodal	4.89	
3	NB FEC	5/24/16 2:29 AM	2:32:15 AM	03:09	3	Freight-intermodal	3.99	
4	NB FEC	5/24/16 3:11 AM	3:13:20 AM	01:35	1	Freight-bulk	2.75	
5	SB FEC	5/24/16 3:59 AM	4:03:14 AM	04:08	3	Freight-bulk	5.36	
6	NB FEC	5/24/16 6:38 AM	6:42:06 AM	04:04	10	Freight-intermodal	28.79	
7	SB FEC	5/24/16 8:39 AM	8:43:07 AM	03:40	36	Freight-intermodal	77.70	Bulk and intermodal
8	SB FEC	5/24/16 9:55 AM	9:57:38 AM	02:36	20	Freight-intermodal	42.00	
9	SB FEC	5/25/16 12:53 AM	12:55:53 AM	02:33	1	Freight-intermodal	2.35	
10	SB FEC	5/25/16 1:07 AM	1:10:02 AM	02:34	5	Freight-intermodal	14.23	
11	SB FEC Maint	5/25/16 1:17 AM	1:17:45 AM	00:36	0	Maintenance/ Other	0.00	1-loco
12	NB FEC	5/25/16 3:22 AM	3:25:58 AM	03:46	1	Freight-intermodal	2.83	Bulk and intermodal
13	NB FEC	5/25/16 4:19 AM	4:22:16 AM	02:53	2	Freight-intermodal	2.03	
14	SB FEC	5/25/16 4:49 AM	4:53:36 AM	04:34	2	Freight-bulk	0.91	
15	NB FEC	5/25/16 6:18 AM	6:21:43 AM	02:45	14	Freight-bulk	26.78	
16	SB FEC	5/25/16 6:40 AM	6:44:18 AM	03:31	18	Freight-intermodal	70.43	Bulk and intermodal
17	NB FEC	5/25/16 7:17 AM	7:20:10 AM	02:19	21	Freight-intermodal	49.26	
18	SB FEC	5/25/16 8:07 AM	8:09:23 AM	02:01	21	Freight-intermodal	42.88	Bulk and intermodal

Location: 272377B - SR 706/Indiantown Road
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 706/Indiantown Road (WB)	Martin	28.5	18	0:36	2:49	4:34

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR 706/Indiantown Road (WB)	Martin	18	0	4	36

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR 706/Indiantown Road (EB)	Martin	37	0.00	14.35	179.80	618.38

Location: 272353M - SR 714/Monterey Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB FEC	5/23/16 8:48 PM	8:50:09 PM	01:57	15	Freight-bulk	7.69	Bulk and intermodal
2	NB FEC	5/23/16 9:09 PM	9:12:02 PM	02:48	20	Freight-bulk	14.25	Bulk and intermodal
3	SB FEC	5/23/16 10:31 PM	10:34:49 PM	03:16	9	Freight-intermodal	22.20	
4	SB FEC	5/23/16 11:14 PM	11:15:24 PM	00:38	1	Maintenance/ Other	0.08	1-loco
5	NB FEC	5/24/16 1:12 AM	1:17:23 AM	04:52	1	Freight-intermodal	1.60	
6	SB FEC	5/24/16 2:46 AM	2:54:50 AM	08:29	3	Freight-bulk	13.18	Bulk and intermodal
7	NB FEC	5/24/16 2:59 AM	3:03:27 AM	03:42	2	Freight-intermodal	2.78	
8	NB FEC	5/24/16 4:20 AM	4:24:08 AM	03:34	3	Freight-bulk	7.06	
9	NB FEC	5/24/16 7:09 AM	7:13:27 AM	03:59	48	Freight-intermodal	122.40	
10	SB FEC	5/24/16 8:09 AM	8:13:13 AM	03:58	50	Freight-intermodal	144.79	Bulk and intermodal
11	SB FEC	5/24/16 9:14 AM	9:15:07 AM	00:46	16	Freight-bulk	7.60	
12	SB FEC	5/24/16 9:26 AM	9:29:01 AM	02:11	50	Freight-intermodal	55.83	
13	NB FEC	5/24/16 9:41 AM	9:43:23 AM	02:11	47	Freight-bulk	32.90	
14	SB FEC	5/24/16 9:45 AM	9:46:33 AM	01:04	42	Freight-bulk	34.13	
15	SB FEC	5/24/16 10:54 AM	10:58:48 AM	04:12	50	Freight-bulk	158.96	
16	NB FEC	5/24/16 11:04 AM	11:06:57 AM	02:24	55	Freight-bulk	105.19	
17	NB FEC	5/24/16 3:56 PM	4:00:51 PM	04:23	50	Freight-bulk	174.38	
18	SB FEC	5/24/16 6:11 PM	6:14:51 PM	03:23	58	Freight-intermodal	132.43	
19	NB FEC	5/24/16 9:28 PM	9:30:10 PM	01:16	9	Freight-bulk	3.56	
20	NB FEC	5/24/16 9:45 PM	9:49:07 PM	03:42	12	Freight-bulk	25.65	
21	SB FEC	5/24/16 11:08 PM	11:12:08 PM	03:53	10	Freight-intermodal	21.46	

Location: 272353M - SR 714/Monterey Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
22	SB FEC	5/25/16 12:23 AM	12:35:39 AM	12:23	5	Freight-intermodal	26.50	train stops at 00:27:00; train SB at 00:27:14
23	SB FEC	5/25/16 12:39 AM	12:40:03 AM	00:45	0	Freight-intermodal	0.00	1-loco
24	NB FEC	5/25/16 12:45 AM	12:52:05 AM	06:40	3	Freight-intermodal	18.94	Bulk and intermodal
25	SB FEC	5/25/16 3:09 AM	3:18:28 AM	09:27	6	Freight-bulk	19.73	
26	NB FEC	5/25/16 3:57 AM	4:00:40 AM	03:34	3	Freight-intermodal	3.73	
27	NB FEC	5/25/16 5:00 AM	5:02:55 AM	02:50	2	Freight-intermodal	2.32	
28	SB FEC	5/25/16 5:58 AM	6:03:53 AM	05:14	41	Freight-intermodal	54.50	Bulk and intermodal
29	NB FEC	5/25/16 7:04 AM	7:07:41 AM	03:10	45	Freight-bulk	82.69	
30	SB FEC	5/25/16 7:30 AM	7:33:24 AM	02:45	50	Freight-intermodal	86.67	Bulk and intermodal
31	NB FEC	5/25/16 8:29 AM	8:34:17 AM	04:38	50	Freight-intermodal	158.33	
32	NB FEC	6/22/16 4:05 PM	4:09:40 PM	04:23	50	Freight-bulk	147.71	Bulk and intermodal
33	SB FEC	6/22/16 7:13 PM	7:17:02 PM	03:31	50	Freight-intermodal	113.75	
34	NB FEC	6/22/16 9:17 PM	9:18:27 PM	01:09	7	Freight-bulk	5.16	
35	NB FEC	6/22/16 9:34 PM	9:36:20 PM	02:20	9	Freight-bulk	8.36	Bulk and intermodal
36	SB FEC	6/22/16 11:15 PM	11:18:53 PM	03:09	4	Freight-intermodal	5.83	
37	SB FEC	6/22/16 11:33 PM	11:34:17 PM	00:55	1	Maintenance/ Other	0.68	1-loco
38	SB FEC	6/23/16 12:12 AM	12:16:31 AM	03:53		Freight-intermodal	0.00	
39	NB FEC	6/23/16 12:19 AM	12:22:59 AM	03:53		Freight-intermodal	0.00	
40	NB FEC	6/23/16 1:07 AM	1:11:20 AM	03:38		Freight-intermodal	0.00	Bulk and intermodal
41	NB FEC	6/23/16 2:44 AM	2:49:08 AM	04:48		Freight-intermodal		

Location: 272353M - SR 714/Monterey Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
42	SB FEC	6/23/16 3:51 AM	3:57:17 AM	05:35		Freight-bulk	0.00	
43	SB FEC	6/23/16 5:22 AM	5:33:23 AM	11:04		Freight-intermodal	0.00	
44	NB FEC	6/23/16 5:39 AM	5:44:06 AM	04:25		Freight-bulk	0.00	
45	SB FEC	6/23/16 6:58 AM	7:00:59 AM	02:47		Freight-intermodal	0.00	
46	NB FEC	6/23/16 7:03 AM	7:08:56 AM	05:03		Freight-intermodal	0.00	Bulk and intermodal
47	SB FEC	6/23/16 9:11 AM	9:12:57 AM	01:11		Freight-bulk	0.00	
48	NO TRAIN	6/23/16 10:09 AM	10:10:28 AM	01:14		No Train	0.00	no train/loco crossed
49	NB FEC	6/23/16 10:19 AM	10:23:41 AM	03:54		Freight-bulk	0.00	

Location: 272353M - SR 714/Monterey Road
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 714/Monterey Road (EB)	Martin	54.5	37	0:38	3:23	12:23

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR 714/Monterey Road (EB)	Martin	37	0	12	58

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR 714/Monterey Road (EB)	Martin	37	0.00	21.46	174.38	804.27

Location: 272353M - SR 714/Monterey Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB FEC	5/23/16 8:48 PM	8:50:09 PM	01:57	9	Freight-bulk	5.78	Bulk and intermodal
2	NB FEC	5/23/16 9:09 PM	9:12:02 PM	02:48	13	Freight-bulk	10.67	Bulk and intermodal
3	SB FEC	5/23/16 10:31 PM	10:34:49 PM	03:16	3	Freight-intermodal	5.50	
4	SB FEC	5/23/16 11:14 PM	11:15:24 PM	00:38	0	Maintenance/ Other	0.00	1-loco
5	NB FEC	5/24/16 1:12 AM	1:17:23 AM	04:52	0	Freight-intermodal	0.00	
6	SB FEC	5/24/16 2:46 AM	2:54:50 AM	08:29	3	Freight-bulk	10.68	Bulk and intermodal
7	NB FEC	5/24/16 2:59 AM	3:03:27 AM	03:42	0	Freight-intermodal	0.00	
8	NB FEC	5/24/16 4:20 AM	4:24:08 AM	03:34	1	Freight-bulk	1.33	
9	NB FEC	5/24/16 7:09 AM	7:13:27 AM	03:59	12	Freight-intermodal	36.30	
10	SB FEC	5/24/16 8:09 AM	8:13:13 AM	03:58	41	Freight-intermodal	103.18	Bulk and intermodal
11	SB FEC	5/24/16 9:14 AM	9:15:07 AM	00:46	8	Freight-bulk	5.40	
12	SB FEC	5/24/16 9:26 AM	9:29:01 AM	02:11	34	Freight-intermodal	66.30	
13	NB FEC	5/24/16 9:41 AM	9:43:23 AM	02:11	32	Freight-bulk	46.27	
14	SB FEC	5/24/16 9:45 AM	9:46:33 AM	01:04	13	Freight-bulk	9.21	
15	SB FEC	5/24/16 10:54 AM	10:58:48 AM	04:12	42	Freight-bulk	138.78	
16	NB FEC	5/24/16 11:04 AM	11:06:57 AM	02:24	39	Freight-bulk	106.11	
17	NB FEC	5/24/16 3:56 PM	4:00:51 PM	04:23	34	Freight-bulk	95.06	
18	SB FEC	5/24/16 6:11 PM	6:14:51 PM	03:23	32	Freight-intermodal	86.80	
19	NB FEC	5/24/16 9:28 PM	9:30:10 PM	01:16	9	Freight-bulk	4.50	
20	NB FEC	5/24/16 9:45 PM	9:49:07 PM	03:42	5	Freight-bulk	11.56	
21	SB FEC	5/24/16 11:08 PM	11:12:08 PM	03:53	4	Freight-intermodal	4.83	

Location: 272353M - SR 714/Monterey Road
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
22	SB FEC	5/25/16 12:23 AM	12:35:39 AM	12:23	4	Freight-intermodal	30.27	train stops at 00:27:00; train SB at 00:27:14
23	SB FEC	5/25/16 12:39 AM	12:40:03 AM	00:45	0	Freight-intermodal	0.00	1-loco
24	NB FEC	5/25/16 12:45 AM	12:52:05 AM	06:40	1	Freight-intermodal	3.82	Bulk and intermodal
25	SB FEC	5/25/16 3:09 AM	3:18:28 AM	09:27	2	Freight-bulk	7.43	
26	NB FEC	5/25/16 3:57 AM	4:00:40 AM	03:34	2	Freight-intermodal	1.40	
27	NB FEC	5/25/16 5:00 AM	5:02:55 AM	02:50	1	Freight-intermodal	0.53	
28	SB FEC	5/25/16 5:58 AM	6:03:53 AM	05:14	8	Freight-intermodal	17.47	Bulk and intermodal
29	NB FEC	5/25/16 7:04 AM	7:07:41 AM	03:10	21	Freight-bulk	53.20	
30	SB FEC	5/25/16 7:30 AM	7:33:24 AM	02:45	15	Freight-intermodal	32.19	Bulk and intermodal
31	NB FEC	5/25/16 8:29 AM	8:34:17 AM	04:38	50	Freight-intermodal	153.75	
32	NB FEC	6/22/16 4:05 PM	4:09:40 PM	04:23	56	Freight-bulk	208.37	Bulk and intermodal
33	SB FEC	6/22/16 7:13 PM	7:17:02 PM	03:31	32	Freight-intermodal	98.00	
34	NB FEC	6/22/16 9:17 PM	9:18:27 PM	01:09	4	Freight-bulk	3.50	
35	NB FEC	6/22/16 9:34 PM	9:36:20 PM	02:20	7	Freight-bulk	14.79	Bulk and intermodal
36	SB FEC	6/22/16 11:15 PM	11:18:53 PM	03:09	7	Freight-intermodal	15.20	
37	SB FEC	6/22/16 11:33 PM	11:34:17 PM	00:55	1	Maintenance/ Other	0.72	1-loco
38	SB FEC	6/23/16 12:12 AM	12:16:31 AM	03:53	2	Freight-intermodal	1.33	
39	NB FEC	6/23/16 12:19 AM	12:22:59 AM	03:53	2	Freight-intermodal	2.44	
40	NB FEC	6/23/16 1:07 AM	1:11:20 AM	03:38	1	Freight-intermodal	0.31	Bulk and intermodal
41	NB FEC	6/23/16 2:44 AM	2:49:08 AM	04:48	0	Freight-intermodal		
42	SB FEC	6/23/16 3:51 AM	3:57:17 AM	05:35	0	Freight-bulk	0.00	

Location: 272353M - SR 714/Monterey Road
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
43	SB FEC	6/23/16 5:22 AM	5:33:23 AM	11:04	7	Freight-intermodal	41.74	
44	NB FEC	6/23/16 5:39 AM	5:44:06 AM	04:25	8	Freight-bulk	16.77	
45	SB FEC	6/23/16 6:58 AM	7:00:59 AM	02:47	12	Freight-intermodal	19.15	
46	NB FEC	6/23/16 7:03 AM	7:08:56 AM	05:03	17	Freight-intermodal	58.30	Bulk and intermodal
47	SB FEC	6/23/16 9:11 AM	9:12:57 AM	01:11	21	Freight-bulk	34.30	
48	No Train	6/23/16 10:09 AM	10:10:28 AM	01:14	12	No Train	13.35	no train/loco crossed
49	NB FEC	6/23/16 10:19 AM	10:23:41 AM	03:54	11	Freight-bulk	30.34	
50	NB FEC Maint	6/23/16 3:47 PM	3:50:16 PM	02:19	40	Maintenance/ Other	102.33	Maintenance Truck
51	NB FEC	6/23/16 4:21 PM	4:26:17 PM	04:19	40	Freight-bulk	93.00	Bulk and intermodal
51	SB FEC	6/23/16 7:06 PM	7:09:25 PM	03:21	39	Freight-intermodal	86.61	
51	NB FEC	6/23/16 8:55 PM	8:56:28 PM	01:04	4	Freight-bulk	1.57	
51	NB FEC	6/23/16 9:26 PM	9:30:11 PM	03:34	7	Freight-bulk	14.20	Bulk and intermodal
51	NB FEC	6/23/16 10:52 PM	10:55:30 PM	03:13	7	Freight-intermodal	9.74	
51	SB FEC	6/23/16 11:19 PM	11:22:03 PM	02:30	0	Freight-intermodal	0.00	

Location: 272353M - SR 714/Monterey Road
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 714/Monterey Road (WB)	Martin	77.5	56	0:38	3:32	12:23

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR 714/Monterey Road (WB)	Martin	56	0	8	56

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR 714/Monterey Road (WB)	Martin	56	0.00	12.46	208.37	592.83

Location: 272958Y - SR A1A/N Causeway
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB FEC	5/23/16 7:51 PM	7:55:27 PM	04:25	10	Freight-bulk	28.75	Bulk and intermodal
2	SB FEC	5/23/16 10:01 PM	10:04:47 PM	03:10	5	Freight-intermodal	8.10	
3	No Train	5/23/16 11:01 PM	11:02:58 PM	01:14	0	Maintenance/ Other	0.00	NB FEC stopped south of Seaway Dr at 23:02:39; SB at 23:04:53
4	NB FEC	5/23/16 11:37 PM	11:43:03 PM	05:30	2	Freight-bulk	2.68	Bulk and intermodal*
5	SB FEC	5/24/16 12:35 AM	12:38:56 AM	03:11	0	Freight-bulk	0.00	
6	NB FEC	5/24/16 1:49 AM	1:53:04 AM	03:37	2	Freight-intermodal	1.05	
7	NB FEC	5/24/16 3:37 AM	3:39:46 AM	02:26	0	Freight-intermodal	0.00	
8	NB FEC	5/24/16 5:04 AM	5:06:43 AM	02:19	0	Freight-bulk	0.00	
9	SB FEC	5/24/16 7:37 AM	7:41:03 AM	03:09	13	Freight-intermodal	12.57	Bulk and intermodal
10	SB FEC	5/24/16 8:06 AM	8:14:01 AM	07:56	27	Freight-intermodal	113.63	Bulk and intermodal
11	NB FEC	5/24/16 8:32 AM	8:35:16 AM	03:14	17	Freight-intermodal	25.29	
12	SB FEC	5/24/16 10:21 AM	10:23:51 AM	02:38	14	Freight-bulk	18.96	
13	NB FEC	5/24/16 1:45 PM	1:45:56 PM	00:30	1	Maintenance/ Other	0.12	1-loco
14	SB FEC	5/24/16 2:59 PM	3:00:32 PM	00:42	7	Freight-bulk	1.75	
15	SB FEC Maint	5/24/16 3:36 PM	3:39:08 PM	03:03	14	Maintenance/ Other	27.48	1-maint truck
16	NB FEC	5/24/16 4:37 PM	4:40:29 PM	03:05	19	Freight-bulk	17.58	Bulk and intermodal
17	SB FEC	5/24/16 5:42 PM	5:45:41 PM	02:51	20	Freight-intermodal	31.42	
18	SB FEC	5/24/16 10:39 PM	10:41:43 PM	02:16	1	Freight-intermodal	2.02	
19	SB FEC	5/24/16 11:47 PM	11:50:29 PM	03:03	1	Freight-intermodal	2.08	

Location: 272958Y - SR A1A/N Causeway
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
20	SB FEC Maint	6/22/16 4:45 AM	1:35:42 PM	50:42	10	Maintenance/ Other	19.50	1-maint truck
21	SB FEC	6/22/16 4:23 PM	4:25:09 PM	01:11	10	Freight-bulk	5.58	
22	NB FEC	6/22/16 5:02 PM	5:06:50 PM	04:18	17	Freight-bulk	48.73	Bulk and intermodal
23	SB FEC	6/22/16 6:44 PM	6:47:25 PM	02:56	8	Freight-intermodal	14.70	
24	SB FEC	6/22/16 10:47 PM	10:50:33 PM	02:42	6	Freight-intermodal	3.20	Bulk and intermodal
25	SB FEC	6/22/16 11:43 PM	11:47:05 PM	03:13	2	Freight-intermodal	1.03	
26	NB FEC	6/22/16 11:57 PM	12:01:08 AM	03:10	2	Freight-bulk	2.78	Bulk and intermodal
27	SB FEC	6/23/16 12:40 AM	12:44:28 AM	03:31	1	Freight-bulk	0.85	Bulk and intermodal
28	NB FEC	6/23/16 1:08 AM	1:11:47 AM	03:11	0	Freight-intermodal	0.00	Bulk and intermodal
29	NB FEC	6/23/16 1:45 AM	1:48:38 AM	03:32	0	Freight-intermodal	0.00	
30	NB FEC	6/23/16 3:24 AM	3:27:52 AM	03:21	0	Freight-intermodal	0.00	
31	SB FEC	6/23/16 4:47 AM	4:51:42 AM	03:54	0	Freight-intermodal	0.00	Bulk and intermodal
32	SB FEC	6/23/16 5:46 AM	5:50:19 AM	04:15	2	Freight-intermodal	2.93	
33	NB FEC	6/23/16 6:25 AM	6:27:48 AM	02:13	7	Freight-bulk	5.63	
34	NB FEC	6/23/16 7:44 AM	7:47:44 AM	03:28	10	Freight-intermodal	19.63	Bulk and intermodal
35	NB FEC	6/23/16 10:58 AM	10:58:55 AM	00:41	2	Freight-bulk	0.10	
36	SB FEC	6/23/16 1:40 PM	1:41:32 PM	01:02	9	Freight-bulk	4.43	
37	NB FEC	6/23/16 4:59 PM	5:02:36 PM	02:49	10	Freight-bulk	19.58	Bulk and intermodal
38	SB FEC	6/23/16 6:36 PM	6:39:45 PM	03:10	12	Freight-intermodal	16.15	

Location: 272958Y - SR A1A/N Causeway
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR A1A/Seaway Drive (WB)	St. Lucie	64.5	38	0:30	3:09	7:56

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR A1A/Seaway Drive (WB)	St. Lucie	38	0	6	27

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR A1A/Seaway Drive (WB)	St. Lucie	38	0.00	3.06	113.63	170.51

Location: 272958Y - SR A1A/N Causeway
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB FEC	5/23/16 7:53 PM	7:57:29 PM	03:40	4	Freight-bulk	9.03	Bulk and intermodal
2	SB FEC	5/23/16 10:00 PM	10:03:18 PM	02:41	0	Freight-intermodal	0.00	
3	NB FEC	5/23/16 11:40 PM	11:45:13 PM	04:39	0	Freight-bulk	0.00	Bulk and intermodal
4	SB FEC	5/24/16 12:34 AM	12:36:51 AM	02:21	0	Freight-bulk	0.00	Bulk and intermodal
5	NB FEC	5/24/16 1:51 AM	1:55:01 AM	03:34	0	Freight-intermodal	0.00	
6	NB FEC	5/24/16 3:39 AM	3:41:51 AM	02:36	0	Freight-intermodal	0.00	
7	NB FEC	5/24/16 5:06 AM	5:08:47 AM	02:22	0	Freight-bulk	0.00	
8	SB FEC	5/24/16 7:36 AM	7:39:36 AM	02:50	3	Freight-intermodal	5.11	Bulk and intermodal
9	SB FEC	5/24/16 8:04 AM	8:09:45 AM	05:25	9	Freight-intermodal	30.64	Bulk and intermodal
10	SB FEC Maint	6/22/16 1:29 PM	1:31:41 PM	02:39	4	Maintenance/ Other	6.07	1-maint truck
11	SB FEC	6/22/16 4:20 PM	4:22:25 PM	01:30	5	Freight-bulk	5.13	
12	NB FEC	6/22/16 5:03 PM	5:07:32 PM	04:15	8	Freight-bulk	21.60	Bulk and intermodal
13	SB FEC	6/22/16 6:41 PM	6:44:46 PM	02:55	5	Freight-intermodal	5.90	
14	SB FEC	6/22/16 10:45 PM	10:47:54 PM	02:31	2	Freight-intermodal	1.70	
15	SB FEC	6/22/16 11:40 PM	11:44:21 PM	03:28	0	Freight-intermodal	0.00	

Location: 272958Y - SR A1A/N Causeway
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR A1A/N Causeway (EB)	St. Lucie	27.5	15	1:30	2:50	5:25

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR A1A/N Causeway (EB)	St. Lucie	15	0	2	9

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR A1A/N Causeway (EB)	St. Lucie	15	0.00	1.70	30.64	74.33

Location: 272958Y - SR A1A/N Causeway
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB FEC	5/23/16 7:53 PM	7:57:29 PM	03:40	7	Freight-bulk	6.04	Bulk and intermodal
2	SB FEC	5/23/16 10:00 PM	10:03:18 PM	02:41	3	Freight-intermodal	6.33	
3	NB FEC	5/23/16 11:40 PM	11:45:13 PM	04:39	1	Freight-bulk	1.57	Bulk and intermodal
4	SB FEC	5/24/16 12:34 AM	12:36:51 AM	02:21	1	Freight-bulk	1.15	Bulk and intermodal
5	NB FEC	5/24/16 1:51 AM	1:55:01 AM	03:34	0	Freight-intermodal	0.00	
6	NB FEC	5/24/16 3:39 AM	3:41:51 AM	02:36	1	Freight-intermodal	1.53	
7	NB FEC	5/24/16 5:06 AM	5:08:47 AM	02:22	1	Freight-bulk	0.57	
8	SB FEC	5/24/16 7:36 AM	7:39:36 AM	02:50	13	Freight-intermodal	17.77	Bulk and intermodal
9	SB FEC	5/24/16 8:04 AM	8:09:45 AM	05:25	31	Freight-intermodal	89.64	Bulk and intermodal
10	SB FEC	5/24/16 10:20 AM	10:22:26 AM	02:22	2	Freight-bulk	1.20	
11	NB FEC Maint.	5/24/16 1:47 PM	1:47:32 PM	00:27	2	Maintenance/ Other	0.09	1-loco
12	SB FEC	5/24/16 2:58 PM	2:59:23 PM	00:34	5	Freight-bulk	1.63	
13	No Train	5/24/16 3:33 PM	3:33:32 PM	00:09	0	No Train	0.00	
14	SB FEC Maint	5/24/16 3:33 PM	3:36:31 PM	02:37	7	Maintenance/ Other	9.16	1-maint truck
15	NB FEC	5/24/16 4:39 PM	4:42:34 PM	03:20	7	Freight-bulk	13.83	Bulk and intermodal
16	SB FEC	5/24/16 5:41 PM	5:44:22 PM	02:34	12	Freight-intermodal	14.90	
17	SB FEC	5/24/16 10:38 PM	10:40:28 PM	02:06	1	Freight-intermodal	0.53	
18	SB FEC	5/24/16 11:46 PM	11:49:13 PM	03:02	0	Freight-intermodal	0.00	
19	NB FEC	5/25/16 12:06 AM	12:09:48 AM	03:30	0	Freight-bulk	0.00	Bulk and intermodal
20	SB FEC	5/25/16 12:48 AM	12:52:09 AM	03:11	2	Freight-bulk	1.21	
21	NB FEC	5/25/16 1:26 AM	1:39:33 AM	12:54	3	Freight-intermodal	6.83	Bulk and intermodal
22	NB FEC	5/25/16 4:33 AM	4:36:23 AM	02:57	0	Freight-intermodal	0.00	Bulk and intermodal

Location: 272958Y - SR A1A/N Causeway
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
23	SB FEC	5/25/16 5:14 AM	5:18:11 AM	03:39	0	Freight-intermodal	0.00	Bulk and intermodal
24	NB FEC	5/25/16 5:37 AM	5:40:15 AM	02:42	2	Freight-intermodal	1.63	
25	SB FEC	5/25/16 6:20 AM	6:22:58 AM	02:43	7	Freight-intermodal	6.62	
26	NB FEC	5/25/16 7:48 AM	7:50:22 AM	02:18	10	Freight-bulk	9.17	
27	NB FEC	5/25/16 8:16 AM	8:18:11 AM	01:34	7	Freight-bulk	5.34	
28	NB FEC	5/25/16 9:13 AM	9:15:53 AM	02:11	18	Freight-intermodal	30.00	
29	SB FEC Maint	6/22/16 1:29 PM	1:31:41 PM	02:39	9	Maintenance/ Other	11.06	1-maint truck
30	SB FEC	6/22/16 4:20 PM	4:22:25 PM	01:30	0	Freight-bulk	0.00	
31	NB FEC	6/22/16 5:03 PM	5:07:32 PM	04:15	15	Freight-bulk	20.69	Bulk and intermodal
32	SB FEC	6/22/16 6:41 PM	6:44:46 PM	02:55	22	Freight-intermodal	44.28	
33	SB FEC	6/22/16 10:45 PM	10:47:54 PM	02:31	3	Freight-intermodal	1.89	
34	SB FEC	6/22/16 11:40 PM	11:44:21 PM	03:28	3	Freight-intermodal	5.45	
35	No Train	6/22/16 11:58 PM	12:01:00 AM	02:16	0	No Train	0.00	
36	SB FEC	6/23/16 12:38 AM	12:40:48 AM	02:47	2	Freight-bulk	1.01	Bulk and intermodal
37	NB FEC	6/23/16 1:09 AM	1:12:30 AM	03:05	1	Freight-bulk	1.43	
38	NB FEC	6/23/16 1:45 AM	1:49:22 AM	03:38	1	Freight-intermodal	1.25	
39	NB FEC	6/23/16 3:25 AM	3:28:30 AM	03:30	0	Freight-intermodal	0.00	
40	SB FEC	6/23/16 4:44 AM	4:49:04 AM	04:16	1	Freight-intermodal	3.38	
41	SB FEC	6/23/16 5:42 AM	5:46:22 AM	03:23	3	Freight-intermodal		Bulk and intermodal
42	NB FEC	6/23/16 6:25 AM	6:28:19 AM	02:30	6	Freight-bulk	11.68	
43	NB FEC	6/23/16 7:44 AM	7:48:16 AM	03:33	11	Freight-intermodal	21.68	
44	NB FEC	6/23/16 10:58 AM	10:59:22 AM	00:57	10	Freight-bulk	6.42	
45	NB FEC	6/23/16 1:37 PM	1:38:45 PM	01:18	0	Freight-intermodal	0.00	

Location: 272958Y - SR A1A/N Causeway
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR A1A/N Causeway (WB)	St. Lucie	71.5	45	0:09	2:43	12:54

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR A1A/N Causeway (WB)	St. Lucie	45	0	2	31

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR A1A/N Causeway (WB)	St. Lucie	45	0.00	1.63	89.64	119.80

Location: 282958Y - SR 60/19 Place
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	NB FEC	8/9/16 12:16 AM	12:18:55 AM	02:55	3	Freight-bulk	3.16	Bulk and intermodal
2	SB FEC	8/9/16 12:27 AM	12:29:29 AM	02:27	2	Freight-bulk	1.18	
3	SB FEC	8/9/16 1:43 AM	1:45:25 AM	01:47	0	Freight-intermodal	0.00	
4	NB FEC	8/9/16 3:26 AM	3:29:13 AM	03:10	2	Freight-intermodal	1.32	Bulk and intermodal
5	NB FEC	8/9/16 4:12 AM	4:15:33 AM	02:45	0	Freight-intermodal	0.00	
6	SB FEC	8/9/16 5:23 AM	5:25:59 AM	02:10	1	Freight-intermodal	0.68	
7	NB FEC	8/9/16 6:11 AM	6:13:35 AM	02:03	3	Freight-bulk	2.95	
8	NB FEC	8/9/16 6:25 AM	6:28:36 AM	02:38	4	Freight-intermodal	5.18	
9	SB FEC	8/9/16 7:58 AM	8:03:13 AM	04:43	34	Freight-bulk	117.58	Bulk and intermodal
10	NB FEC	8/9/16 11:53 AM	11:54:30 AM	00:56	9	Freight-bulk	1.99	
11	SB FEC	8/9/16 1:52 PM	1:53:31 PM	01:04	15	Freight-bulk	4.50	
12	NB FEC Maint	8/9/16 3:17 PM	3:18:11 PM	00:21	1	Freight-bulk	0.53	1-maint-truck
13	NB FEC	8/9/16 4:54 PM	4:57:24 PM	02:46	32	Freight-bulk	34.53	Bulk and intermodal
14	SB FEC	8/9/16 5:52 PM	5:54:58 PM	02:26	23	Freight-intermodal	35.08	
15	SB FEC	8/9/16 9:58 PM	10:01:02 PM	02:46	9	Freight-intermodal	12.00	
16	NB FEC	8/10/16 12:49 AM	12:53:26 AM	03:44	2	Freight-intermodal	0.95	
17	SB FEC	8/10/16 1:01 AM	1:03:44 AM	02:24	2	Freight-bulk	1.10	
18	NB FEC	8/10/16 1:52 AM	1:55:44 AM	03:35	0	Freight-intermodal	0.00	
19	SB FEC	8/10/16 2:55 AM	2:57:04 AM	02:03	0	Freight-intermodal	0.00	
20	NB FEC	8/10/16 4:08 AM	4:10:33 AM	02:05	0	Freight-intermodal	0.00	
21	NB FEC	8/10/16 5:29 AM	5:31:48 AM	02:20	3	Freight-bulk	3.58	
22	SB FEC	8/10/16 5:48 AM	5:51:12 AM	02:28	3	Freight-intermodal	0.79	
23	NB FEC	8/10/16 6:30 AM	6:34:11 AM	03:42	2	Freight-intermodal	1.36	
24	SB FEC	8/10/16 6:53 AM	6:58:12 AM	04:29	29	Freight-intermodal	51.35	Bulk and intermodal

Location: 282958Y - SR 60/19 Place
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
25	NB FEC	8/10/16 8:06 AM	8:07:45 AM	01:19	6	Freight-bulk	4.98	
26	No Train	8/10/16 12:46 PM	12:47:36 PM	00:46	3	Maintenance/ Other	1.11	Maintenance crew checking gates
27	SB FEC	8/10/16 2:36 PM	2:37:59 PM	01:08	23	Freight-bulk	7.95	
28	NB FEC	8/10/16 4:42 PM	4:45:03 PM	02:57	29	Freight-bulk	58.12	Bulk and intermodal
29	SB FEC	8/10/16 6:55 PM	6:58:03 PM	02:42	18	Freight-intermodal	15.60	
30	SB FEC	8/10/16 9:38 PM	9:40:14 PM	01:58	7	Freight-bulk	3.94	Bulk and intermodal
31	NB FEC	8/10/16 11:45 PM	11:49:11 PM	03:33	4	Freight-bulk	8.52	Bulk and intermodal
32	SB FEC	8/10/16 11:54 PM	11:57:56 PM	03:29	5	Freight-intermodal	6.96	
33	NB FEC	8/11/16 1:16 AM	1:19:28 AM	03:15	4	Freight-intermodal	98.73	Bulk and intermodal
34	SB FEC	8/11/16 2:01 AM	2:03:37 AM	02:03	0	Freight-intermodal	0.00	
35	NB FEC	8/11/16 3:32 AM	3:34:33 AM	02:15	1	Freight-intermodal	1.78	
36	SB FEC	8/11/16 4:55 AM	4:57:44 AM	02:12	0	Freight-intermodal	0.00	
37	NB FEC	8/11/16 6:28 AM	6:31:06 AM	02:11	4	Freight-bulk	3.43	
38	NB FEC	8/11/16 6:53 AM	6:57:38 AM	04:23	22	Freight-intermodal	43.36	
39	SB FEC	8/11/16 7:22 AM	7:26:18 AM	03:56	32	Freight-bulk	65.73	
40	NB FEC Maint	8/11/16 12:13 PM	12:14:44 PM	01:31	26	Maintenance/ Other	21.88	1-maint-truck
41	NB FEC	8/11/16 12:38 PM	12:39:09 PM	01:04	14	Freight-bulk		
42	SB FEC	8/11/16 2:45 PM	2:46:27 PM	01:22	12	Freight-bulk	8.50	
43	NB FEC	8/11/16 5:07 PM	5:11:10 PM	03:33	34	Freight-bulk	65.88	
44	SB FEC	8/11/16 5:20 PM	5:23:39 PM	02:45	18	Freight-intermodal	22.80	
45	SB FEC	8/11/16 10:09 PM	10:12:13 PM	02:39	9	Freight-intermodal	6.68	
46	NB FEC	8/11/16 11:23 PM	11:25:56 PM	02:50	2	Freight-bulk	1.88	

Location: 282958Y - SR 60/19 Place
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
47	SB FEC	8/11/16 11:33 PM	11:35:56 PM	02:54	7	Freight-bulk	14.50	

Location: 282958Y - SR 60/19 Place
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 60/19 Place (EB)	Indian River	72	47	0:21	2:28	4:23

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR 60/19 Place (EB)	Indian River	47	0	4	34

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR 60/19 Place (EB)	Indian River	47	0.00	3.94	117.58	247.38

Location: 272193B - SR 60/20 Street
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB FEC	8/10/16 12:52 AM	12:56:02 AM	03:37	1	Freight-intermodal	3.35	
2	SB FEC	8/10/16 1:03 AM	1:06:10 AM	02:27	0	Freight-bulk	0.00	
3	NB FEC	8/10/16 1:54 AM	1:58:20 AM	03:35	0	Freight-intermodal	0.00	
4	SB FEC	8/10/16 2:57 AM	2:59:33 AM	02:01	0	Freight-intermodal	0.00	
5	NB FEC	8/10/16 4:11 AM	4:13:09 AM	02:03	0	Freight-intermodal	0.00	
6	NB FEC	8/10/16 5:32 AM	5:34:25 AM	02:17	6	Freight-bulk	1.35	
7	SB FEC	8/10/16 5:51 AM	5:53:41 AM	02:24	1	Freight-intermodal	0.10	
8	NB FEC	8/10/16 6:33 AM	6:36:54 AM	03:46	8	Freight-intermodal	13.90	
9	SB FEC	8/10/16 6:56 AM	7:00:39 AM	04:27	12	Freight-intermodal	26.10	Bulk and intermodal
10	NB FEC	8/10/16 8:09 AM	8:10:22 AM	01:17	6	Freight-bulk	2.85	
11	SB FEC	8/10/16 2:39 PM	2:40:27 PM	01:06	6	Freight-bulk	3.33	
12	NB FEC	8/10/16 4:44 PM	4:47:42 PM	02:55	30	Freight-bulk	51.88	Bulk and intermodal
13	SB FEC	8/10/16 6:57 PM	7:00:32 PM	02:38	14	Freight-intermodal	18.96	
14	SB FEC	8/10/16 9:40 PM	9:42:42 PM	01:56	7	Freight-bulk	9.60	Bulk and intermodal
15	NB FEC	8/10/16 11:48 PM	11:51:49 PM	03:27	3	Freight-bulk	1.74	Bulk and intermodal
16	SB FEC	8/10/16 11:56 PM	12:00:23 AM	03:32	0	Freight-intermodal	0.00	
17	No Train	8/11/16 12:01 AM	12:01:29 AM	00:23	0	No Train		
18	NB FEC	8/11/16 1:18 AM	1:22:06 AM	03:15	2	Freight-intermodal	1.76	Bulk and intermodal
19	SB FEC	8/11/16 2:04 AM	2:06:05 AM	01:59	0	Freight-intermodal	0.00	
20	No Train	8/11/16 2:06 AM	2:07:06 AM	00:23	0	No Train		
21	NB FEC	8/11/16 3:34 AM	3:37:11 AM	02:13	0	Freight-intermodal	0.00	
22	SB FEC	8/11/16 4:58 AM	5:00:12 AM	02:08	3	Freight-intermodal	2.94	

Location: 272193B - SR 60/20 Street
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
23	NB FEC	8/11/16 6:31 AM	6:33:45 AM	02:09	6	Freight-bulk	7.18	
24	NB FEC	8/11/16 6:55 AM	7:00:21 AM	04:28	15	Freight-intermodal	28.94	
25	SB FEC	8/11/16 7:24 AM	7:28:46 AM	03:54	17	Freight-bulk	33.58	
26	NB FEC Maint	8/11/16 12:15 PM	12:17:15 PM	01:34	22	Maintenance/ Other	22.92	1-maint-truck
27	NB FEC	8/11/16 12:40 PM	12:41:49 PM	01:05	8	Freight-bulk	1.83	
28	SB FEC	8/11/16 2:47 PM	2:48:52 PM	01:22	13	Freight-bulk	11.86	
29	NB FEC	8/11/16 5:10 PM	5:13:53 PM	03:40	50	Freight-bulk	69.79	
30	SB FEC	8/11/16 5:23 PM	5:26:09 PM	02:44	27	Freight-intermodal	30.83	
31	No Train	8/11/16 5:26 PM	5:27:07 PM	00:18	1	No Train	0.05	
32	SB FEC	8/11/16 10:12 PM	10:14:42 PM	02:37	3	Freight-intermodal	3.13	
33	NB FEC	8/11/16 11:25 PM	11:28:35 PM	02:50	7	Freight-bulk	10.76	
34	SB FEC	8/11/16 11:35 PM	11:38:25 PM	03:00	7	Freight-bulk	8.78	

Location: 272193B - SR 60/20 Street
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 60/20 Street (WB)	Indian River	48	34	0:18	2:26	4:28

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR 60/20 Street (WB)	Indian River	34	0	6	50

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR 60/20 Street (WB)	Indian River	34	0.00	3.23	69.79	183.74

APPENDIX B – CSX Corridor Data Summary Tables

Location: 628281A – SR 820/Hollywood Boulevard
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	No Train	11:31:35 AM	11:32:32 AM	00:57	61		58.20	SB Tri-Rail stopped at Hollywood Beach Station
2	SB Tri-Rail	11:32:49 AM	11:33:39 AM	00:50	62	Passenger	110.83	
3	No Train	11:40:04 AM	11:40:18 AM	00:14	66		102.85	
4	SB Tri-Rail	11:42:24 AM	11:43:26 AM	01:02	65	Passenger	117.81	Train consisted of 2-Tri-Rail locos and 6-passenger cars; did not stop at Hollywood Beach Station
5	NB Tri-Rail	11:52:36 AM	11:53:50 AM	01:14	55	Passenger	91.44	
6	NB Amtrak	12:13:16 PM	12:14:30 PM	01:14	53	Passenger	113.73	
7	SB Tri-Rail	12:53:21 PM	12:54:21 PM	01:00	70	Passenger	102.08	SB Tri-Rail did not stop at Hollywood Beach Station
8	NB Tri-Rail	12:57:56 PM	12:59:06 PM	01:10	69	Passenger	113.56	
9	NB CSX	1:11:47 PM	1:14:08 PM	02:21	70	Freight-bulk	159.25	
10	No Train	1:23:33 PM	1:23:48 PM	00:15	35		36.31	
11	No Train	1:25:01 PM	1:26:30 PM	01:29	50		96.67	SB Tri-Rail stopped at Hollywood Beach Station
12	SB Tri-Rail	1:26:57 PM	1:27:47 PM	00:50	70	Passenger	191.92	
13	NB Tri-Rail	1:30:55 PM	1:32:00 PM	01:05	70	Passenger	125.42	
14	NB Tri-Rail	2:01:16 PM	2:02:26 PM	01:10	70	Passenger	137.08	
15	SB Tri-Rail	2:32:28 PM	2:34:57 PM	02:29	70	Passenger	172.96	
16	NB Tri-Rail	2:52:31 PM	2:53:39 PM	01:08	62	Passenger	84.73	
17	SB CSX	1:13:39 AM	1:15:33 AM	01:54	18	Freight-bulk	19.43	
18	SB CSX	2:38:18 AM	2:42:35 AM	04:17	3	Freight-bulk	2.99	
19	NB Tri-Rail	4:46:10 AM	4:48:18 AM	02:08	7	Passenger	13.71	
20	NB Tri-Rail	5:16:10 AM	5:17:15 AM	01:05	8	Passenger	8.03	

Location: 628281A – SR 820/Hollywood Boulevard
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
21	SB Tri-Rail	5:19:55 AM	5:21:55 AM	02:00	13	Passenger	39.43	
22	NB Tri-Rail	5:41:51 AM	5:43:13 AM	01:22	19	Passenger	31.67	
23	No Train	6:02:15 AM	6:03:17 AM	01:02	19		22.64	SB Tri-Rail stopped at Hollywood Beach Station
24	SB Tri-Rail	6:03:44 AM	6:04:56 AM	01:12	37	Passenger	78.16	
25	NB Tri-Rail	6:11:17 AM	6:12:26 AM	01:09	32	Passenger	46.53	
26	NB Tri-Rail	6:35:37 AM	6:36:51 AM	01:14	30	Passenger	44.75	
27	No Train	6:40:02 AM	6:41:18 AM	01:16	43		62.35	
28	No Train	6:42:04 AM	6:43:23 AM	01:19	65		112.67	SB Tri-Rail stopped at Hollywood Beach Station
29	SB Tri-Rail	6:43:48 AM	6:44:41 AM	00:53	70	Passenger	130.08	
30	NB Tri-Rail	6:50:43 AM	6:51:53 AM	01:10	44	Passenger	49.68	
31	SB Tri-Rail	7:22:42 AM	7:24:55 AM	02:13	70	Passenger	106.17	
32	NB Tri-Rail	7:31:40 AM	7:32:48 AM	01:08	65	Passenger	79.08	
33	SB Tri-Rail	7:42:01 AM	7:44:13 AM	02:12	70	Passenger	177.92	
34	No Train	8:02:26 AM	8:03:47 AM	01:21	35		32.81	SB Tri-Rail stopped at Hollywood Beach Station
35	SB Tri-Rail	8:03:59 AM	8:05:18 AM	01:19	70	Passenger	128.63	
36	NB Tri-Rail	8:12:01 AM	8:13:08 AM	01:07	70	Passenger	98.29	
37	No Train	8:22:34 AM	8:23:38 AM	01:04	70		72.33	SB Tri-Rail stopped at Hollywood Beach Station
38	SB Tri-Rail	8:24:06 AM	8:25:25 AM	01:19	70	Passenger	162.17	
39	NB Amtrak	8:43:15 AM	8:44:48 AM	01:33	70	Passenger	104.71	
40	SB Tri-Rail	8:53:15 AM	8:55:49 AM	02:34	70	Passenger	166.54	
41	NB Tri-Rail	8:57:21 AM	8:58:32 AM	01:11	70	Passenger	111.13	

Location: 628281A – SR 820/Hollywood Boulevard
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
42	No Train	9:23:35 AM	9:25:03 AM	01:28	64		88.00	SB Tri-Rail stopped at Hollywood Beach Station
43	SB Tri-Rail	9:25:37 AM	9:27:16 AM	01:39	70	Passenger	237.13	
44	NB Tri-Rail	9:53:21 AM	9:54:25 AM	01:04	63	Passenger	121.80	
45	No Train	10:26:18 AM	10:27:33 AM	01:15	65		43.33	SB Tri-Rail stopped at Hollywood Beach Station
46	SB Tri-Rail	10:28:11 AM	10:29:30 AM	01:19	70	Passenger	152.25	
47	NB Tri-Rail	10:52:51 AM	10:54:04 AM	01:13	57	Passenger	94.29	
48	No Train	11:26:41 AM	11:27:46 AM	01:05	60		62.25	SB Tri-Rail stopped at Hollywood Beach Station
49	SB Tri-Rail	11:28:54 AM	11:29:46 AM	00:52	70	Passenger	186.08	
50	NB Tri-Rail	11:53:24 AM	11:54:26 AM	01:02	60	Passenger	67.50	

Location: 628281A – SR 820/Hollywood Boulevard
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 820/Hollywood Boulevard (EB)	Broward	16	50	0:14	1:12	4:17

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR 820/Hollywood Boulevard (EB)	Palm Beach	50	3	65	70

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR 820/Hollywood Boulevard (EB)	Palm Beach	56	2.99	103.78	237.13	4769.37

Location: 628281A – SR 820/Hollywood Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	No Train	11:31:35 AM	11:32:32 AM	00:57	3		2.55	SB Tri-Rail stopped at Hollywood Beach Station
2	SB Tri-Rail	11:32:49 AM	11:33:39 AM	00:50	0	Passenger	0.00	
3	No Train	11:40:04 AM	11:40:18 AM	00:14	0		0.00	
4	SB Tri-Rail	11:42:24 AM	11:43:26 AM	01:02	0	Passenger	0.00	Train consisted of 2-Tri-Rail locos and 6-passenger cars; did not stop at Hollywood Beach Station
5	NB Tri-Rail	11:52:36 AM	11:53:50 AM	01:14	0	Passenger	0.00	
6	NB Amtrak	12:13:16 PM	12:14:30 PM	01:14	0	Passenger	0.00	
7	SB Tri-Rail	12:53:21 PM	12:54:21 PM	01:00	2	Passenger	1.97	SB Tri-Rail did not stop at Hollywood Beach Station
8	NB Tri-Rail	12:57:56 PM	12:59:06 PM	01:10	0	Passenger	0.00	
9	NB CSX	1:11:47 PM	1:14:08 PM	02:21	1	Freight-bulk	2.35	
10	No Train	1:23:33 PM	1:23:48 PM	00:15	1		0.25	
11	No Train	1:25:01 PM	1:26:30 PM	01:29	0		0.00	SB Tri-Rail stopped at Hollywood Beach Station
12	SB Tri-Rail	1:26:57 PM	1:27:47 PM	00:50	3	Passenger	2.35	
13	NB Tri-Rail	1:30:55 PM	1:32:00 PM	01:05	0	Passenger	0.00	
14	NB Tri-Rail	2:01:16 PM	2:02:26 PM	01:10	2	Passenger	2.31	
15	SB Tri-Rail	2:32:28 PM	2:34:57 PM	02:29	0	Passenger	0.00	
16	NB Tri-Rail	2:52:31 PM	2:53:39 PM	01:08	2	Passenger	2.27	
17	SB CSX	1:13:39 AM	1:15:33 AM	01:54	0	Freight-bulk	0.00	
18	SB CSX	2:38:18 AM	2:42:35 AM	04:17	0	Freight-bulk	0.00	
19	NB Tri-Rail	4:46:10 AM	4:48:18 AM	02:08	0	Passenger	0.00	
20	NB Tri-Rail	5:16:10 AM	5:17:15 AM	01:05	0	Passenger	0.00	
21	SB Tri-Rail	5:19:55 AM	5:21:55 AM	02:00	0	Passenger	0.00	

Location: 628281A – SR 820/Hollywood Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
22	NB Tri-Rail	5:41:51 AM	5:43:13 AM	01:22	0	Passenger	0.00	
23	No Train	6:02:15 AM	6:03:17 AM	01:02	0		0.00	SB Tri-Rail stopped at Hollywood Beach Station
24	SB Tri-Rail	6:03:44 AM	6:04:56 AM	01:12	0	Passenger	0.00	
25	NB Tri-Rail	6:11:17 AM	6:12:26 AM	01:09	0	Passenger	0.00	
26	NB Tri-Rail	6:35:37 AM	6:36:51 AM	01:14	0	Passenger	0.00	
27	No Train	6:40:02 AM	6:41:18 AM	01:16	0		0.00	
28	No Train	6:42:04 AM	6:43:23 AM	01:19	0		0.00	SB Tri-Rail stopped at Hollywood Beach Station
29	SB Tri-Rail	6:43:48 AM	6:44:41 AM	00:53	0	Passenger	0.00	
30	NB Tri-Rail	6:50:43 AM	6:51:53 AM	01:10	0	Passenger	0.00	
31	SB Tri-Rail	7:22:42 AM	7:24:55 AM	02:13	1	Passenger	2.19	
32	NB Tri-Rail	7:31:40 AM	7:32:48 AM	01:08	0	Passenger	0.00	
33	SB Tri-Rail	7:42:01 AM	7:44:13 AM	02:12	0	Passenger	0.00	
34	No Train	8:02:26 AM	8:03:47 AM	01:21	0		0.00	SB Tri-Rail stopped at Hollywood Beach Station
35	SB Tri-Rail	8:03:59 AM	8:05:18 AM	01:19	0	Passenger	0.00	
36	NB Tri-Rail	8:12:01 AM	8:13:08 AM	01:07	0	Passenger	0.00	
37	No Train	8:22:34 AM	8:23:38 AM	01:04	0		0.00	SB Tri-Rail stopped at Hollywood Beach Station
38	SB Tri-Rail	8:24:06 AM	8:25:25 AM	01:19	0	Passenger	0.00	
39	NB Amtrak	8:43:15 AM	8:44:48 AM	01:33	2	Passenger	3.10	
40	SB Tri-Rail	8:53:15 AM	8:55:49 AM	02:34	0	Passenger	0.00	
41	NB Tri-Rail	8:57:21 AM	8:58:32 AM	01:11	0	Passenger	0.00	
42	No Train	9:23:35 AM	9:25:03 AM	01:28	0		0.00	SB Tri-Rail stopped at Hollywood Beach Station
43	SB Tri-Rail	9:25:37 AM	9:27:16 AM	01:39	0	Passenger	0.00	

Location: 628281A – SR 820/Hollywood Boulevard
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
44	NB Tri-Rail	9:53:21 AM	9:54:25 AM	01:04	0	Passenger	0.00	
45	No Train	10:26:18 AM	10:27:33 AM	01:15	0		0.00	SB Tri-Rail stopped at Hollywood Beach Station
46	SB Tri-Rail	10:28:11 AM	10:29:30 AM	01:19	1	Passenger	1.32	
47	NB Tri-Rail	10:52:51 AM	10:54:04 AM	01:13	2	Passenger	2.43	
48	No Train	11:26:41 AM	11:27:46 AM	01:05	0		0.00	SB Tri-Rail stopped at Hollywood Beach Station
49	SB Tri-Rail	11:28:54 AM	11:29:46 AM	00:52	0	Passenger	0.00	
50	NB Tri-Rail	11:53:24 AM	11:54:26 AM	01:02	0	Passenger	0.00	

Location: 628281A – SR 820/Hollywood Boulevard
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 820/Hollywood Boulevard (WB)	Broward	16	50	0:14	1:12	4:17

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
SR 820/Hollywood Boulevard (WB)	Broward	50	0	0	3

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
SR 820/Hollywood Boulevard (WB)	Broward	50	0.00	0.00	3.10	23.08

Location: 628279Y – Taft Street
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	SB CSX	2:15:55 AM	2:17:30 AM	01:35	2	Freight-bulk	2.30	
2	NB Tri-Rail	4:47:07 AM	4:48:11 AM	01:04	0	Passenger	0.00	
3	NB & SB Tri-Rail	5:17:54 AM	5:19:01 AM	01:07	0	Passenger	0.00	
4	NB Tri-Rail	5:45:17 AM	5:46:21 AM	01:04	1	Passenger	0.12	
5	No Train	5:57:58 AM	5:59:12 AM	01:14	0		0.00	
6	SB Tri-Rail	6:00:13 AM	6:00:51 AM	00:38	2	Passenger	0.77	
7	NB Tri-Rail	6:13:57 AM	6:14:59 AM	01:02	0	Passenger	0.00	
8	NB Tri-Rail	6:35:14 AM	6:36:41 AM	01:27	6	Passenger	3.43	
9	SB Tri-Rail	6:38:41 AM	6:39:42 AM	01:01	0	Passenger	0.00	
10	NB Tri-Rail	6:56:08 AM	6:57:12 AM	01:04	2	Passenger	1.64	
11	SB Tri-Rail	7:19:30 AM	7:20:17 AM	00:47	1	Passenger	0.20	
12	NB Tri-Rail	7:34:30 AM	7:35:34 AM	01:04	4	Passenger	4.03	
13	SB Tri-Rail	7:38:29 AM	7:40:59 AM	02:30	18	Passenger	20.78	
14	SB Tri-Rail	8:00:07 AM	8:00:48 AM	00:41	11	Passenger	2.70	
15	NB Tri-Rail	8:15:12 AM	8:16:14 AM	01:02	9	Passenger	3.26	
16	SB Tri-Rail	8:19:13 AM	8:20:33 AM	01:20	16	Passenger	7.47	
17	NB Amtrak	8:41:24 AM	8:42:23 AM	00:59	16	Passenger	7.27	
18	NB & SB Tri-Rail	8:55:48 AM	8:57:32 AM	01:44	12	Passenger	8.05	
19	SB Tri-Rail	9:26:24 AM	9:27:02 AM	00:38	5	Passenger	1.19	
20	SB CSX	9:51:11 AM	9:52:58 AM	01:47	9	Freight-bulk	7.31	
21	NB Tri-Rail	9:55:24 AM	9:56:34 AM	01:10	8	Passenger	4.40	
22	NB CSX	10:19:30 AM	10:22:35 AM	03:05	10	Freight-bulk	17.58	
23	SB Tri-Rail	10:22:56 AM	10:24:16 AM	01:20	8	Passenger	8.77	
24	NB Tri-Rail	11:02:32 AM	11:03:39 AM	01:07	9	Passenger	4.39	
25	SB Tri-Rail	11:22:44 AM	11:23:51 AM	01:07	9	Passenger	5.06	
26	NB CSX	11:48:09 AM	11:49:19 AM	01:10	10	Freight-bulk	6.29	

Location: 628279Y – Taft Street
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
27	NB Tri-Rail	12:02:46 PM	12:03:48 PM	01:02	4	Passenger	2.08	
28	SB Tri-Rail	12:24:05 PM	12:24:51 PM	00:46	2	Passenger	0.74	
29	NB Amtrak	12:36:45 PM	12:37:57 PM	01:12	5	Passenger	2.08	
30	SB Tri-Rail	12:50:15 PM	12:51:18 PM	01:03	3	Passenger	0.51	
31	SB Tri-Rail	1:23:14 PM	1:24:28 PM	01:14	5	Passenger	4.27	
32	NB Tri-Rail	1:55:07 PM	1:56:10 PM	01:03	6	Passenger	3.10	
33	No Train	2:22:10 PM	2:23:15 PM	01:05	12	Passenger	6.75	
34	SB Tri-Rail	2:23:53 PM	2:24:40 PM	00:47	6	Passenger	3.35	
35	NB Tri-Rail	2:57:18 PM	2:58:24 PM	01:06	9	Passenger	4.69	
36	No Train	3:21:43 PM	3:22:51 PM	01:08	9	Passenger	9.08	
37	SB Tri-Rail	3:23:06 PM	3:24:25 PM	01:19	21	Passenger	25.55	
38	NB & SB CSX	3:44:50 PM	3:47:04 PM	02:14	21	Freight-bulk	32.29	CROSSING MALFUNCTION 15:55
39	SB Tri-Rail	4:23:02 PM	4:24:06 PM	01:04	12	Passenger	7.35	
40	NB Tri-Rail	4:33:35 PM	4:34:42 PM	01:07	12	Passenger	4.15	
41	SB Tri-Rail	4:51:57 PM	4:54:08 PM	02:11	9	Passenger	12.94	
42	NB Tri-Rail	5:07:19 PM	5:08:24 PM	01:05	10	Passenger	4.88	
43	No Train	5:21:32 PM	5:22:48 PM	01:16	20	Passenger	13.75	
44	SB Tri-Rail	5:23:13 PM	5:24:18 PM	01:05	20	Passenger	32.08	
45	NB Tri-Rail	5:26:09 PM	5:27:10 PM	01:01	20	Passenger	15.50	
46	SB Tri-Rail	5:58:37 PM	5:59:35 PM	00:58	8	Passenger	4.27	
47	NB Tri-Rail	6:02:18 PM	6:03:28 PM	01:10	13	Passenger	5.15	
48	NB Tri-Rail	6:26:33 PM	6:27:38 PM	01:05	16	Passenger	9.53	
49	SB Tri-Rail	6:31:50 PM	6:33:13 PM	01:23	9	Passenger	5.78	
50	SB Amtrak	6:40:44 PM	6:41:47 PM	01:03	2	Passenger	1.60	
51	SB Tri-Rail	6:53:53 PM	6:54:39 PM	00:46	5	Passenger	1.10	

Location: 628279Y – Taft Street
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
52	NB Tri-Rail	6:56:58 PM	6:57:59 PM	01:01	0	Passenger	0.00	
53	SB Amtrak	7:01:57 PM	7:03:11 PM	01:14	7	Passenger	3.27	
54	NB Tri-Rail	7:23:06 PM	7:24:07 PM	01:01	10	Passenger	2.63	
55	NB CSX	7:42:25 PM	7:43:26 PM	01:01	9	Passenger	3.79	
56	SB Tri-Rail	7:46:18 PM	7:47:03 PM	00:45	2	Passenger	0.33	
57	No Train	8:11:27 PM	8:12:35 PM	01:08	13	Passenger	9.75	
58	SB Tri-Rail	8:16:32 PM	8:22:46 PM	06:14	14	Passenger	31.68	Maintenance vehicle on site; SB train escorted by conductor 20:21:01; maintenance truck left at 20:39

Location: 628279Y – Taft Street
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
Taft Street (EB)	Broward	24	58	0:38	1:05	1:07

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
Taft Street (EB)	Broward	58	0	9	21

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
Taft Street (EB)	Broward	58	0.00	4.21	32.29	381.00

Location: 628279Y – Taft Street
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	SB CSX	2:15:55 AM	2:17:30 AM	01:35	0	Freight-bulk	0.00	
2	NB Tri-Rail	4:47:07 AM	4:48:11 AM	01:04	0	Passenger	0.00	
3	NB & SB Tri-Rail	5:17:54 AM	5:19:01 AM	01:07	2	Passenger	1.93	
4	NB Tri-Rail	5:45:17 AM	5:46:21 AM	01:04	1	Passenger	0.77	
5	No Train	5:57:58 AM	5:59:12 AM	01:14	4		1.73	
6	SB Tri-Rail	6:00:13 AM	6:00:51 AM	00:38	1	Passenger	0.07	
7	NB Tri-Rail	6:13:57 AM	6:14:59 AM	01:02	3	Passenger	2.23	
8	NB Tri-Rail	6:35:14 AM	6:36:41 AM	01:27	14	Passenger	8.58	
9	SB Tri-Rail	6:38:41 AM	6:39:42 AM	01:01	8	Passenger	4.03	
10	NB Tri-Rail	6:56:08 AM	6:57:12 AM	01:04	4	Passenger	3.00	
11	SB Tri-Rail	7:19:30 AM	7:20:17 AM	00:47	5	Passenger	2.19	
12	NB Tri-Rail	7:34:30 AM	7:35:34 AM	01:04	10	Passenger	4.08	
13	SB Tri-Rail	7:38:29 AM	7:40:59 AM	02:30	37	Passenger	72.15	
14	SB Tri-Rail	8:00:07 AM	8:00:48 AM	00:41	11	Passenger	5.45	
15	NB Tri-Rail	8:15:12 AM	8:16:14 AM	01:02	15	Passenger	14.00	
16	SB Tri-Rail	8:19:13 AM	8:20:33 AM	01:20	15	Passenger	14.63	
17	NB Amtrak	8:41:24 AM	8:42:23 AM	00:59	11	Passenger	7.65	
18	NB & SB Tri-Rail	8:55:48 AM	8:57:32 AM	01:44	22	Passenger	26.68	
19	SB Tri-Rail	9:26:24 AM	9:27:02 AM	00:38	6	Passenger	2.10	
20	SB CSX	9:51:11 AM	9:52:58 AM	01:47	7	Freight-bulk	7.96	
21	NB Tri-Rail	9:55:24 AM	9:56:34 AM	01:10	3	Passenger	2.03	
22	NB CSX	10:19:30 AM	10:22:35 AM	03:05	8	Freight-bulk	14.60	
23	SB Tri-Rail	10:22:56 AM	10:24:16 AM	01:20	7	Passenger	6.39	
24	NB Tri-Rail	11:02:32 AM	11:03:39 AM	01:07	5	Passenger	4.08	
25	SB Tri-Rail	11:22:44 AM	11:23:51 AM	01:07	8	Passenger	3.73	
26	NB CSX	11:48:09 AM	11:49:19 AM	01:10	8	Freight-bulk	5.73	

Location: 628279Y – Taft Street
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
27	NB Tri-Rail	12:02:46 PM	12:03:48 PM	01:02	12	Passenger	8.45	
28	SB Tri-Rail	12:24:05 PM	12:24:51 PM	00:46	6	Passenger	3.13	
29	NB Amtrak	12:36:45 PM	12:37:57 PM	01:12	7	Passenger	6.39	
30	SB Tri-Rail	12:50:15 PM	12:51:18 PM	01:03	4	Passenger	1.07	
31	SB Tri-Rail	1:23:14 PM	1:24:28 PM	01:14	7	Passenger	5.63	
32	NB Tri-Rail	1:55:07 PM	1:56:10 PM	01:03	8	Passenger	5.10	
33	No Train	2:22:10 PM	2:23:15 PM	01:05	3	Passenger	1.88	
34	SB Tri-Rail	2:23:53 PM	2:24:40 PM	00:47	7	Passenger	2.01	
35	NB Tri-Rail	2:57:18 PM	2:58:24 PM	01:06	3	Passenger	2.04	
36	No Train	3:21:43 PM	3:22:51 PM	01:08	4	Passenger	4.23	
37	SB Tri-Rail	3:23:06 PM	3:24:25 PM	01:19	2	Passenger	2.83	
38	NB & SB CSX	3:44:50 PM	3:47:04 PM	02:14	10	Freight-bulk	22.13	CROSSING MALFUNCTION 15:55
39	SB Tri-Rail	4:23:02 PM	4:24:06 PM	01:04	14	Passenger	4.49	
40	NB Tri-Rail	4:33:35 PM	4:34:42 PM	01:07	8	Passenger	4.23	
41	SB Tri-Rail	4:51:57 PM	4:54:08 PM	02:11	22	Passenger	26.86	
42	NB Tri-Rail	5:07:19 PM	5:08:24 PM	01:05	14	Passenger	12.25	
43	No Train	5:21:32 PM	5:22:48 PM	01:16	8	Passenger	7.47	
44	SB Tri-Rail	5:23:13 PM	5:24:18 PM	01:05	20	Passenger	21.17	
45	NB Tri-Rail	5:26:09 PM	5:27:10 PM	01:01	20	Passenger	13.67	
46	SB Tri-Rail	5:58:37 PM	5:59:35 PM	00:58	10	Passenger	6.42	
47	NB Tri-Rail	6:02:18 PM	6:03:28 PM	01:10	8	Passenger	4.80	
48	NB Tri-Rail	6:26:33 PM	6:27:38 PM	01:05	10	Passenger	3.00	
49	SB Tri-Rail	6:31:50 PM	6:33:13 PM	01:23	6	Passenger	1.85	
50	SB Amtrak	6:40:44 PM	6:41:47 PM	01:03	4	Passenger	2.67	
51	SB Tri-Rail	6:53:53 PM	6:54:39 PM	00:46	9	Passenger	2.33	

Location: 628279Y – Taft Street
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
52	NB Tri-Rail	6:56:58 PM	6:57:59 PM	01:01	4	Passenger	0.55	
53	SB Amtrak	7:01:57 PM	7:03:11 PM	01:14	7	Passenger	3.30	
54	NB Tri-Rail	7:23:06 PM	7:24:07 PM	01:01	15	Passenger	8.94	
55	NB CSX	7:42:25 PM	7:43:26 PM	01:01	7	Passenger	5.08	
56	SB Tri-Rail	7:46:18 PM	7:47:03 PM	00:45	5	Passenger	1.67	
57	No Train	8:11:27 PM	8:12:35 PM	01:08	5	Passenger	2.13	
58	SB Tri-Rail	8:16:32 PM	8:22:46 PM	06:14	18	Passenger	74.85	maintenance vehicle on site; SB train escorted by conductor 20:21:01; maintenance truck left at 20:39

Location: 628279Y – Taft Street
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
Taft Street (WB)	Broward	24	58	0:41	1:23	3:02

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue (vehicles)
Taft Street (WB)	Broward	58	0	7	37

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period (veh-min)
Taft Street (WB)	Broward	58	0.00	4.16	74.85	488.35

Location: 937440G – Gulf Stream Way
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB CSX	0:59:05	1:01:01	01:56	0	Freight-intermodal	0.00	
2	NB CSX	1:09:36	1:12:58	03:22	0	Freight-bulk	0.00	
3	NB Tri-Rail	4:52:44	4:54:44	02:00	0	Passenger	0.00	
4	SB Tri-Rail	5:11:16	5:12:13	00:57	0	Passenger	0.00	
5	NB Tri-Rail	5:23:25	5:25:27	02:02	0	Passenger	0.00	
6	NB Tri-Rail	5:48:22	5:50:37	02:15	0	Passenger	0.00	
7	SB Tri-Rail	5:52:30	5:53:29	00:59	0	Passenger	0.00	
8	NB Tri-Rail	6:18:30	6:20:34	02:04	3	Passenger	2.23	
9	SB Tri-Rail	6:33:00	6:34:05	01:05	2	Passenger	1.00	
10	NB Tri-Rail	6:39:44	6:42:05	02:21	4	Passenger	3.03	
11	NB Tri-Rail	6:58:05	7:00:17	02:12	2	Passenger	1.73	
12	SB Tri-Rail	7:12:33	7:13:24	00:51	0	Passenger	0.00	
13	SB Tri-Rail	7:33:31	7:34:18	00:47	0	Passenger	0.00	
14	NB Tri-Rail	7:38:14	7:40:35	02:21	1	Passenger	1.93	
15	SB Tri-Rail	7:52:28	7:53:21	00:53	3	Passenger	1.69	
16	SB Tri-Rail	8:14:16	8:15:09	00:53	2	Passenger	0.81	
17	NB Tri-Rail	8:23:06	8:25:30	02:24	2	Passenger	3.89	
18	NB Amtrak	8:42:35	8:43:15	00:40	2	Passenger	0.83	
19	SB Tri-Rail	8:46:32	8:47:32	01:00	3	Passenger	1.95	
20	No Train	9:00:19	9:02:13	01:54	9		13.54	
21	NB Tri-Rail	9:02:48	9:03:30	00:42	5	Passenger	3.60	
22	SB Tri-Rail	9:15:16	9:16:13	00:57	0	Passenger	0.00	
23	NB/SB Tri-Rail	10:12:03	10:14:31	02:28	5	Passenger	5.23	
24	NB CSX	10:33:02	10:35:21	02:19	7	Freight-bulk	12.28	
25	No Train	11:02:52	11:04:43	01:51	7		5.51	

Location: 937440G – Gulf Stream Way
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
26	NB Tri-Rail	11:05:27	11:06:11	00:44	3	Passenger	0.49	
27	SB Tri-Rail	11:15:26	11:16:25	00:59	7	Passenger	4.08	
28	NB Tri-Rail	12:00:39	12:02:39	02:00	11	Passenger	12.65	
29	NB Tri-Rail	17:11:01	17:13:14	02:13	7	Passenger	9.25	
30	SB Tri-Rail	17:14:34	17:15:23	00:49	0	Passenger	0.00	
31	NB Tri-Rail	17:32:49	17:34:58	02:09	5	Passenger	8.77	
32	SB Tri-Rail	17:41:15	17:42:13	00:58	6	Passenger	2.35	
33	NB Tri-Rail/SB Amtrak	18:00:12	18:03:12	03:00	10	Passenger	14.88	
34	SB Tri-Rail	18:17:02	18:17:56	00:54	1	Passenger	0.08	
35	NB Tri-Rail	18:27:52	18:30:02	02:10	3	Passenger	2.55	
36	SB Tri-Rail	18:44:13	18:45:07	00:54	2	Passenger	0.80	
37	SB Amtrak	18:57:09	18:57:52	00:43	0	Passenger	0.00	
38	NB Tri-Rail	19:01:29	19:03:37	02:08	4	Passenger	0.20	
39	NB Tri-Rail	19:28:22	19:30:29	02:07	7	Passenger	1.72	
40	SB Tri-Rail	19:31:45	19:32:41	00:56	5	Passenger	1.31	
41	SB Tri-Rail	19:58:41	19:59:40	00:59	6	Passenger	3.75	
42	NB CSX	20:14:44	20:16:35	01:51	3	Freight-bulk	4.36	
43	NB Tri-Rail	20:30:56	20:33:10	02:14	2	Passenger	1.47	
44	SB Tri-Rail	20:54:52	20:55:46	00:54	0	Passenger	0.00	
45	SB Tri-Rail	21:55:46	21:58:16	02:30	0	Passenger	0.00	
46	NB Tri-Rail	22:18:14	22:20:42	02:28	0	Passenger	0.00	
47	SB CSX	22:38:04	22:40:06	02:02	0	Freight-bulk	0.00	
48	NB CSX	22:47:03	22:49:30	02:27	0	Freight-bulk	0.00	

Location: 937440G – Gulf Stream Way
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
Gulf Stream Way (EB)	Broward	19	48	0:39	1:51	3:22

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
Gulf Stream Way (EB)	Broward	48	0	2	11

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
Gulf Stream Way (EB)	Broward	48	0.00	1.16	14.88	127.97

Location: 937440G – Gulf Stream Way
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB CSX	0:59:05	1:01:01	01:56	1	Freight-intermodal	0.93	
2	NB CSX	1:09:36	1:12:58	03:22	0	Freight-bulk	0.00	
3	NB Tri-Rail	4:52:44	4:54:44	02:00	0	Passenger	0.00	
4	SB Tri-Rail	5:11:16	5:12:13	00:57	0	Passenger	0.00	
5	NB Tri-Rail	5:23:25	5:25:27	02:02	0	Passenger	0.00	
6	NB Tri-Rail	5:48:22	5:50:37	02:15	1	Passenger	0.67	
7	SB Tri-Rail	5:52:30	5:53:29	00:59	0	Passenger	0.00	
8	NB Tri-Rail	6:18:30	6:20:34	02:04	1	Passenger	0.93	
9	SB Tri-Rail	6:33:00	6:34:05	01:05	0	Passenger	0.00	
10	NB Tri-Rail	6:39:44	6:42:05	02:21	0	Passenger	0.00	
11	NB Tri-Rail	6:58:05	7:00:17	02:12	0	Passenger	0.00	
12	SB Tri-Rail	7:12:33	7:13:24	00:51	1	Passenger	0.10	
13	SB Tri-Rail	7:33:31	7:34:18	00:47	0	Passenger	0.00	
14	NB Tri-Rail	7:38:14	7:40:35	02:21	2	Passenger	2.50	
15	SB Tri-Rail	7:52:28	7:53:21	00:53	1	Passenger	1.08	
16	SB Tri-Rail	8:14:16	8:15:09	00:53	0	Passenger	0.00	
17	NB Tri-Rail	8:23:06	8:25:30	02:24	2	Passenger	3.07	
18	NB Amtrak	8:42:35	8:43:15	00:40	0	Passenger	0.00	
19	SB Tri-Rail	8:46:32	8:47:32	01:00	0	Passenger	0.00	
20	No Train	9:00:19	9:02:13	01:54	0		0.00	
21	NB Tri-Rail	9:02:48	9:03:30	00:42	1	Passenger	0.45	
22	SB Tri-Rail	9:15:16	9:16:13	00:57	0	Passenger	0.00	
23	NB/SB Tri-Rail	10:12:03	10:14:31	02:28	8	Passenger	6.87	
24	NB CSX	10:33:02	10:35:21	02:19	2	Freight-bulk	3.27	
25	No Train	11:02:52	11:04:43	01:51	4		4.82	

Location: 937440G – Gulf Stream Way
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
26	NB Tri-Rail	11:05:27	11:06:11	00:44	1	Passenger	0.17	
27	SB Tri-Rail	11:15:26	11:16:25	00:59	2	Passenger	0.77	
28	NB Tri-Rail	12:00:39	12:02:39	02:00	5	Passenger	3.44	
29	NB Amtrak	12:25:12	12:26:05	00:53	4	Passenger	2.02	
30	SB Tri-Rail	12:43:13	12:43:52	00:39	1	Passenger	0.05	
31	NB CSX	12:50:57	12:52:01	01:04	1	Freight-intermodal	1.03	
32	NB Tri-Rail	13:03:02	13:05:14	02:12	9	Passenger	6.98	
33	SB Tri-Rail	13:30:37	13:31:37	01:00	5	Passenger	1.60	
34	NB Tri-Rail	14:16:32	14:19:00	02:28	11	Passenger	16.13	
35	SB Tri-Rail	14:20:27	14:21:21	00:54	1	Passenger	0.07	
36	NB Tri-Rail	15:05:23	15:07:34	02:11	10	Passenger	10.08	
37	SB Tri-Rail	15:17:19	15:18:06	00:47	7	Passenger	2.86	
38	SB CSX	15:23:01	15:24:12	01:11	5	Freight-intermodal	3.17	
39	NB Tri-Rail	15:49:28	15:51:47	02:19	4	Passenger	4.63	
40	SB Tri-Rail	16:14:42	16:15:45	01:03	7	Passenger	4.55	
41	No Train	16:38:46	16:40:33	01:47	6		6.78	
42	NB Tri-Rail	16:41:42	16:42:25	00:43	3	Passenger	0.63	
43	SB Tri-Rail	16:50:56	16:51:59	01:03	4	Passenger	3.87	
44	NB Tri-Rail	17:11:01	17:13:14	02:13	12	Passenger	15.85	
45	SB Tri-Rail	17:14:34	17:15:23	00:49	2	Passenger	1.27	
46	NB Tri-Rail	17:32:49	17:34:58	02:09	10	Passenger	14.71	
47	SB Tri-Rail	17:41:15	17:42:13	00:58	2	Passenger	1.04	
48	NB Tri-Rail/SB Amtrak	18:00:12	18:03:12	03:00	8	Passenger	13.50	

Location: 937440G – Gulf Stream Way
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
49	SB Tri-Rail	18:17:02	18:17:56	00:54	1	Passenger	1.00	
50	NB Tri-Rail	18:27:52	18:30:02	02:10	7	Passenger	7.61	
51	SB Tri-Rail	18:44:13	18:45:07	00:54	11	Passenger	7.33	
52	SB Amtrak	18:57:09	18:57:52	00:43	4	Passenger	1.88	
53	NB Tri-Rail	19:01:29	19:03:37	02:08	2	Passenger	4.36	
54	NB Tri-Rail	19:28:22	19:30:29	02:07	9	Passenger	9.83	
55	SB Tri-Rail	19:31:45	19:32:41	00:56	4	Passenger	3.00	
56	SB Tri-Rail	19:58:41	19:59:40	00:59	3	Passenger	2.59	
57	NB CSX	20:14:44	20:16:35	01:51	2	Freight-bulk	2.47	
58	NB Tri-Rail	20:30:56	20:33:10	02:14	3	Passenger	5.06	
59	SB Tri-Rail	20:54:52	20:55:46	00:54	4	Passenger	2.53	
60	SB Tri-Rail	21:55:46	21:58:16	02:30	8	Passenger	10.77	queue not visible
61	NB Tri-Rail	22:18:14	22:20:42	02:28	5	Passenger	9.27	
62	SB CSX	22:38:04	22:40:06	02:02	0	Freight-bulk	0.00	
63	NB CSX	22:47:03	22:49:30	02:27	2	Freight-bulk	2.47	

Location: 937440G – Gulf Stream Way
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
Gulf Stream Way (WB)	Broward	24	63	0:39	1:47	3:22

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
Gulf Stream Way (WB)	Broward	63	0	2	12

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
Gulf Stream Way (WB)	Broward	63	0.00	1.06	15.85	210.03

Location: 628272B – SR 818/Griffin Road
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	SB CSX	0:59:05	1:01:01	01:56	6	Freight-intermodal	5.28	
2	NB CSX	1:09:36	1:12:58	03:22	10	Freight-bulk	11.42	
3	NB Tri-Rail	4:52:44	4:54:44	02:00	12	Passenger	11.90	
4	SB Tri-Rail	5:11:16	5:12:13	00:57	4	Passenger	2.17	
5	NB Tri-Rail	5:23:25	5:25:27	02:02	9	Passenger	8.33	
6	NB Tri-Rail	5:48:22	5:50:37	02:15	21	Passenger	25.29	
7	SB Tri-Rail	5:52:30	5:53:29	00:59	9	Passenger	4.80	
8	NB Tri-Rail	6:18:30	6:20:34	02:04	28	Passenger	28.93	
9	SB Tri-Rail	6:33:00	6:34:05	01:05	7	Passenger	3.44	
10	NB Tri-Rail	6:39:44	6:42:05	02:21	43	Passenger	49.09	
11	NB Tri-Rail	6:58:05	7:00:17	02:12	31	Passenger	33.20	
12	SB Tri-Rail	7:12:33	7:13:24	00:51	30	Passenger	11.50	
13	SB Tri-Rail	7:33:31	7:34:18	00:47	13	Passenger	4.44	
14	NB Tri-Rail	7:38:14	7:40:35	02:21	78	Passenger	81.90	
15	SB Tri-Rail	7:52:28	7:53:21	00:53	18	Passenger	9.98	
16	SB Tri-Rail	8:14:16	8:15:09	00:53	38	Passenger	13.78	
17	NB Tri-Rail	8:23:06	8:25:30	02:24	50	Passenger	43.13	
18	NB Amtrak	8:42:35	8:43:15	00:40	13	Passenger	5.36	
19	SB Tri-Rail	8:46:32	8:47:32	01:00	44	Passenger	28.97	
20	No Train	9:00:19	9:02:13	01:54	31		33.97	
21	NB Tri-Rail	9:02:48	9:03:30	00:42	38	Passenger	11.24	
22	SB Tri-Rail	9:15:16	9:16:13	00:57	21	Passenger	11.03	
23	NB/SB Tri-Rail	10:12:03	10:14:31	02:28	35	Passenger	32.23	
24	NB CSX	10:33:02	10:35:21	02:19	78	Freight-bulk	126.10	
25	No Train	11:02:52	11:04:43	01:51	13		14.19	
26	NB Tri-Rail	11:05:27	11:06:11	00:44	22	Passenger	13.20	

Location: 628272B – SR 818/Griffin Road
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
27	SB Tri-Rail	11:15:26	11:16:25	00:59	25	Passenger	13.33	
28	NB Tri-Rail	12:00:39	12:02:39	02:00	35	Passenger	47.10	
29	NB Amtrak	12:25:12	12:26:05	00:53	20	Passenger	14.67	
30	SB Tri-Rail	12:43:13	12:43:52	00:39	0	Passenger	0.00	
31	NB CSX	12:50:57	12:52:01	01:04	31	Freight-intermodal	14.08	
32	NB Tri-Rail	13:03:02	13:05:14	02:12	73	Passenger	89.12	
33	SB Tri-Rail	13:30:37	13:31:37	01:00	28	Passenger	12.37	
34	NB Tri-Rail	14:16:32	14:19:00	02:28	40	Passenger	67.50	
35	SB Tri-Rail	14:20:27	14:21:21	00:54	16	Passenger	247.00	
36	NB Tri-Rail	15:05:23	15:07:34	02:11	35	Passenger	47.40	
37	SB Tri-Rail	15:17:19	15:18:06	00:47	30	Passenger	8.00	
38	SB CSX	15:23:01	15:24:12	01:11	10	Freight-intermodal	7.63	
39	NB Tri-Rail	15:49:28	15:51:47	02:19	42	Passenger	48.83	
40	SB Tri-Rail	16:14:42	16:15:45	01:03	18	Passenger	4.80	
41	No Train	16:38:46	16:40:33	01:47	38		37.84	
42	NB Tri-Rail	16:41:42	16:42:25	00:43	30	Passenger	14.25	
43	SB Tri-Rail	16:50:56	16:51:59	01:03	20	Passenger	14.75	
44	NB Tri-Rail	17:11:01	17:13:14	02:13	78	Passenger	125.78	
45	SB Tri-Rail	17:14:34	17:15:23	00:49	66	Passenger	37.40	
46	NB Tri-Rail	17:32:49	17:34:58	02:09	47	Passenger	57.18	
47	SB Tri-Rail	17:41:15	17:42:13	00:58	45	Passenger	30.19	
48	NB Tri-Rail/SB Amtrak	18:00:12	18:03:12	03:00	47	Passenger	61.10	
49	SB Tri-Rail	18:17:02	18:17:56	00:54	5	Passenger	3.21	
50	NB Tri-Rail	18:27:52	18:30:02	02:10	38	Passenger	44.49	
51	SB Tri-Rail	18:44:13	18:45:07	00:54	24	Passenger	10.70	

Location: 628272B – SR 818/Griffin Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
52	SB Amtrak	18:57:09	18:57:52	00:43	5	Passenger	1.25	
53	NB Tri-Rail	19:01:29	19:03:37	02:08	45	Passenger	52.13	
54	NB Tri-Rail	19:28:22	19:30:29	02:07	30	Passenger	26.88	
55	SB Tri-Rail	19:31:45	19:32:41	00:56	21	Passenger	8.31	
56	SB Tri-Rail	19:58:41	19:59:40	00:59	21	Passenger	11.90	
57	NB CSX	20:14:44	20:16:35	01:51	14	Freight-bulk	14.47	
58	NB Tri-Rail	20:30:56	20:33:10	02:14	24	Passenger	24.20	
59	SB Tri-Rail	20:54:52	20:55:46	00:54	2	Passenger	1.23	
60	SB Tri-Rail	21:55:46	21:58:16	02:30	17	Passenger	26.70	
61	NB Tri-Rail	22:18:14	22:20:42	02:28	25	Passenger	43.02	
62	SB CSX	22:38:04	22:40:06	02:02	19	Freight-bulk	26.05	
63	NB CSX	22:47:03	22:49:30	02:27	18	Freight-bulk	23.78	

Location: 628272B – SR 818/Griffin Road
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 818/Griffin Road (EB)	Broward	24	63	0:39	1:47	3:22

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 818/Griffin Road (EB)	Broward	63	0	25	78

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 818/Griffin Road (EB)	Broward	63	0.00	14.67	247.00	1943.45

Location: 628272B – SR 818/Griffin Road
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	SB CSX	0:59:05	1:01:01	01:56	0	Freight-intermodal	0.00	
2	NB CSX	1:09:36	1:12:58	03:22	0	Freight-bulk	0.00	
3	NB Tri-Rail	4:52:44	4:54:44	02:00	0	Passenger	0.00	
4	SB Tri-Rail	5:11:16	5:12:13	00:57	0	Passenger	0.00	
5	NB Tri-Rail	5:23:25	5:25:27	02:02	0	Passenger	0.00	
6	NB Tri-Rail	5:48:22	5:50:37	02:15	0	Passenger	0.00	
7	SB Tri-Rail	5:52:30	5:53:29	00:59	6	Passenger	5.78	
8	NB Tri-Rail	6:18:30	6:20:34	02:04	2	Passenger	4.10	
9	SB Tri-Rail	6:33:00	6:34:05	01:05	1	Passenger	0.97	
10	NB Tri-Rail	6:39:44	6:42:05	02:21	1	Passenger	2.38	
11	NB Tri-Rail	6:58:05	7:00:17	02:12	0	Passenger	0.00	
12	SB Tri-Rail	7:12:33	7:13:24	00:51	1	Passenger	0.95	
13	SB Tri-Rail	7:33:31	7:34:18	00:47	0	Passenger	0.00	
14	NB Tri-Rail	7:38:14	7:40:35	02:21	0	Passenger	0.00	
15	SB Tri-Rail	7:52:28	7:53:21	00:53	0	Passenger	0.00	
16	SB Tri-Rail	8:14:16	8:15:09	00:53	4	Passenger	3.67	
17	NB Tri-Rail	8:23:06	8:25:30	02:24	4	Passenger	9.62	
18	NB Amtrak	8:42:35	8:43:15	00:40	0	Passenger	0.00	
19	SB Tri-Rail	8:46:32	8:47:32	01:00	6	Passenger	6.25	
20	No Train	9:00:19	9:02:13	01:54	0		0.00	
21	NB Tri-Rail	9:02:48	9:03:30	00:42	5	Passenger	3.31	
22	SB Tri-Rail	9:15:16	9:16:13	00:57	0	Passenger	0.00	
23	NB/SB Tri-Rail	10:12:03	10:14:31	02:28	3	Passenger	7.08	
24	NB CSX	10:33:02	10:35:21	02:19	1	Freight-bulk	2.25	
25	No Train	11:02:52	11:04:43	01:51	0		0.00	
26	NB Tri-Rail	11:05:27	11:06:11	00:44	0	Passenger	0.00	

Location: 628272B – SR 818/Griffin Road
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
27	SB Tri-Rail	11:15:26	11:16:25	00:59	2	Passenger	1.93	
28	NB Tri-Rail	12:00:39	12:02:39	02:00	3	Passenger	6.25	
29	NB Amtrak	12:25:12	12:26:05	00:53	2	Passenger	1.67	
30	SB Tri-Rail	12:43:13	12:43:52	00:39	3	Passenger	1.95	
31	NB CSX	12:50:57	12:52:01	01:04	7	Freight-intermodal	7.61	
32	NB Tri-Rail	13:03:02	13:05:14	02:12	1	Passenger	2.00	
33	SB Tri-Rail	13:30:37	13:31:37	01:00	4	Passenger	3.98	
34	NB Tri-Rail	14:16:32	14:19:00	02:28	3	Passenger	7.20	
35	SB Tri-Rail	14:20:27	14:21:21	00:54	14	Passenger	12.83	
36	NB Tri-Rail	15:05:23	15:07:34	02:11	3	Passenger	6.81	
37	SB Tri-Rail	15:17:19	15:18:06	00:47	9	Passenger	7.16	
38	SB CSX	15:23:01	15:24:12	01:11	1	Freight-intermodal	1.30	
39	NB Tri-Rail	15:49:28	15:51:47	02:19	9	Passenger	20.70	
40	SB Tri-Rail	16:14:42	16:15:45	01:03	2	Passenger	2.37	
41	No Train	16:38:46	16:40:33	01:47	6		11.15	
42	NB Tri-Rail	16:41:42	16:42:25	00:43	5	Passenger	3.67	
43	SB Tri-Rail	16:50:56	16:51:59	01:03	3	Passenger	3.48	
44	NB Tri-Rail	17:11:01	17:13:14	02:13	1	Passenger	2.22	
45	SB Tri-Rail	17:14:34	17:15:23	00:49	11	Passenger	9.67	
46	NB Tri-Rail	17:32:49	17:34:58	02:09	2	Passenger	4.01	
47	SB Tri-Rail	17:41:15	17:42:13	00:58	10	Passenger	11.04	
48	NB Tri-Rail/SB Amtrak	18:00:12	18:03:12	03:00	9	Passenger	26.66	
49	SB Tri-Rail	18:17:02	18:17:56	00:54	1	Passenger	0.83	
50	NB Tri-Rail	18:27:52	18:30:02	02:10	6	Passenger	12.83	
51	SB Tri-Rail	18:44:13	18:45:07	00:54	5	Passenger	4.52	

Location: 628272B – SR 818/Griffin Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
52	SB Amtrak	18:57:09	18:57:52	00:43	3	Passenger	1.95	
53	NB Tri-Rail	19:01:29	19:03:37	02:08	5	Passenger	11.19	
54	NB Tri-Rail	19:28:22	19:30:29	02:07	7	Passenger	15.98	
55	SB Tri-Rail	19:31:45	19:32:41	00:56	6	Passenger	5.78	
56	SB Tri-Rail	19:58:41	19:59:40	00:59	2	Passenger	2.07	
57	NB CSX	20:14:44	20:16:35	01:51	2	Freight-bulk	3.73	
58	NB Tri-Rail	20:30:56	20:33:10	02:14	1	Passenger	2.23	
59	SB Tri-Rail	20:54:52	20:55:46	00:54	0	Passenger	0.00	
60	SB Tri-Rail	21:55:46	21:58:16	02:30	0	Passenger	0.00	
61	NB Tri-Rail	22:18:14	22:20:42	02:28	2	Passenger	5.04	
62	SB CSX	22:38:04	22:40:06	02:02	0	Freight-bulk	0.00	
63	NB CSX	22:47:03	22:49:30	02:27	2	Freight-bulk	4.87	

Location: 628272B – SR 818/Griffin Road
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 818/Griffin Road (WB)	Broward	24	63	0:39	1:47	3:22

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 818/Griffin Road (WB)	Broward	63	0	2	14

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 818/Griffin Road (WB)	Broward	63	0.00	2.37	26.66	273.03

Location: 628186E – SR 870/Commercial Boulevard
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB CSX	0:23:19	0:25:18	01:59	7	Freight-bulk	4.73	
2	NB CSX	0:53:38	0:54:12	00:34	5	Freight-intermodal	2.63	
3	NB CSX	1:35:37	1:38:20	02:43	13	Freight-bulk	24.38	
4	SB CSX	2:56:45	2:57:14	00:29	2		0.80	Locomotive engineer cart
5	No Train	3:22:28	3:23:04	00:36	0		0.00	
6	Maintenance vehicles	3:23:47	3:24:22	00:35	2		0.46	
7	SB Tri-Rail	4:54:44	4:55:17	00:33	3	Passenger	0.44	
8	NB Tri-Rail	5:06:02	5:06:31	00:29	3	Passenger	1.25	
9	NB/SB Tri-Rail	5:36:17	5:37:04	00:47	7	Passenger	3.79	
10	NB Tri-Rail	6:01:43	6:02:15	00:32	2	Passenger	0.58	
11	SB Tri-Rail	6:16:33	6:17:07	00:34	8	Passenger	2.37	
12	NB Tri-Rail	6:32:00	6:32:27	00:27	11	Passenger	4.95	
13	NB Tri-Rail	6:52:08	6:52:40	00:32	35	Passenger	15.31	
14	SB Tri-Rail	6:57:02	6:57:38	00:36	1	Passenger	0.27	
15	NB Tri-Rail	7:11:41	7:12:16	00:35	24	Passenger	7.10	
16	SB Tri-Rail	7:17:45	7:18:18	00:33	30	Passenger	15.00	
17	SB Tri-Rail	7:36:36	7:37:08	00:32	13	Passenger	3.14	
18	NB Tri-Rail	7:51:50	7:52:20	00:30	45	Passenger	10.88	
19	SB Tri-Rail	7:57:01	7:57:34	00:33	8	Passenger	3.23	
20	SB Tri-Rail	8:29:31	8:30:05	00:34	23	Passenger	8.82	
21	NB Tri-Rail	8:35:04	8:35:32	00:28	20	Passenger	7.50	
22	NB Amtrak/SB Tri-Rail	8:58:06	8:59:28	01:22	28	Passenger	28.93	
23	NB Tri-Rail	9:14:14	9:14:40	00:26	11	Passenger	3.67	

Location: 628186E – SR 870/Commercial Boulevard
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
24	SB Tri-Rail	9:57:04	9:57:36	00:32	13	Passenger	6.12	
25	NB Tri-Rail	10:23:17	10:23:52	00:35	30	Passenger	16.38	
26	NB CSX	10:26:04	10:26:54	00:50	33	Freight-intermodal	22.14	
27	SB Tri-Rail	10:57:52	10:58:30	00:38	6	Passenger	2.65	
28	NB Tri-Rail	11:15:27	11:16:03	00:36	14	Passenger	4.03	
29	NB CSX	11:34:40	11:39:22	04:42	60	Freight-bulk	224.25	
30	NB Tri-Rail	12:13:15	12:13:43	00:28	2	Passenger	0.87	
31	SB Tri-Rail	12:18:23	12:19:00	00:37	25	Passenger	7.08	
32	NB Amtrak	12:39:41	12:40:22	00:41	20	Passenger	10.00	
33	SB Tri-Rail	12:58:51	12:59:29	00:38	38	Passenger	15.20	
34	NB Tri-Rail	13:14:27	13:14:56	00:29	32	Passenger	13.20	
35	SB Tri-Rail	14:03:02	14:03:40	00:38	12	Passenger	2.85	
36	NB Tri-Rail	14:27:55	14:28:22	00:27	14	Passenger	5.25	
37	SB Tri-Rail	15:01:21	15:02:02	00:41	21	Passenger	9.80	
38	NB Tri-Rail	15:18:26	15:18:54	00:28	7	Passenger	1.84	
39	SB Tri-Rail	15:58:28	15:59:06	00:38	35	Passenger	17.94	
40	NB Tri-Rail	16:03:44	16:04:15	00:31	18	Passenger	5.33	
41	SB Tri-Rail	16:34:22	16:34:56	00:34	35	Passenger	18.23	
42	SB CSX	16:42:35	16:43:18	00:43	23	Freight-intermodal	6.71	
43	NB Tri-Rail	16:52:31	16:53:03	00:32	32	Passenger	14.40	
44	SB Tri-Rail	16:57:47	16:58:20	00:33	35	Passenger	12.69	
45	NB Tri-Rail	17:21:58	17:22:27	00:29	40	Passenger	15.00	
46	SB Tri-Rail	17:24:07	17:24:42	00:35	13	Passenger	7.04	
47	SB Amtrak	17:41:58	17:42:39	00:41	32	Passenger	15.47	

Location: 628186E – SR 870/Commercial Boulevard
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
48	NB Tri-Rail	17:43:56	17:44:27	00:31	28	Passenger	10.73	
49	SB Tri-Rail	18:00:41	18:01:18	00:37	30	Passenger	7.63	
50	NB Tri-Rail	18:11:54	18:12:23	00:29	12	Passenger	3.80	
51	SB Tri-Rail	18:27:47	18:28:24	00:37	25	Passenger	5.94	
52	SB Amtrak	18:38:39	18:39:14	00:35	15	Passenger	2.88	
53	NB Tri-Rail	18:39:38	18:40:07	00:29	20	Passenger	5.33	
54	NB Tri-Rail	19:13:54	19:14:25	00:31	17	Passenger	7.08	
55	SB Tri-Rail	19:15:30	19:16:08	00:38	7	Passenger	1.23	
56	NB/SB Tri-Rail	19:41:23	19:42:59	01:36	33	Passenger	31.76	
57	NB CSX	20:35:43	20:37:02	01:19	13	Freight-bulk	6.39	
58	SB Tri-Rail	20:38:29	20:39:02	00:33	3	Passenger	1.18	
59	NB Tri-Rail	20:44:41	20:45:12	00:31	20	Passenger	7.75	
60	SB Tri-Rail	21:38:27	21:39:06	00:39	20	Passenger	5.75	
61	SB CSX	22:00:07	22:02:23	02:16	30	Freight-bulk	25.63	
62	NB Tri-Rail	22:31:56	22:32:26	00:30	3	Passenger	1.98	
63	NB CSX	23:09:48	23:12:06	02:18	16	Freight-bulk	18.20	
64	SB CSX	23:33:02	23:33:36	00:34	2		0.63	Locomotive engineer cart
65	NB CSX	23:41:52	23:42:26	00:34	2		0.41	Locomotive engineer cart

Location: 628186E – SR 870/Commercial Boulevard
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 870/Commercial Boulevard (EB)	Broward	24	66	0:26	0:34	4:42

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 870/Commercial Boulevard (EB)	Broward	65	0	16	60

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 870/Commercial Boulevard (EB)	Broward	66	0.00	6.12	224.25	748.92

Location: 628186E – SR 870/Commercial Boulevard
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB CSX	0:23:19	0:25:18	01:59	10	Freight-bulk	13.96	
2	NB CSX	0:53:38	0:54:12	00:34	0	Freight-intermodal	0.00	
3	NB CSX	1:35:37	1:38:20	02:43	5	Freight-bulk	4.60	
4	SB CSX	2:56:45	2:57:14	00:29	0		0.00	Locomotive engineer cart
5	No Train	3:22:28	3:23:04	00:36	2		0.67	
6	Maintenance vehicles	3:23:47	3:24:22	00:35	0		0.00	
7	SB Tri-Rail	4:54:44	4:55:17	00:33	6	Passenger	4.00	
8	NB Tri-Rail	5:06:02	5:06:31	00:29	0	Passenger	0.00	
9	NB/SB Tri-Rail	5:36:17	5:37:04	00:47	5	Passenger	0.75	
10	NB Tri-Rail	6:01:43	6:02:15	00:32	9	Passenger	6.00	
11	SB Tri-Rail	6:16:33	6:17:07	00:34	20	Passenger	5.17	
12	NB Tri-Rail	6:32:00	6:32:27	00:27	7	Passenger	3.85	
13	NB Tri-Rail	6:52:08	6:52:40	00:32	20	Passenger	10.17	
14	SB Tri-Rail	6:57:02	6:57:38	00:36	13	Passenger	3.30	
15	NB Tri-Rail	7:11:41	7:12:16	00:35	2	Passenger	1.03	
16	SB Tri-Rail	7:17:45	7:18:18	00:33	18	Passenger	11.48	
17	SB Tri-Rail	7:36:36	7:37:08	00:32	8	Passenger	2.37	
18	NB Tri-Rail	7:51:50	7:52:20	00:30	8	Passenger	3.97	
19	SB Tri-Rail	7:57:01	7:57:34	00:33	11	Passenger	3.39	
20	SB Tri-Rail	8:29:31	8:30:05	00:34	20	Passenger	12.08	
21	NB Tri-Rail	8:35:04	8:35:32	00:28	16	Passenger	11.60	
22	NB Amtrak/SB Tri-Rail	8:58:06	8:59:28	01:22	40	Passenger	40.83	
23	NB Tri-Rail	9:14:14	9:14:40	00:26	7	Passenger	2.45	

Location: 628186E – SR 870/Commercial Boulevard
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
24	SB Tri-Rail	9:57:04	9:57:36	00:32	11	Passenger	7.52	
25	NB Tri-Rail	10:23:17	10:23:52	00:35	7	Passenger	2.13	
26	NB CSX	10:26:04	10:26:54	00:50	23	Freight-intermodal	7.09	
27	SB Tri-Rail	10:57:52	10:58:30	00:38	11	Passenger	4.95	
28	NB Tri-Rail	11:15:27	11:16:03	00:36	9	Passenger	1.50	
29	NB CSX	11:34:40	11:39:22	04:42	50	Freight-bulk	154.58	
30	NB Tri-Rail	12:13:15	12:13:43	00:28	9	Passenger	6.90	
31	SB Tri-Rail	12:18:23	12:19:00	00:37	21	Passenger	13.13	
32	NB Amtrak	12:39:41	12:40:22	00:41	9	Passenger	2.14	
33	SB Tri-Rail	12:58:51	12:59:29	00:38	3	Passenger	0.70	
34	NB Tri-Rail	13:14:27	13:14:56	00:29	23	Passenger	8.63	
35	SB Tri-Rail	14:03:02	14:03:40	00:38	4	Passenger	2.05	
36	NB Tri-Rail	14:27:55	14:28:22	00:27	20	Passenger	10.92	
37	SB Tri-Rail	15:01:21	15:02:02	00:41	9	Passenger	2.93	
38	NB Tri-Rail	15:18:26	15:18:54	00:28	7	Passenger	2.07	
39	SB Tri-Rail	15:58:28	15:59:06	00:38	45	Passenger	28.13	
40	NB Tri-Rail	16:03:44	16:04:15	00:31	18	Passenger	8.93	
41	SB Tri-Rail	16:34:22	16:34:56	00:34	10	Passenger	5.08	
42	SB CSX	16:42:35	16:43:18	00:43	21	Freight-intermodal	8.75	
43	NB Tri-Rail	16:52:31	16:53:03	00:32	12	Passenger	7.45	
44	SB Tri-Rail	16:57:47	16:58:20	00:33	8	Passenger	4.50	
45	NB Tri-Rail	17:21:58	17:22:27	00:29	18	Passenger	9.68	
46	SB Tri-Rail	17:24:07	17:24:42	00:35	11	Passenger	5.55	
47	SB Amtrak	17:41:58	17:42:39	00:41	20	Passenger	9.75	

Location: 628186E – SR 870/Commercial Boulevard
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
48	NB Tri-Rail	17:43:56	17:44:27	00:31	24	Passenger	17.90	
49	SB Tri-Rail	18:00:41	18:01:18	00:37	30	Passenger	62.75	
50	NB Tri-Rail	18:11:54	18:12:23	00:29	27	Passenger	12.04	
51	SB Tri-Rail	18:27:47	18:28:24	00:37	15	Passenger	9.06	
52	SB Amtrak	18:38:39	18:39:14	00:35	23	Passenger	14.28	
53	NB Tri-Rail	18:39:38	18:40:07	00:29	30	Passenger	15.88	
54	NB Tri-Rail	19:13:54	19:14:25	00:31	20	Passenger	7.17	
55	SB Tri-Rail	19:15:30	19:16:08	00:38	13	Passenger	7.85	
56	NB/SB Tri-Rail	19:41:23	19:42:59	01:36	40	Passenger	52.33	
57	NB CSX	20:35:43	20:37:02	01:19	25	Freight-bulk	19.38	
58	SB Tri-Rail	20:38:29	20:39:02	00:33	5	Passenger	1.85	
59	NB Tri-Rail	20:44:41	20:45:12	00:31	13	Passenger	3.79	
60	SB Tri-Rail	21:38:27	21:39:06	00:39	11	Passenger	4.68	
61	SB CSX	22:00:07	22:02:23	02:16	25	Freight-bulk	21.04	
62	NB Tri-Rail	22:31:56	22:32:26	00:30	9	Passenger	4.99	
63	NB CSX	23:09:48	23:12:06	02:18	40	Freight-bulk	46.33	
64	SB CSX	23:33:02	23:33:36	00:34	6		3.15	Locomotive engineer cart
65	NB CSX	23:41:52	23:42:26	00:34	1		0.23	Locomotive engineer cart

Location: 628186E – SR 870/Commercial Boulevard
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 870/Commercial Boulevard (WB)	Broward	24	65	0:26	0:34	4:42

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 870/Commercial Boulevard (WB)	Broward	66	0	11	50

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 870/Commercial Boulevard (WB)	Broward	66	0.00	5.55	154.58	761.38

Location: 628183J – Cypress Creek Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB CSX	0:23:54	0:25:52	01:58	3	Freight-break bulk	1.93	
2	NB CSX	0:57:23	0:58:29	01:06	3	Freight-break bulk	1.44	
3	NB CSX	1:40:13	1:43:34	03:21	10	Freight-bulk	10.13	
4	SB CSX	2:33:51	2:34:36	00:45	1		0.03	
5	NB CSX	3:28:22	3:29:55	01:33	4		2.15	
6	SB CSX	4:54:12	4:55:17	01:05	3	Passenger	2.33	
7	No Train	5:10:05	5:11:17	01:12	4		2.47	
8	NB CSX	5:11:53	5:12:44	00:51	0	Passenger	0.00	
9	SB CSX	5:35:46	5:36:53	01:07	4	Passenger	2.07	
10	No Train	5:40:04	5:41:08	01:04	11		2.38	
11	NB CSX	5:41:47	5:43:00	01:13	15	Passenger	8.50	
12	No Train	6:05:50	6:06:48	00:58	25		6.25	
13	NB CSX	6:06:58	6:08:14	01:16	18	Passenger	14.93	
14	SB CSX	6:15:23	6:16:30	01:07	31	Passenger	18.08	
15	No Train	6:35:38	6:36:48	01:10	58		17.64	
16	NB CSX	6:37:47	6:38:55	01:08	2	Passenger	1.67	
17	SB CSX	6:55:30	6:57:05	01:35	3	Passenger	2.80	
18	No Train	7:15:31	7:16:45	01:14	54		45.00	
19	SB CSX AND NB CSX	7:16:56	7:18:19	01:23	45	Passenger	39.94	
20	SB CSX	7:35:24	7:36:40	01:16	35	Passenger	13.85	
21	SB CSX	7:55:36	7:56:51	01:15	3	Passenger	1.83	
22	NB CSX	7:57:48	7:59:01	01:13	37	Passenger	36.08	
23	SB CSX	8:28:50	8:29:37	00:47	2	Passenger	0.21	

Location: 628183J – Cypress Creek Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
24	No Train	8:38:53	8:40:03	01:10	70		45.50	
25	NB CSX	8:40:25	8:41:36	01:11	45	Passenger	42.94	
26	SB CSX	8:56:54	8:57:57	01:03	60	Passenger	28.25	
27	NB CSX (Amtrak)	9:01:38	9:02:37	00:59	9	Passenger	4.99	
28	No Train	9:17:48	9:19:03	01:15	58		42.05	
29	NB CSX	9:19:47	9:20:59	01:12	39	Passenger	16.41	
30	SB CSX	9:55:49	9:56:53	01:04	25	Passenger	17.40	
31	No Train	10:18:56	10:19:29	00:33	9		0.64	
32	No Train	10:27:15	10:28:17	01:02	35		19.69	
33	NB CSX	10:28:33	10:29:46	01:13	15	Passenger	11.69	
34	NB CSX	10:31:22	10:32:14	00:52	19	Freight-bulk	16.07	
35	SB CSX	10:57:32	10:58:15	00:43	11	Passenger	5.87	
36	No Train	11:19:26	11:20:33	01:07	18		13.95	
37	NB CSX	11:20:54	11:22:27	01:33	53	Passenger	53.66	
38	NB CSX	11:42:45	11:44:38	01:53	30	Freight-bulk	24.88	
39	SB CSX	12:16:56	12:18:20	01:24	42	Passenger	28.88	
40	NB CSX	12:20:17	12:21:19	01:02	46	Passenger	32.39	
41	NB CSX (Amtrak)	12:43:50	12:44:53	01:03	28	Passenger	17.15	
42	SB CSX	12:56:31	12:57:30	00:59	50	Passenger	21.67	
43	No Train	13:18:15	13:19:19	01:04	37		20.81	
44	NB CSX	13:19:24	13:20:48	01:24	40	Passenger	39.33	
45	SB CSX	14:01:10	14:01:56	00:46	15	Passenger	6.63	
46	No Train	14:31:37	14:32:51	01:14	26		8.34	
47	NB CSX	14:33:43	14:34:56	01:13	21	Passenger	30.80	

Location: 628183J – Cypress Creek Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
48	SB CSX	14:59:29	15:00:27	00:58	38	Passenger	17.58	
49	No Train	15:22:15	15:23:22	01:07	43		31.35	
50	NB CSX	15:23:49	15:26:54	03:05	80	Passenger	130.00	
51	SB CSX	15:57:22	15:58:26	01:04	50	Passenger	18.33	
52	No Train	16:07:25	16:08:31	01:06	18		8.25	
53	NB CSX	16:09:14	16:10:30	01:16	70	Passenger	35.29	
54	SB CSX	16:33:18	16:34:45	01:27	66	Passenger	49.50	
55	SB CSX	16:43:03	16:43:56	00:53	50	Passenger	28.54	
56	SB CSX	16:56:01	16:57:27	01:26	22	Passenger	9.63	
57	NB CSX	16:57:47	16:59:03	01:16	50	Passenger	39.79	
58	SB CSX	17:22:29	17:23:35	01:06	50	Passenger	46.25	
59	No Train	17:25:36	17:26:42	01:06	60		43.50	
60	NB CSX	17:27:19	17:28:34	01:15	65	Passenger	32.50	
61	SB CSX (Amtrak)	17:43:43	17:44:45	01:02	21	Passenger	9.10	
62	No Train	17:47:45	17:48:54	01:09	16		8.60	
63	NB CSX	17:49:51	17:50:32	00:41	28	Passenger	8.05	
64	SB CSX	17:59:48	18:00:51	01:03	0	Passenger	0.00	
65	No Train	18:15:28	18:16:34	01:06	65		40.08	
66	SB CSX	18:17:10	18:18:26	01:16	49	Passenger	43.08	
67	SB CSX	18:25:18	18:26:28	01:10	34	Passenger	27.34	
68	SB CSX (Amtrak)	18:40:24	18:41:31	01:07	22	Passenger	16.04	
69	SB CSX	18:43:25	18:45:57	02:32	60	Passenger	48.50	
70	SB CSX	19:14:28	19:15:31	01:03	9	Passenger	6.86	
71	NB CSX	19:17:51	19:20:35	02:44	55	Passenger	56.15	
72	SB CSX	19:40:38	19:41:46	01:08	2	Passenger	0.17	
73	No Train	19:44:59	19:46:08	01:09	30		6.00	

Location: 628183J – Cypress Creek Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
74	NB CSX	19:46:22	19:47:38	01:16	12	Passenger	8.35	
75	SB CSX	20:37:43	20:38:23	00:40	27	Passenger	5.74	
76	NB CSX	20:40:59	20:43:29	02:30	40	Freight-bulk	48.17	
77	No Train	20:48:40	20:49:44	01:04	21		13.04	
78	NB CSX	20:50:24	20:51:39	01:15	19	Passenger	5.15	
79	SB CSX	21:37:59	21:38:52	00:53	3	Passenger	1.11	
80	SB CSX	21:59:52	22:02:21	02:29	24	Freight-bulk	28.00	
81	No Train	22:35:36	22:36:46	01:10	26		21.67	
82	NB CSX	22:37:17	22:38:32	01:15	16	Freight-intermodal	4.60	
83	No Train	23:06:19	23:08:12	01:53	16		7.47	
84	NB CSX	23:14:29	23:17:16	02:47	16	Freight-bulk	21.07	
85	No Train	23:31:57	23:32:34	00:37	0		0.00	
86	SB CSX	23:33:04	23:33:50	00:46	0		0.00	
87	No Train	23:46:47	23:47:06	00:19	0		0.00	
88	NB CSX	23:47:58	23:48:32	00:34	1		0.38	
89	SB CSX	23:54:33	23:56:46	02:13	9	Freight-break bulk	8.48	

Location: 628183J – Cypress Creek Road
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
Cypress Creek Road (EB)	Broward	24	89	0:19	1:09	3:21

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
Cypress Creek Road (EB)	Broward	89	0	24	80

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
Cypress Creek Road (EB)	Broward	89	0.00	13.95	130.00	1715.34

Location: 628183J – Cypress Creek Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB CSX	0:23:54	0:25:52	01:58	14	Freight-break bulk	6.42	
2	NB CSX	0:57:23	0:58:29	01:06	1	Freight-break bulk	0.15	
3	NB CSX	1:40:13	1:43:34	03:21	9	Freight-bulk	5.89	
4	SB CSX	2:33:51	2:34:36	00:45	0		0.00	
5	NB CSX	3:28:22	3:29:55	01:33	1		0.32	
6	SB CSX	4:54:12	4:55:17	01:05	3	Passenger	1.15	
7	No Train	5:10:05	5:11:17	01:12	3		1.14	
8	NB CSX	5:11:53	5:12:44	00:51	3	Passenger	1.43	
9	SB CSX	5:35:46	5:36:53	01:07	3	Passenger	0.99	
10	No Train	5:40:04	5:41:08	01:04	9		1.65	
11	NB CSX	5:41:47	5:43:00	01:13	6	Passenger	1.73	
12	No Train	6:05:50	6:06:48	00:58	7		4.73	
13	NB CSX	6:06:58	6:08:14	01:16	9	Passenger	5.36	
14	SB CSX	6:15:23	6:16:30	01:07	5	Passenger	1.69	
15	No Train	6:35:38	6:36:48	01:10	21		12.25	
16	NB CSX	6:37:47	6:38:55	01:08	8	Passenger	3.63	
17	SB CSX	6:55:30	6:57:05	01:35	5	Passenger	2.58	
18	No Train	7:15:31	7:16:45	01:14	40		19.83	
19	SB CSX AND NB CSX	7:16:56	7:18:19	01:23	21	Passenger	4.29	
20	SB CSX	7:35:24	7:36:40	01:16	40	Passenger	16.83	
21	SB CSX	7:55:36	7:56:51	01:15	18	Passenger	9.00	
22	NB CSX	7:57:48	7:59:01	01:13	20	Passenger	8.92	
23	SB CSX	8:28:50	8:29:37	00:47	15	Passenger	7.75	

Location: 628183J – Cypress Creek Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
24	No Train	8:38:53	8:40:03	01:10	70		21.88	
25	NB CSX	8:40:25	8:41:36	01:11	36	Passenger	19.50	
26	SB CSX	8:56:54	8:57:57	01:03	34	Passenger	20.54	
27	NB CSX (Amtrak)	9:01:38	9:02:37	00:59	11	Passenger	6.51	
28	No Train	9:17:48	9:19:03	01:15	8		3.50	
29	NB CSX	9:19:47	9:20:59	01:12	25	Passenger	8.44	
30	SB CSX	9:55:49	9:56:53	01:04	30	Passenger	8.00	
31	No Train	10:18:56	10:19:29	00:33	5		1.25	
32	No Train	10:27:15	10:28:17	01:02	13		9.10	
33	NB CSX	10:28:33	10:29:46	01:13	32	Passenger	11.20	
34	NB CSX	10:31:22	10:32:14	00:52	38	Freight-bulk	22.96	
35	SB CSX	10:57:32	10:58:15	00:43	4	Passenger	0.78	
36	No Train	11:19:26	11:20:33	01:07	28		14.47	
37	NB CSX	11:20:54	11:22:27	01:33	32	Passenger	8.67	
38	NB CSX	11:42:45	11:44:38	01:53	30	Freight-bulk	21.25	
39	SB CSX	12:16:56	12:18:20	01:24	14	Passenger	6.24	
40	NB CSX	12:20:17	12:21:19	01:02	32	Passenger	13.87	
41	NB CSX (Amtrak)	12:43:50	12:44:53	01:03	8	Passenger	5.07	
42	SB CSX	12:56:31	12:57:30	00:59	9	Passenger	4.99	
43	No Train	13:18:15	13:19:19	01:04	11		5.55	
44	NB CSX	13:19:24	13:20:48	01:24	32	Passenger	19.33	
45	SB CSX	14:01:10	14:01:56	00:46	5	Passenger	1.63	
46	No Train	14:31:37	14:32:51	01:14	30		11.50	
47	NB CSX	14:33:43	14:34:56	01:13	36	Passenger	14.70	

Location: 628183J – Cypress Creek Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
48	SB CSX	14:59:29	15:00:27	00:58	6	Passenger	3.40	
49	No Train	15:22:15	15:23:22	01:07	27		13.61	
50	NB CSX	15:23:49	15:26:54	03:05	40	Passenger	13.83	
51	SB CSX	15:57:22	15:58:26	01:04	40	Passenger	19.83	
52	No Train	16:07:25	16:08:31	01:06	30		8.71	
53	NB CSX	16:09:14	16:10:30	01:16	28	Passenger	13.30	
54	SB CSX	16:33:18	16:34:45	01:27	36	Passenger	25.35	
55	SB CSX	16:43:03	16:43:56	00:53	29	Passenger	10.63	
56	SB CSX	16:56:01	16:57:27	01:26	5	Passenger	1.92	
57	NB CSX	16:57:47	16:59:03	01:16	40	Passenger	20.33	
58	SB CSX	17:22:29	17:23:35	01:06	10	Passenger	6.63	
59	No Train	17:25:36	17:26:42	01:06	12		7.80	
60	NB CSX	17:27:19	17:28:34	01:15	30	Passenger	18.75	
61	SB CSX (Amtrak)	17:43:43	17:44:45	01:02	19	Passenger	11.48	
62	No Train	17:47:45	17:48:54	01:09	40		7.12	
63	NB CSX	17:49:51	17:50:32	00:41	12	Passenger	4.35	
64	SB CSX	17:59:48	18:00:51	01:03	40	Passenger	18.83	
65	No Train	18:15:28	18:16:34	01:06	37		26.36	
66	SB CSX	18:17:10	18:18:26	01:16	9	Passenger	2.59	
67	SB CSX	18:25:18	18:26:28	01:10	21	Passenger	9.28	
68	SB CSX (Amtrak)	18:40:24	18:41:31	01:07	16	Passenger	4.93	
69	SB CSX	18:43:25	18:45:57	02:32	40	Passenger	13.83	
70	SB CSX	19:14:28	19:15:31	01:03	26	Passenger	5.63	
71	NB CSX	19:17:51	19:20:35	02:44	36	Passenger	12.75	
72	SB CSX	19:40:38	19:41:46	01:08	10	Passenger	4.08	
73	No Train	19:44:59	19:46:08	01:09	17		7.65	

Location: 628183J – Cypress Creek Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
74	NB CSX	19:46:22	19:47:38	01:16	19	Passenger	9.66	
75	SB CSX	20:37:43	20:38:23	00:40	9	Passenger	1.73	
76	NB CSX	20:40:59	20:43:29	02:30	40	Freight-bulk	13.67	
77	No Train	20:48:40	20:49:44	01:04	6		3.23	
78	NB CSX	20:50:24	20:51:39	01:15	14	Passenger	6.42	
79	SB CSX	21:37:59	21:38:52	00:53	8	Passenger	4.70	
80	SB CSX	21:59:52	22:02:21	02:29	34	Freight-bulk	8.78	
81	No Train	22:35:36	22:36:46	01:10	9		1.69	
82	NB CSX	22:37:17	22:38:32	01:15	5	Freight-intermodal	3.50	
83	No Train	23:06:19	23:08:12	01:53	12		7.35	
84	NB CSX	23:14:29	23:17:16	02:47	27	Freight-bulk	14.85	
85	No Train	23:31:57	23:32:34	00:37	0		0.00	
86	SB CSX	23:33:04	23:33:50	00:46	2		1.37	
87	No Train	23:46:47	23:47:06	00:19	1		0.25	
88	NB CSX	23:47:58	23:48:32	00:34	3		0.54	
89	SB CSX	23:54:33	23:56:46	02:13	18	Freight-break bulk	6.30	

Location: 628183J – Cypress Creek Road
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
Cypress Creek Road (WB)	Broward	24	89	0:19	1:09	3:21

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
Cypress Creek Road (WB)	Broward	89	0	15	70

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
Cypress Creek Road (WB)	Broward	89	0.00	6.63	26.36	755.62

Location: 621538J – NW 33 Street
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	No Train	2:35:55	2:36:00	00:05	0		0.00	
2	No Train	2:57:12	2:57:17	00:05	0		0.00	
3	No Train	3:05:48	3:05:53	00:05	0		0.00	
4	No Train	3:11:18	3:11:24	00:06	0		0.00	
5	Maintenance vehicles	3:13:55	3:14:53	00:58	1		0.53	
6	No Train	3:16:13	3:16:14	00:01	0		0.00	
7	NB CSX	4:03:20	4:06:22	03:02	2	Freight-bulk	2.70	
8	No Train	4:55:16	4:56:54	01:38	0		0.00	SB Tri-Rail approach
9	SB Tri-Rail	4:57:46	4:58:37	00:51	0	Passenger	0.00	
10	NB Tri-Rail	5:22:39	5:25:53	03:14	1	Passenger	1.27	
11	No Train	5:35:12	5:36:52	01:40	1		0.65	SB Tri-Rail approach
12	SB Tri-Rail	5:37:23	5:38:11	00:48	2	Passenger	0.96	
13	NB Tri-Rail	5:54:41	5:56:30	01:49	1	Passenger	0.17	
14	No Train	6:14:39	6:16:26	01:47	4		4.57	SB Tri-Rail approach
15	SB Tri-Rail	6:16:51	6:17:39	00:48	0	Passenger	0.00	
16	NB Tri-Rail	6:19:06	6:21:23	02:17	5	Passenger	4.02	
17	NB Tri-Rail	6:48:00	6:49:18	01:18	3	Passenger	1.00	
18	No Train	6:54:46	6:56:21	01:35	3		2.18	SB Tri-Rail approach
19	SB Tri-Rail	6:57:16	6:58:03	00:47	3	Passenger	0.24	
20	NB Tri-Rail	7:09:30	7:12:05	02:35	6	Passenger	7.80	
21	No Train	7:14:48	7:16:26	01:38	5		3.54	SB Tri-Rail approach
22	SB Tri-Rail	7:17:00	7:17:54	00:54	2	Passenger	0.91	
23	NB Tri-Rail	7:30:27	7:31:46	01:19	2	Passenger	0.73	
24	No Train	7:37:26	7:39:07	01:41	7		6.45	SB Tri-Rail approach
25	SB Tri-Rail	7:39:46	7:40:42	00:56	3	Passenger	1.13	

Location: 621538J – NW 33 Street
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
26	No Train	7:58:24	8:00:00	01:36	6		3.28	SB Tri-Rail approach
27	SB Tri-Rail	8:00:16	8:01:23	01:07	5	Passenger	4.08	
28	No Train	8:25:05	8:26:46	01:41	7		5.22	SB Tri-Rail approach
29	NB/SB Tri-Rail	8:27:09	8:29:19	02:10	8	Passenger	9.30	
30	NB Tri-Rail	8:48:00	8:49:12	01:12	6	Passenger	3.45	
31	No Train	8:55:48	8:57:38	01:50	8		5.97	SB Tri-Rail approach
32	SB Tri-Rail	8:57:53	8:59:05	01:12	8	Passenger	5.60	
33	NB Amtrak	9:13:16	9:14:38	01:22	2	Passenger	0.98	
34	NB Tri-Rail	9:30:50	9:32:00	01:10	5	Passenger	1.81	
35	No Train	9:58:48	10:00:41	01:53	8		8.77	SB Tri-Rail approach
36	SB Tri-Rail	10:01:16	10:02:09	00:53	0	Passenger	0.00	
37	NB Tri-Rail	10:31:26	10:32:30	01:04	1	Passenger	0.42	
38	No Train	10:54:25	10:56:10	01:45	7		6.07	SB Tri-Rail approach
39	SB Tri-Rail	10:56:36	10:57:25	00:49	2	Passenger	1.43	
40	NB Tri-Rail	11:32:28	11:33:40	01:12	3	Passenger	1.54	
41	No Train	11:55:08	11:57:10	02:02	5		5.73	SB Tri-Rail approach
42	SB Tri-Rail	11:57:43	11:58:34	00:51	1	Passenger	0.13	
43	NB Tri-Rail	12:33:05	12:34:19	01:14	2	Passenger	2.04	
44	NB Amtrak	12:56:24	12:57:38	01:14	2		1.23	
45	No Train	13:02:17	13:03:50	01:33	8		4.30	SB Tri-Rail approach
46	SB Tri-Rail	13:05:02	13:05:57	00:55	2	Passenger	0.38	
47	NB Tri-Rail/NB CSX	13:32:42	13:36:44	04:02	6	Passenger	17.25	Passenger/Freight
48	No Train	13:57:42	13:59:28	01:46	6		4.23	SB Tri-Rail approach
49	SB Tri-Rail	13:59:54	14:00:45	00:51	1	Passenger	0.08	
50	NB Tri-Rail	14:31:10	14:34:09	02:59	9	Passenger	15.26	

Location: 621538J – NW 33 Street
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
51	No Train	14:56:45	14:58:33	01:48	8		8.73	SB Tri-Rail approach
52	SB Tri-Rail	14:59:29	15:00:19	00:50	3	Passenger	0.80	
53	NB Tri-Rail	15:33:03	15:34:38	01:35	6	Passenger	5.95	
54	SB CSX	15:47:17	15:48:30	01:13	3	Freight-intermodal	1.03	
55	No Train	15:57:18	15:59:11	01:53	3		2.74	SB Tri-Rail approach
56	SB Tri-Rail	15:59:46	16:00:44	00:58	4	Passenger	1.17	
57	No Train	16:27:24	16:29:15	01:51	5		5.73	SB Tri-Rail approach
58	SB Tri-Rail	16:29:49	16:31:08	01:19	5	Passenger	1.27	
59	NB Tri-Rail	16:33:46	16:35:00	01:14	2	Passenger	1.48	
60	No Train	16:57:24	16:59:03	01:39	4		2.20	SB Tri-Rail approach
61	SB Tri-Rail	16:59:47	17:00:36	00:49	3	Passenger	2.05	
62	SB Amtrak/NB Tri-Rail	17:09:02	17:11:33	02:31	7	Passenger	8.49	
63	No Train	17:22:54	17:24:38	01:44	3		2.33	SB Tri-Rail approach
64	SB Tri-Rail	17:25:40	17:26:30	00:50	4	Passenger	1.25	
65	SB Amtrak	17:35:58	17:37:35	01:37	0	Passenger	0.00	
66	NB Amtrak	17:45:48	17:48:26	02:38	5	Passenger	6.00	
67	NB/SB Tri-Rail	17:59:26	18:04:02	04:36	4	Passenger	7.00	One side of gate opened and closed
68	No Train	18:25:10	18:27:04	01:54	0		0.00	SB Tri-Rail approach
69	SB Tri-Rail	18:28:02	18:28:52	00:50	1	Passenger	0.13	
70	NB Tri-Rail	18:38:58	18:40:16	01:18	0	Passenger	0.00	
71	NB Tri-Rail	19:11:16	19:12:38	01:22	4	Passenger	2.73	
72	No Train	19:13:40	19:15:38	01:58	4		5.08	SB Tri-Rail approach
73	SB Tri-Rail	19:16:35	19:20:42	04:07	11	Passenger	17.42	

Location: 621538J – NW 33 Street
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
74	No Train	19:41:34	19:43:22	01:48	2		1.83	
75	SB Tri-Rail	19:43:57	19:44:42	00:45	3	Passenger	0.45	
76	NB Tri-Rail	19:48:22	19:49:51	01:29	3	Passenger	1.18	
77	NB Tri-Rail	19:58:17	19:59:36	01:19	3	Passenger	2.35	
78	SB Tri-Rail	20:35:33	20:38:40	03:07	2	Passenger	2.20	
79	NB Tri-Rail	20:58:56	21:00:46	01:50	0	Passenger	0.00	
80	SB Tri-Rail	21:35:38	21:39:06	03:28	0	Passenger	0.00	
81	NB Tri-Rail	22:47:19	22:48:52	01:33	0	Passenger	0.00	

Location: 621538J – NW 33 Street
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
NW 33 Street (EB)	Broward	24	81	0:01	1:29	4:36

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
NW 33 Street (EB)	Broward	81	0	3	11

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
NW 33 Street (EB)	Broward	81	0.00	1.48	17.42	238.93

Location: 621538J – NW 33 Street
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB Tri-Rail	8:48:00	8:49:12	01:12	1	Passenger	0.15	
2	No Train	8:55:48	8:57:38	01:50	6		7.08	SB Tri-Rail approach
3	SB Tri-Rail	8:57:53	8:59:05	01:12	6	Passenger	2.93	
4	NB Amtrak	9:13:16	9:14:38	01:22	5	Passenger	2.65	
5	NB Tri-Rail	9:30:50	9:32:00	01:10	2	Passenger	0.58	
6	No Train	9:58:48	10:00:41	01:53	8		6.53	SB Tri-Rail approach
7	SB Tri-Rail	10:01:16	10:02:09	00:53	0	Passenger	0.00	
8	NB Tri-Rail	10:31:26	10:32:30	01:04	2	Passenger	1.56	
9	No Train	10:54:25	10:56:10	01:45	0		0.00	SB Tri-Rail approach
10	SB Tri-Rail	10:56:36	10:57:25	00:49	1	Passenger	0.10	
11	NB Tri-Rail	11:32:28	11:33:40	01:12	7	Passenger	4.73	
12	No Train	11:55:08	11:57:10	02:02	4		4.10	SB Tri-Rail approach
13	SB Tri-Rail	11:57:43	11:58:34	00:51	3	Passenger	1.48	
14	NB Tri-Rail	12:33:05	12:34:19	01:14	7	Passenger	2.01	
15	NB Amtrak	12:56:24	12:57:38	01:14	3		2.36	
16	No Train	13:02:17	13:03:50	01:33	8		5.43	SB Tri-Rail approach
17	SB Tri-Rail	13:05:02	13:05:57	00:55	0	Passenger	0.00	
18	NB Tri-Rail/NB CSX	13:32:42	13:36:44	04:02	5	Passenger	8.44	Passenger/Freight
19	No Train	13:57:42	13:59:28	01:46	8		9.23	SB Tri-Rail approach
20	SB Tri-Rail	13:59:54	14:00:45	00:51	1	Passenger	0.23	
21	NB Tri-Rail	14:31:10	14:34:09	02:59	7	Passenger	14.64	
22	No Train	14:56:45	14:58:33	01:48	12		10.45	SB Tri-Rail approach
23	SB Tri-Rail	14:59:29	15:00:19	00:50	4	Passenger	1.92	
24	NB Tri-Rail	15:33:03	15:34:38	01:35	9	Passenger	3.68	

Location: 621538J – NW 33 Street
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
25	SB CSX	15:47:17	15:48:30	01:13	2	Freight-intermodal	1.34	
26	No Train	15:57:18	15:59:11	01:53	8		10.43	SB Tri-Rail approach
27	SB Tri-Rail	15:59:46	16:00:44	00:58	1	Passenger	0.58	
28	No Train	16:27:24	16:29:15	01:51	6		3.90	SB Tri-Rail approach
29	SB Tri-Rail	16:29:49	16:31:08	01:19	3	Passenger	1.14	
30	NB Tri-Rail	16:33:46	16:35:00	01:14	5	Passenger	2.33	
31	No Train	16:57:24	16:59:03	01:39	3		2.44	SB Tri-Rail approach
32	SB Tri-Rail	16:59:47	17:00:36	00:49	3	Passenger	0.65	
33	SB Amtrak/NB Tri-Rail	17:09:02	17:11:33	02:31	13	Passenger	18.63	
34	No Train	17:22:54	17:24:38	01:44	20		21.17	SB Tri-Rail approach
35	SB Tri-Rail	17:25:40	17:26:30	00:50	4	Passenger	1.27	
36	SB Amtrak	17:35:58	17:37:35	01:37	1	Passenger	1.15	
37	NB Amtrak	17:45:48	17:48:26	02:38	10	Passenger	13.79	
38	NB/SB Tri-Rail	17:59:26	18:04:02	04:36	6	Passenger	17.45	One side of gate opened and closed
39	No Train	18:25:10	18:27:04	01:54	6		4.45	SB Tri-Rail approach
40	SB Tri-Rail	18:28:02	18:28:52	00:50	0	Passenger	0.00	
41	NB Tri-Rail	18:38:58	18:40:16	01:18	5	Passenger	4.19	
42	NB Tri-Rail	19:11:16	19:12:38	01:22	4	Passenger	2.22	
43	No Train	19:13:40	19:15:38	01:58	4		3.95	SB Tri-Rail approach
44	SB Tri-Rail	19:16:35	19:20:42	04:07	4	Passenger	8.33	
45	No Train	19:41:34	19:43:22	01:48	4		4.88	
46	SB Tri-Rail	19:43:57	19:44:42	00:45	1	Passenger	0.10	
47	NB Tri-Rail	19:48:22	19:49:51	01:29	3	Passenger	0.43	

Location: 621538J – NW 33 Street
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
48	NB Tri-Rail	19:58:17	19:59:36	01:19	2	Passenger	1.28	
49	SB Tri-Rail	20:35:33	20:38:40	03:07	2	Passenger	2.47	
50	NB Tri-Rail	20:58:56	21:00:46	01:50	5	Passenger	6.50	
51	SB Tri-Rail	21:35:38	21:39:06	03:28	2	Passenger	3.83	
52	NB Tri-Rail	22:47:19	22:48:52	01:33	1	Passenger	1.62	

Location: 621538J – NW 33 Street
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
NW 33 Street (WB)	Broward	15	52	0:45	1:33	4:36

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
NW 33 Street (WB)	Broward	52	0	4	20

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
NW 33 Street (WB)	Broward	52	0.00	2.45	21.17	230.78

Location: 628167A – SR 810/Hillsboro Boulevard
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB CSX	4:08:40 AM	4:10:53 AM	02:13	4	Freight-break bulk	7.47	
2	SB Tri-Rail	4:45:17 AM	4:46:19 AM	01:02	2	Passenger	1.23	
3	SB Tri-Rail	5:24:39 AM	5:25:48 AM	01:09	2	Passenger	2.07	
4	NB Tri-Rail	5:25:51 AM	5:28:35 AM	02:44	10	Passenger	16.58	
5	NB Tri-Rail	5:57:40 AM	6:00:19 AM	02:39	27	Passenger	45.56	
6	SB Tri-Rail	6:04:18 AM	6:05:26 AM	01:08	12	Passenger	8.05	
7	NB Tri-Rail	6:21:40 AM	6:24:07 AM	02:27	22	Passenger	31.08	
8	SB Tri-Rail	6:44:44 AM	6:45:56 AM	01:12	24	Passenger	17.30	
9	NB Tri-Rail	6:50:42 AM	6:53:17 AM	02:35	30	Passenger	45.00	
10	SB Tri-Rail	7:04:57 AM	7:06:06 AM	01:09	21	Passenger	13.65	
11	No Train	7:12:24 AM	7:14:02 AM	01:38	18		15.53	NB dwell
12	NB Tri-Rail	7:14:10 AM	7:15:04 AM	00:54	30	Passenger	24.00	
13	SB Tri-Rail	7:26:32 AM	7:27:35 AM	01:03	25	Passenger	16.88	
14	NB Tri-Rail	7:34:11 AM	7:36:44 AM	02:33	45	Passenger	68.81	
15	SB Tri-Rail	7:47:59 AM	7:49:07 AM	01:08	50	Passenger	35.00	
16	SB Tri-Rail	8:14:50 AM	8:16:07 AM	01:17	35	Passenger	31.35	
17	NB Tri-Rail	8:31:16 AM	8:33:53 AM	02:37	50	Passenger	71.46	
18	SB Tri-Rail	8:46:07 AM	8:47:13 AM	01:06	40	Passenger	27.83	
19	NB Tri-Rail	8:50:44 AM	8:52:57 AM	02:13	50	Passenger	73.54	
20	No Train	9:14:02 AM	9:15:31 AM	01:29	32		25.60	NB dwell
21	NB Amtrak	9:17:38 AM	9:19:00 AM	01:22	25	Passenger	20.63	Amtrak
22	No Train	9:33:09 AM	9:34:50 AM	01:41	23		21.56	NB dwell
23	NB Tri-Rail	9:35:15 AM	9:35:59 AM	00:44	18	Passenger	7.50	
24	SB Tri-Rail	9:47:52 AM	9:49:08 AM	01:16	14	Passenger	9.28	
25	NB Tri-Rail	10:34:49 AM	10:37:27 AM	02:38	35	Passenger	46.96	

Location: 628167A – SR 810/Hillsboro Boulevard
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
26	SB Tri-Rail	10:44:39 AM	10:45:57 AM	01:18	23	Passenger	16.68	
27	NB Tri-Rail	11:35:06 AM	11:37:23 AM	02:17	30	Passenger	41.13	
28	SB Tri-Rail	11:45:31 AM	11:46:46 AM	01:15	14	Passenger	10.09	
29	No Train	11:49:42 AM	11:50:04 AM	00:22	8		2.13	Unknown
30	No Train	12:36:28 PM	12:38:28 PM	02:00	27		31.50	NB dwell
31	NB Tri-Rail	12:39:26 PM	12:40:15 PM	00:49	15	Passenger	6.63	
32	SB Tri-Rail	12:51:37 PM	12:52:44 PM	01:07	25	Passenger	14.90	
33	No Train	12:57:14 PM	12:58:56 PM	01:42	28		26.13	NB dwell
34	NB Amtrak	1:00:01 PM	1:01:18 PM	01:17	21	Passenger	14.00	Amtrak
35	NB Tri-Rail	1:38:02 PM	1:40:21 PM	02:19	34	Passenger	37.97	
36	SB Tri-Rail	1:46:49 PM	1:48:47 PM	01:58	30	Passenger	30.88	
37	No Train	1:53:12 PM	1:53:56 PM	00:44	17		7.51	Unknown
38	No Train	1:59:06 PM	2:00:18 PM	01:12	19		11.56	Unknown
39	NB CSX locomotive	2:07:23 PM	2:08:08 PM	00:45	13		4.44	
40	No Train	2:35:48 PM	2:37:17 PM	01:29	25		18.44	NB dwell
41	NB Tri-Rail	2:37:30 PM	2:38:51 PM	01:21	28	Passenger	19.48	
42	SB Tri-Rail	2:46:35 PM	2:47:58 PM	01:23	30	Passenger	21.38	
43	SB CSX locomotive	3:05:08 PM	3:05:55 PM	00:47	18		7.73	
44	NB Tri-Rail	3:38:22 PM	3:41:19 PM	02:57	33	Passenger	47.16	
45	SB Tri-Rail	3:46:55 PM	3:48:11 PM	01:16	21	Passenger	16.54	
46	SB Tri-Rail	4:16:59 PM	4:18:12 PM	01:13	28	Passenger	22.63	
47	NB Tri-Rail	4:36:50 PM	4:39:13 PM	02:23	40	Passenger	57.33	
48	SB Tri-Rail	4:47:51 PM	4:48:55 PM	01:04	25	Passenger	15.42	
49	SB Amtrak	4:57:07 PM	4:58:09 PM	01:02	26	Passenger	17.33	Amtrak

Location: 628167A – SR 810/Hillsboro Boulevard
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
50	SB Tri-Rail	5:12:31 PM	5:15:34 PM	03:03	55	Passenger	101.06	NB train in station simultaneously
51	NB Tri-Rail	5:15:52 PM	5:17:24 PM	01:32	40	Passenger	42.83	
52	SB Amtrak	5:23:32 PM	5:25:00 PM	01:28	30	Passenger	26.00	Amtrak
53	NB Tri-Rail	5:49:13 PM	5:51:49 PM	02:36	45	Passenger	71.81	SB train in station simultaneously
54	NB Tri-Rail	6:02:41 PM	6:05:11 PM	02:30	37	Passenger	52.42	
55	SB Tri-Rail	6:15:15 PM	6:16:27 PM	01:12	23	Passenger	16.10	
56	No Train	6:17:15 PM	6:18:13 PM	00:58	18		9.90	Unknown
57	NB Tri-Rail	6:42:00 PM	6:44:28 PM	02:28	31	Passenger	24.80	
58	SB Tri-Rail	7:03:00 PM	7:04:14 PM	01:14	21	Passenger	14.61	
59	NB Tri-Rail	7:14:08 PM	7:16:27 PM	02:19	20	Passenger	23.08	
60	SB Tri-Rail	7:31:35 PM	7:32:59 PM	01:24	17	Passenger	13.03	
61	No Train	7:33:47 PM	7:34:22 PM	00:35	14		4.03	Unknown
62	No Train	7:52:39 PM	7:54:24 PM	01:45	25		20.94	NB dwell
63	NB Tri-Rail	7:55:01 PM	7:55:43 PM	00:42	12	Passenger	4.40	
64	NB Tri-Rail	8:01:47 PM	8:04:00 PM	02:13	24	Passenger	26.30	
65	SB Tri-Rail	8:24:47 PM	8:26:05 PM	01:18	20	Passenger	14.42	
66	NB Tri-Rail	9:02:38 PM	9:05:49 PM	03:11	30	Passenger	57.63	
67	No Train	9:19:41 PM	9:20:49 PM	01:08	14		8.28	Unknown
68	SB Tri-Rail	9:25:22 PM	9:28:08 PM	02:46	40	Passenger	67.67	Extra long Tri-Rail train blocked crossing
69	NB Tri-Rail	10:52:33 PM	10:54:54 PM	02:21	14	Passenger	19.37	

Location: 628167A – SR 810/Hillsboro Boulevard
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 810/Hillsboro Boulevard (EB)	Broward	24	69	0:22	1:22	3:11

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 810/Hillsboro Boulevard (EB)	Broward	69	2	25	55

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 810/Hillsboro Boulevard (EB)	Broward	69	1.23	19.48	101.06	1801.55

Location: 628167A – SR 810/Hillsboro Boulevard
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB CSX	4:08:40 AM	4:10:53 AM	02:13	1	Freight-break bulk	1.83	
2	SB Tri-Rail	4:45:17 AM	4:46:19 AM	01:02	1	Passenger	1.03	
3	SB Tri-Rail	5:24:39 AM	5:25:48 AM	01:09	0	Passenger	0.00	
4	NB Tri-Rail	5:25:51 AM	5:28:35 AM	02:44	1	Passenger	2.35	
5	NB Tri-Rail	5:57:40 AM	6:00:19 AM	02:39	9	Passenger	14.55	
6	SB Tri-Rail	6:04:18 AM	6:05:26 AM	01:08	2	Passenger	1.27	
7	NB Tri-Rail	6:21:40 AM	6:24:07 AM	02:27	2	Passenger	1.80	
8	SB Tri-Rail	6:44:44 AM	6:45:56 AM	01:12	3	Passenger	2.08	
9	NB Tri-Rail	6:50:42 AM	6:53:17 AM	02:35	10	Passenger	14.54	
10	SB Tri-Rail	7:04:57 AM	7:06:06 AM	01:09	8	Passenger	5.33	
11	No Train	7:12:24 AM	7:14:02 AM	01:38	3		3.15	NB dwell
12	NB Tri-Rail	7:14:10 AM	7:15:04 AM	00:54	12	Passenger	7.20	
13	SB Tri-Rail	7:26:32 AM	7:27:35 AM	01:03	6	Passenger	3.15	
14	NB Tri-Rail	7:34:11 AM	7:36:44 AM	02:33	10	Passenger	14.33	
15	SB Tri-Rail	7:47:59 AM	7:49:07 AM	01:08	7	Passenger	4.40	
16	SB Tri-Rail	8:14:50 AM	8:16:07 AM	01:17	6	Passenger	4.70	
17	NB Tri-Rail	8:31:16 AM	8:33:53 AM	02:37	2	Passenger	2.73	
18	SB Tri-Rail	8:46:07 AM	8:47:13 AM	01:06	11	Passenger	7.01	
19	NB Tri-Rail	8:50:44 AM	8:52:57 AM	02:13	3	Passenger	4.08	
20	No Train	9:14:02 AM	9:15:31 AM	01:29	12		8.95	NB dwell
21	NB Amtrak	9:17:38 AM	9:19:00 AM	01:22	14	Passenger	8.23	Amtrak
22	No Train	9:33:09 AM	9:34:50 AM	01:41	15		11.44	NB dwell
23	NB Tri-Rail	9:35:15 AM	9:35:59 AM	00:44	8	Passenger	2.93	
24	SB Tri-Rail	9:47:52 AM	9:49:08 AM	01:16	11	Passenger	7.98	
25	NB Tri-Rail	10:34:49 AM	10:37:27 AM	02:38	22	Passenger	29.52	

Location: 628167A – SR 810/Hillsboro Boulevard
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
26	SB Tri-Rail	10:44:39 AM	10:45:57 AM	01:18	17	Passenger	12.33	
27	NB Tri-Rail	11:35:06 AM	11:37:23 AM	02:17	14	Passenger	17.09	
28	SB Tri-Rail	11:45:31 AM	11:46:46 AM	01:15	7	Passenger	4.93	
29	No Train	11:49:42 AM	11:50:04 AM	00:22	10		2.25	Unknown
30	No Train	12:36:28 PM	12:38:28 PM	02:00	26		27.73	NB dwell
31	NB Tri-Rail	12:39:26 PM	12:40:15 PM	00:49	9	Passenger	4.09	
32	SB Tri-Rail	12:51:37 PM	12:52:44 PM	01:07	14	Passenger	8.34	
33	No Train	12:57:14 PM	12:58:56 PM	01:42	10		10.42	NB dwell
34	NB Amtrak	1:00:01 PM	1:01:18 PM	01:17	8	Passenger	4.80	Amtrak
35	NB Tri-Rail	1:38:02 PM	1:40:21 PM	02:19	25	Passenger	28.13	
36	SB Tri-Rail	1:46:49 PM	1:48:47 PM	01:58	12	Passenger	11.65	
37	No Train	1:53:12 PM	1:53:56 PM	00:44	9		3.15	Unknown
38	No Train	1:59:06 PM	2:00:18 PM	01:12	17		10.34	Unknown
39	NB CSX locomotive	2:07:23 PM	2:08:08 PM	00:45	8		3.67	
40	No Train	2:35:48 PM	2:37:17 PM	01:29	12		8.60	NB dwell
41	NB Tri-Rail	2:37:30 PM	2:38:51 PM	01:21	14	Passenger	10.50	
42	SB Tri-Rail	2:46:35 PM	2:47:58 PM	01:23	11	Passenger	8.16	
43	SB CSX locomotive	3:05:08 PM	3:05:55 PM	00:47	10		3.83	
44	NB Tri-Rail	3:38:22 PM	3:41:19 PM	02:57	28	Passenger	42.00	
45	SB Tri-Rail	3:46:55 PM	3:48:11 PM	01:16	19	Passenger	13.14	
46	SB Tri-Rail	4:16:59 PM	4:18:12 PM	01:13	25	Passenger	21.35	
47	NB Tri-Rail	4:36:50 PM	4:39:13 PM	02:23	28	Passenger	45.03	
48	SB Tri-Rail	4:47:51 PM	4:48:55 PM	01:04	30	Passenger	21.50	
49	SB Amtrak	4:57:07 PM	4:58:09 PM	01:02	22	Passenger	14.58	Amtrak

Location: 628167A – SR 810/Hillsboro Boulevard
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
50	SB Tri-Rail	5:12:31 PM	5:15:34 PM	03:03	60	Passenger	106.00	NB train in station simultaneously
51	NB Tri-Rail	5:15:52 PM	5:17:24 PM	01:32	45	Passenger	47.63	
52	SB Amtrak	5:23:32 PM	5:25:00 PM	01:28	32	Passenger	30.00	Amtrak
53	NB Tri-Rail	5:49:13 PM	5:51:49 PM	02:36	27	Passenger	44.21	SB train in station simultaneously
54	NB Tri-Rail	6:02:41 PM	6:05:11 PM	02:30	20	Passenger	27.25	
55	SB Tri-Rail	6:15:15 PM	6:16:27 PM	01:12	13	Passenger	9.43	
56	No Train	6:17:15 PM	6:18:13 PM	00:58	28		17.03	Unknown
57	NB Tri-Rail	6:42:00 PM	6:44:28 PM	02:28	12	Passenger	18.15	
58	SB Tri-Rail	7:03:00 PM	7:04:14 PM	01:14	8	Passenger	5.40	
59	NB Tri-Rail	7:14:08 PM	7:16:27 PM	02:19	19	Passenger	23.28	
60	SB Tri-Rail	7:31:35 PM	7:32:59 PM	01:24	12	Passenger	8.90	
61	No Train	7:33:47 PM	7:34:22 PM	00:35	7		2.30	Unknown
62	No Train	7:52:39 PM	7:54:24 PM	01:45	18		15.98	NB dwell
63	NB Tri-Rail	7:55:01 PM	7:55:43 PM	00:42	9	Passenger	3.08	
64	NB Tri-Rail	8:01:47 PM	8:04:00 PM	02:13	15	Passenger	16.31	
65	SB Tri-Rail	8:24:47 PM	8:26:05 PM	01:18	12	Passenger	7.75	
66	NB Tri-Rail	9:02:38 PM	9:05:49 PM	03:11	13	Passenger	20.42	
67	No Train	9:19:41 PM	9:20:49 PM	01:08	7		4.29	Unknown
68	SB Tri-Rail	9:25:22 PM	9:28:08 PM	02:46	9	Passenger	13.24	Extra long Tri-Rail train blocked crossing
69	NB Tri-Rail	10:52:33 PM	10:54:54 PM	02:21	7	Passenger	7.29	

Location: 628167A – SR 810/Hillsboro Boulevard
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 810/Hillsboro Boulevard (WB)	Broward	24	69	0:22	1:22	3:11

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 810/Hillsboro Boulevard (WB)	Broward	69	0	11	60

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 810/Hillsboro Boulevard (WB)	Broward	69	0.00	8.60	106.00	930.11

Location: 628163X – SR 794/Yamato Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB CSX	4:18:54 AM	4:20:38 AM	01:44	1	Freight-break bulk	0.70	
2	SB Tri-Rail	4:38:31 AM	4:39:21 AM	00:50	1	Passenger	0.48	
3	SB Tri-Rail	5:18:12 AM	5:19:00 AM	00:48	3	Passenger	1.08	
4	No Train	5:33:51 AM	5:35:13 AM	01:22	3		1.49	
5	NB Tri-Rail	5:35:25 AM	5:36:27 AM	01:02	5	Passenger	3.58	
6	SB Tri-Rail	5:57:40 AM	5:58:28 AM	00:48	2	Passenger	0.97	
7	No Train	6:06:07 AM	6:07:40 AM	01:33	6		3.88	
8	NB Tri-Rail	6:07:51 AM	6:08:49 AM	00:58	7	Passenger	3.50	
9	No Train	6:29:29 AM	6:30:32 AM	01:03	6		3.58	
10	NB Tri-Rail	6:30:48 AM	6:32:11 AM	01:23	9	Passenger	7.65	
11	SB Tri-Rail	6:38:12 AM	6:39:01 AM	00:49	7	Passenger	1.95	
12	SB Tri-Rail	6:58:15 AM	6:59:24 AM	01:09	15	Passenger	6.81	NB train in station simultaneously
13	NB Tri-Rail	6:59:42 AM	7:00:57 AM	01:15	18	Passenger	14.33	
14	SB Tri-Rail	7:18:44 AM	7:19:47 AM	01:03	15	Passenger	9.63	
15	No Train	7:20:23 AM	7:21:27 AM	01:04	20		11.92	
16	NB Tri-Rail	7:22:36 AM	7:23:32 AM	00:56	8	Passenger	3.77	
17	SB Tri-Rail	7:41:20 AM	7:42:00 AM	00:40	9	Passenger	4.13	
18	No Train	7:42:15 AM	7:43:26 AM	01:11	24		19.50	
19	NB Tri-Rail	7:44:20 AM	7:45:02 AM	00:42	25	Passenger	9.17	
20	SB Tri-Rail	8:08:05 AM	8:08:56 AM	00:51	18	Passenger	5.48	
21	SB Tri-Rail	8:39:07 AM	8:40:20 AM	01:13	24	Passenger	17.90	
22	NB Tri-Rail	8:41:04 AM	8:41:55 AM	00:51	14	Passenger	5.43	
23	No Train	8:57:59 AM	8:59:17 AM	01:18	20		15.25	
24	NB Tri-Rail	8:59:48 AM	9:01:03 AM	01:15	37	Passenger	25.59	

Location: 628163X – SR 794/Yamato Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
25	NB Amtrak	9:23:51 AM	9:24:39 AM	00:48	23	Passenger	12.55	
26	SB Tri-Rail	9:40:31 AM	9:42:22 AM	01:51	35	Passenger	30.04	
27	NB Tri-Rail	9:43:19 AM	9:44:02 AM	00:43	16	Passenger	5.67	
28	SB Tri-Rail	10:37:54 AM	10:38:43 AM	00:49	9	Passenger	3.38	
29	No Train	10:42:20 AM	10:43:33 AM	01:13	15		9.56	
30	No Train	10:43:45 AM	10:45:01 AM	01:16	28		20.42	
31	NB Tri-Rail	10:45:42 AM	10:46:40 AM	00:58	24	Passenger	11.70	
32	SB Tri-Rail	11:39:02 AM	11:39:51 AM	00:49	14	Passenger	6.42	
33	No Train	11:43:17 AM	11:44:26 AM	01:09	18		9.98	
34	No Train	11:44:40 AM	11:45:59 AM	01:19	19		13.38	
35	NB Tri-Rail	11:49:02 AM	11:49:50 AM	00:48	15	Passenger	6.44	
36	SB Tri-Rail	12:45:30 PM	12:46:48 PM	01:18	35	Passenger	21.73	NB train in station simultaneously
37	NB Tri-Rail	12:47:53 PM	12:48:48 PM	00:55	16	Passenger	6.87	
38	NB Amtrak	1:06:27 PM	1:07:11 PM	00:44	14	Passenger	5.83	
39	SB Tri-Rail	1:41:09 PM	1:42:00 PM	00:51	12	Passenger	5.95	
40	No Train	1:45:30 PM	1:46:30 PM	01:00	18		9.00	
41	NB Tri-Rail	1:46:52 PM	1:47:46 PM	00:54	19	Passenger	9.50	
42	SB Tri-Rail	2:39:55 PM	2:40:40 PM	00:45	15	Passenger	6.06	
43	No Train	2:44:11 PM	2:45:26 PM	01:15	17		9.99	
44	NB Tri-Rail	2:46:23 PM	2:47:01 PM	00:38	11	Passenger	3.80	
45	SB Tri-Rail	3:38:28 PM	3:39:20 PM	00:52	22	Passenger	10.36	
46	No Train	3:47:31 PM	3:48:35 PM	01:04	25		13.33	
47	NB Tri-Rail	3:49:06 PM	3:50:04 PM	00:58	21	Passenger	10.94	
48	SB Tri-Rail	4:09:47 PM	4:10:43 PM	00:56	28	Passenger	13.07	
49	No Train	4:44:20 PM	4:45:32 PM	01:12	32		21.73	

Location: 628163X – SR 794/Yamato Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
50	NB Tri-Rail	4:45:57 PM	4:46:57 PM	01:00	40	Passenger	20.50	
51	SB Amtrak	4:52:11 PM	4:52:44 PM	00:33	18	Passenger	5.48	
52	SB Tri-Rail	5:05:37 PM	5:06:31 PM	00:54	31	Passenger	14.73	
53	SB Amtrak	5:16:42 PM	5:17:32 PM	00:50	26	Passenger	11.92	
54	No Train	5:22:24 PM	5:23:35 PM	01:11	28		17.62	
55	NB Tri-Rail	5:23:57 PM	5:24:54 PM	00:57	35	Passenger	21.29	
56	SB Tri-Rail	5:43:00 PM	5:43:58 PM	00:58	26	Passenger	13.33	
57	No Train	5:57:07 PM	5:58:22 PM	01:15	34		25.22	
58	NB Tri-Rail	5:58:58 PM	5:59:53 PM	00:55	25	Passenger	12.40	
59	SB Tri-Rail	6:08:40 PM	6:09:29 PM	00:49	18	Passenger	8.48	
60	No Train	6:10:38 PM	6:11:42 PM	01:04	26		15.06	
61	NB Tri-Rail	6:11:56 PM	6:12:51 PM	00:55	24	Passenger	12.30	
62	No Train	6:49:23 PM	6:50:37 PM	01:14	30		19.63	
63	NB Tri-Rail	6:50:56 PM	6:52:00 PM	01:04	30	Passenger	17.13	
64	SB Tri-Rail	6:56:22 PM	6:57:05 PM	00:43	14	Passenger	5.54	
65	NB Tri-Rail	7:21:43 PM	7:24:11 PM	02:28	32	Passenger	45.33	Gates remained down while train in station
66	SB Tri-Rail	7:25:09 PM	7:25:54 PM	00:45	15	Passenger	6.50	
67	No Train	8:00:53 PM	8:02:03 PM	01:10	18		12.23	
68	NB Tri-Rail	8:02:58 PM	8:03:40 PM	00:42	17	Passenger	6.59	
69	No Train	8:09:35 PM	8:10:37 PM	01:02	18		10.28	
70	NB Tri-Rail	8:11:12 PM	8:11:59 PM	00:47	8	Passenger	3.40	
71	SB Tri-Rail	8:18:16 PM	8:19:03 PM	00:47	10	Passenger	4.29	
72	No Train	9:12:07 PM	9:12:59 PM	00:52	14		7.47	
73	NB Tri-Rail	9:13:40 PM	9:14:34 PM	00:54	11	Passenger	5.18	
74	SB Tri-Rail	9:18:52 PM	9:19:54 PM	01:02	10	Passenger	5.54	

Location: 628163X – SR 794/Yamato Road
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
75	NB Track maintenance	9:32:58 PM	9:34:57 PM	01:59	18		17.63	Track maintenance
76	No Train	10:59:38 PM	11:00:45 PM	01:07	7		4.49	
77	NB Tri-Rail	11:01:19 PM	11:02:09 PM	00:50	5	Passenger	1.46	

Location: 628163X – SR 794/Yamato Road
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 794/Yamato Road (EB)	Palm Beach	24	77	0:33	0:58	2:28

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 794/Yamato Road (EB)	Palm Beach	77	1	18	40

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 794/Yamato Road (EB)	Palm Beach	77	0.48	9.17	45.33	806.38

Location: 628163X – SR 794/Yamato Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB CSX	4:18:54 AM	4:20:38 AM	01:44	0	Freight-break bulk	0.00	
2	SB Tri-Rail	4:38:31 AM	4:39:21 AM	00:50	0	Passenger	0.00	
3	SB Tri-Rail	5:18:12 AM	5:19:00 AM	00:48	0	Passenger	0.00	
4	No Train	5:33:51 AM	5:35:13 AM	01:22	3		1.36	
5	NB Tri-Rail	5:35:25 AM	5:36:27 AM	01:02	2	Passenger	1.18	
6	SB Tri-Rail	5:57:40 AM	5:58:28 AM	00:48	1	Passenger	0.63	
7	No Train	6:06:07 AM	6:07:40 AM	01:33	4		3.18	
8	NB Tri-Rail	6:07:51 AM	6:08:49 AM	00:58	1	Passenger	0.78	
9	No Train	6:29:29 AM	6:30:32 AM	01:03	3		1.25	
10	NB Tri-Rail	6:30:48 AM	6:32:11 AM	01:23	9	Passenger	6.86	
11	SB Tri-Rail	6:38:12 AM	6:39:01 AM	00:49	8	Passenger	3.10	
12	SB Tri-Rail	6:58:15 AM	6:59:24 AM	01:09	7	Passenger	4.08	NB train in station simultaneously
13	NB Tri-Rail	6:59:42 AM	7:00:57 AM	01:15	29	Passenger	32.50	
14	SB Tri-Rail	7:18:44 AM	7:19:47 AM	01:03	15	Passenger	8.25	
15	No Train	7:20:23 AM	7:21:27 AM	01:04	13		8.50	
16	NB Tri-Rail	7:22:36 AM	7:23:32 AM	00:56	18	Passenger	11.40	
17	SB Tri-Rail	7:41:20 AM	7:42:00 AM	00:40	5	Passenger	2.25	
18	No Train	7:42:15 AM	7:43:26 AM	01:11	15		10.25	
19	NB Tri-Rail	7:44:20 AM	7:45:02 AM	00:42	17	Passenger	8.29	
20	SB Tri-Rail	8:08:05 AM	8:08:56 AM	00:51	19	Passenger	9.74	
21	SB Tri-Rail	8:39:07 AM	8:40:20 AM	01:13	12	Passenger	8.10	
22	NB Tri-Rail	8:41:04 AM	8:41:55 AM	00:51	10	Passenger	5.46	
23	No Train	8:57:59 AM	8:59:17 AM	01:18	20		13.58	
24	NB Tri-Rail	8:59:48 AM	9:01:03 AM	01:15	13	Passenger	8.07	

Location: 628163X – SR 794/Yamato Road
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
25	NB Amtrak	9:23:51 AM	9:24:39 AM	00:48	8	Passenger	3.10	
26	SB Tri-Rail	9:40:31 AM	9:42:22 AM	01:51	17	Passenger	19.27	
27	NB Tri-Rail	9:43:19 AM	9:44:02 AM	00:43	6	Passenger	2.13	
28	SB Tri-Rail	10:37:54 AM	10:38:43 AM	00:49	3	Passenger	1.46	
29	No Train	10:42:20 AM	10:43:33 AM	01:13	8		5.17	
30	No Train	10:43:45 AM	10:45:01 AM	01:16	5		3.19	
31	NB Tri-Rail	10:45:42 AM	10:46:40 AM	00:58	7	Passenger	3.53	
32	SB Tri-Rail	11:39:02 AM	11:39:51 AM	00:49	6	Passenger	2.48	
33	No Train	11:43:17 AM	11:44:26 AM	01:09	9		5.74	
34	No Train	11:44:40 AM	11:45:59 AM	01:19	6		5.13	
35	NB Tri-Rail	11:49:02 AM	11:49:50 AM	00:48	4	Passenger	1.65	
36	SB Tri-Rail	12:45:30 PM	12:46:48 PM	01:18	10	Passenger	6.63	NB train in station simultaneously
37	NB Tri-Rail	12:47:53 PM	12:48:48 PM	00:55	7	Passenger	3.82	
38	NB Amtrak	1:06:27 PM	1:07:11 PM	00:44	5	Passenger	1.92	
39	SB Tri-Rail	1:41:09 PM	1:42:00 PM	00:51	5	Passenger	2.38	
40	No Train	1:45:30 PM	1:46:30 PM	01:00	9		4.16	
41	NB Tri-Rail	1:46:52 PM	1:47:46 PM	00:54	8	Passenger	3.67	
42	SB Tri-Rail	2:39:55 PM	2:40:40 PM	00:45	5	Passenger	2.40	
43	No Train	2:44:11 PM	2:45:26 PM	01:15	6		3.18	
44	NB Tri-Rail	2:46:23 PM	2:47:01 PM	00:38	19	Passenger	9.26	
45	SB Tri-Rail	3:38:28 PM	3:39:20 PM	00:52	11	Passenger	5.78	
46	No Train	3:47:31 PM	3:48:35 PM	01:04	12		8.05	
47	NB Tri-Rail	3:49:06 PM	3:50:04 PM	00:58	7	Passenger	3.73	
48	SB Tri-Rail	4:09:47 PM	4:10:43 PM	00:56	5	Passenger	2.58	
49	No Train	4:44:20 PM	4:45:32 PM	01:12	8		4.80	

Location: 628163X – SR 794/Yamato Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
50	NB Tri-Rail	4:45:57 PM	4:46:57 PM	01:00	20	Passenger	13.83	
51	SB Amtrak	4:52:11 PM	4:52:44 PM	00:33	7	Passenger	2.54	
52	SB Tri-Rail	5:05:37 PM	5:06:31 PM	00:54	17	Passenger	8.36	
53	SB Amtrak	5:16:42 PM	5:17:32 PM	00:50	12	Passenger	5.85	
54	No Train	5:22:24 PM	5:23:35 PM	01:11	18		11.70	
55	NB Tri-Rail	5:23:57 PM	5:24:54 PM	00:57	14	Passenger	6.53	
56	SB Tri-Rail	5:43:00 PM	5:43:58 PM	00:58	11	Passenger	6.10	
57	No Train	5:57:07 PM	5:58:22 PM	01:15	15		10.94	
58	NB Tri-Rail	5:58:58 PM	5:59:53 PM	00:55	10	Passenger	5.29	
59	SB Tri-Rail	6:08:40 PM	6:09:29 PM	00:49	12	Passenger	5.60	
60	No Train	6:10:38 PM	6:11:42 PM	01:04	7		4.20	
61	NB Tri-Rail	6:11:56 PM	6:12:51 PM	00:55	7	Passenger	3.65	
62	No Train	6:49:23 PM	6:50:37 PM	01:14	9		5.81	
63	NB Tri-Rail	6:50:56 PM	6:52:00 PM	01:04	7	Passenger	4.40	
64	SB Tri-Rail	6:56:22 PM	6:57:05 PM	00:43	4	Passenger	1.88	
65	NB Tri-Rail	7:21:43 PM	7:24:11 PM	02:28	10	Passenger	15.04	Gates remained down while train in station
66	SB Tri-Rail	7:25:09 PM	7:25:54 PM	00:45	4	Passenger	1.72	
67	No Train	8:00:53 PM	8:02:03 PM	01:10	3		1.74	
68	NB Tri-Rail	8:02:58 PM	8:03:40 PM	00:42	4	Passenger	1.63	
69	No Train	8:09:35 PM	8:10:37 PM	01:02	6		3.23	
70	NB Tri-Rail	8:11:12 PM	8:11:59 PM	00:47	4	Passenger	1.77	
71	SB Tri-Rail	8:18:16 PM	8:19:03 PM	00:47	6	Passenger	2.35	
72	No Train	9:12:07 PM	9:12:59 PM	00:52	2		0.70	
73	NB Tri-Rail	9:13:40 PM	9:14:34 PM	00:54	2	Passenger	1.37	
74	SB Tri-Rail	9:18:52 PM	9:19:54 PM	01:02	3	Passenger	1.61	

Location: 628163X – SR 794/Yamato Road
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
75	NB Track maintenance	9:32:58 PM	9:34:57 PM	01:59	10		10.00	Track maintenance
76	No Train	10:59:38 PM	11:00:45 PM	01:07	3		0.64	
77	NB Tri-Rail	11:01:19 PM	11:02:09 PM	00:50	3	Passenger	1.39	

Location: 628163X – SR 794/Yamato Road
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 794/Yamato Road (WB)	Palm Beach	24	77	0:33	0:58	2:28

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 794/Yamato Road (WB)	Palm Beach	77	0	7	29

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 794/Yamato Road (WB)	Palm Beach	77	0.00	3.73	32.50	403.85

Location: 628159H – SW 10 Street
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB CSX	4:25:52 AM	4:27:28 AM	01:36	0	Freight-bulk	0.00	
2	No Train	4:34:57 AM	4:35:34 AM	00:37	0		0.00	
3	SB Amtrak	4:36:39 AM	4:37:22 AM	00:43	0	Passenger	0.00	
4	No Train	5:14:43 AM	5:15:27 AM	00:44	1		0.15	
5	SB CSX	5:16:19 AM	5:17:24 AM	01:05	1	Passenger	0.00	
6	NB CSX	5:40:38 AM	5:41:40 AM	01:02	0	Passenger	0.00	
7	No Train	5:55:41 AM	5:56:08 AM	00:27	1	Passenger	0.07	
8	SB CSX	5:56:20 AM	5:56:55 AM	00:35	2	Passenger	0.87	
9	NB CSX	6:13:00 AM	6:13:41 AM	00:41	1	Passenger	0.02	
10	SB CSX	6:36:25 AM	6:37:25 AM	01:00	4	Passenger	2.88	SB train and NB train cross
11	SB CSX	6:56:40 AM	6:57:35 AM	00:55	10	Freight-intermodal	4.63	
12	NB CSX	7:05:11 AM	7:05:50 AM	00:39	9	Passenger	2.85	
13	SB CSX	7:16:40 AM	7:17:26 AM	00:46	10	Passenger	3.83	
14	NB CSX	7:28:04 AM	7:28:42 AM	00:38	9	Passenger	2.55	
15	SB CSX	7:39:39 AM	7:40:25 AM	00:46	12	Passenger	4.45	
16	NB CSX	7:49:49 AM	7:50:30 AM	00:41	6	Passenger	1.65	
17	SB CSX	8:06:37 AM	8:07:17 AM	00:40	14	Passenger	4.96	
18	No Train	8:36:17 AM	8:37:00 AM	00:43	17		8.29	
19	SB CSX	8:38:05 AM	8:38:42 AM	00:37	4	Passenger	1.15	
20	NB CSX	8:46:12 AM	8:46:56 AM	00:44	18	Passenger	8.70	
21	NB CSX	9:05:22 AM	9:05:59 AM	00:37	3	Passenger	1.04	
22	SB Amtrak	9:28:32 AM	9:29:22 AM	00:50	6	Passenger	3.00	
23	SB CSX	9:38:40 AM	9:39:28 AM	00:48	5	Passenger	0.56	
24	NB CSX	9:48:30 AM	9:49:08 AM	00:38	5	Passenger	1.00	
25	No Train	10:33:47 AM	10:34:28 AM	00:41	4		1.70	

Location: 628159H – SW 10 Street
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
26	No Train	10:35:35 AM	10:36:02 AM	00:27	3		0.70	
27	SB CSX	10:36:31 AM	10:37:09 AM	00:38	4	Passenger	1.43	
28	NB CSX	10:50:54 AM	10:51:33 AM	00:39	7	Passenger	20.83	
29	SB CSX	11:37:36 AM	11:38:14 AM	00:38	3	Passenger	0.48	
30	NB CSX	11:54:12 AM	11:55:00 AM	00:48	14	Passenger	7.53	
31	SB CSX	12:43:32 PM	12:44:37 PM	01:05	11	Passenger	6.28	
32	NB CSX	12:53:06 PM	12:53:49 PM	00:43	4	Passenger	1.38	
33	SB CSX	1:11:09 PM	1:12:15 PM	01:06	6	Passenger	3.20	
34	SB CSX	1:39:26 PM	1:40:03 PM	00:37	5	Passenger	1.50	
35	NB CSX	1:52:00 PM	1:52:43 PM	00:43	8	Passenger	1.70	
36	SB CSX	2:38:23 PM	2:39:00 PM	00:37	6	Passenger	1.98	
37	NB CSX	2:51:14 PM	2:51:55 PM	00:41	6	Passenger	1.28	
38	No Train	3:36:11 PM	3:36:38 PM	00:27			0.00	
39	SB CSX	3:36:51 PM	3:37:30 PM	00:39	3	Passenger	0.81	
40	NB CSX	3:54:44 PM	3:55:33 PM	00:49	7	Passenger	3.30	
41	No Train	4:07:32 PM	4:08:01 PM	00:29	1	Passenger	0.45	
42	SB CSX	4:08:01 PM	4:08:44 PM	00:43	13	Passenger	5.09	
43	No Train	4:37:13 PM	4:37:58 PM	00:45			0.00	
44	SB CSX	4:39:25 PM	4:40:04 PM	00:39	9	Passenger	3.79	
45	No Train	4:46:43 PM	4:47:32 PM	00:49		Passenger	0.00	
46	SB Amtrak	4:49:46 PM	4:50:35 PM	00:49	15	Passenger	4.44	
47	NB CSX	4:51:12 PM	4:52:09 PM	00:57	24	Passenger	11.50	
48	SB CSX	5:03:41 PM	5:04:21 PM	00:40	5	Passenger	1.88	
49	No Train	5:09:37 PM	5:10:25 PM	00:48		Passenger	0.00	
50	SB Amtrak	5:13:54 PM	5:14:45 PM	00:51	20	Passenger	13.83	
51	NB CSX	5:29:17 PM	5:30:01 PM	00:44	16	Passenger	6.67	

Location: 628159H – SW 10 Street
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
52	SB CSX	5:40:57 PM	5:41:48 PM	00:51	10	Passenger	5.58	
53	NB CSX	6:04:08 PM	6:04:52 PM	00:44	15	Passenger	6.13	
54	SB CSX	6:07:04 PM	6:07:43 PM	00:39	10	Passenger	3.38	
55	NB CSX	6:17:04 PM	6:17:46 PM	00:42	15	Passenger	6.06	
56	SB CSX	6:54:53 PM	6:55:32 PM	00:39	9	Passenger	3.71	
57	NB CSX	6:57:24 PM	6:58:02 PM	00:38	5	Passenger	2.23	
58	No Train	7:23:06 PM	7:23:34 PM	00:28			0.00	
59	SB CSX	7:23:36 PM	7:24:16 PM	00:40	15	Passenger	11.88	
60	NB CSX	7:28:28 PM	7:29:11 PM	00:43	9	Passenger	3.83	
61	NB CSX	8:07:56 PM	8:08:40 PM	00:44	3	Passenger	0.93	
62	NB CSX AND SB CSX	8:16:13 PM	8:17:30 PM	01:17	12	Passenger	11.90	
63	SB CSX	9:17:03 PM	9:18:00 PM	00:57	1	Passenger	0.75	
64	NB CSX	9:19:30 PM	9:20:14 PM	00:44	6	Passenger	2.52	
65	NB CSX	11:06:25 PM	11:07:14 PM	00:49	2	Passenger	0.23	

Location: 628159H – SW 10 Street
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SW 10 Street (EB)	Palm Beach	24	65	0:27	0:43	1:36

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SW 10 Street (EB)	Palm Beach	65	0	6	24

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SW 10 Street (EB)	Palm Beach	65	0.00	1.88	20.83	213.48

Location: 628159H – SW 10 Street
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB CSX	4:25:52 AM	4:27:28 AM	01:36	0	Freight-bulk	0.00	
2	No Train	4:34:57 AM	4:35:34 AM	00:37	1		0.15	
3	SB Amtrak	4:36:39 AM	4:37:22 AM	00:43	1	Passenger	0.13	
4	No Train	5:14:43 AM	5:15:27 AM	00:44	1		0.37	
5	SB CSX	5:16:19 AM	5:17:24 AM	01:05	2	Passenger	0.27	
6	NB CSX	5:40:38 AM	5:41:40 AM	01:02	4	Passenger	1.93	
7	No Train	5:55:41 AM	5:56:08 AM	00:27	0	Passenger	0.00	
8	SB CSX	5:56:20 AM	5:56:55 AM	00:35	1	Passenger	0.58	
9	NB CSX	6:13:00 AM	6:13:41 AM	00:41	1	Passenger	0.20	
10	SB CSX	6:36:25 AM	6:37:25 AM	01:00	5	Passenger	2.90	
11	SB CSX	6:56:40 AM	6:57:35 AM	00:55	2	Freight-intermodal	1.70	
12	NB CSX	7:05:11 AM	7:05:50 AM	00:39	9	Passenger	3.15	
13	SB CSX	7:16:40 AM	7:17:26 AM	00:46	7	Passenger	3.33	
14	NB CSX	7:28:04 AM	7:28:42 AM	00:38	6	Passenger	1.23	
15	SB CSX	7:39:39 AM	7:40:25 AM	00:46	7	Passenger	3.24	
16	NB CSX	7:49:49 AM	7:50:30 AM	00:41	5	Passenger	2.29	
17	SB CSX	8:06:37 AM	8:07:17 AM	00:40	4	Passenger	1.27	
18	No Train	8:36:17 AM	8:37:00 AM	00:43	7		2.80	
19	SB CSX	8:38:05 AM	8:38:42 AM	00:37	5	Passenger	0.96	
20	NB CSX	8:46:12 AM	8:46:56 AM	00:44	4	Passenger	0.73	
21	NB CSX	9:05:22 AM	9:05:59 AM	00:37	7	Passenger	8.90	
22	SB Amtrak	9:28:32 AM	9:29:22 AM	00:50	4	Passenger	1.10	
23	SB CSX	9:38:40 AM	9:39:28 AM	00:48	4	Passenger	1.88	
24	NB CSX	9:48:30 AM	9:49:08 AM	00:38	3	Passenger	0.76	
25	No Train	10:33:47 AM	10:34:28 AM	00:41	7		2.54	

Location: 628159H – SW 10 Street
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
26	No Train	10:35:35 AM	10:36:02 AM	00:27	1		0.23	
27	SB CSX	10:36:31 AM	10:37:09 AM	00:38	1	Passenger	0.48	
28	NB CSX	10:50:54 AM	10:51:33 AM	00:39	7	Passenger	1.84	
29	SB CSX	11:37:36 AM	11:38:14 AM	00:38	12	Passenger	4.15	
30	NB CSX	11:54:12 AM	11:55:00 AM	00:48	10	Passenger	4.67	
31	SB CSX	12:43:32 PM	12:44:37 PM	01:05	10	Passenger	5.13	
32	NB CSX	12:53:06 PM	12:53:49 PM	00:43	5	Passenger	1.90	
33	SB CSX	1:11:09 PM	1:12:15 PM	01:06	8	Passenger	4.37	
34	SB CSX	1:39:26 PM	1:40:03 PM	00:37	3	Passenger	0.23	
35	NB CSX	1:52:00 PM	1:52:43 PM	00:43	8	Passenger	1.70	
36	SB CSX	2:38:23 PM	2:39:00 PM	00:37	9	Passenger	2.78	
37	NB CSX	2:51:14 PM	2:51:55 PM	00:41	3	Passenger	1.79	
38	No Train	3:36:11 PM	3:36:38 PM	00:27	6		2.08	
39	SB CSX	3:36:51 PM	3:37:30 PM	00:39	10	Passenger	4.04	
40	NB CSX	3:54:44 PM	3:55:33 PM	00:49	9	Passenger	3.90	
41	No Train	4:07:32 PM	4:08:01 PM	00:29	3	Passenger	0.91	
42	SB CSX	4:08:01 PM	4:08:44 PM	00:43	20	Passenger	10.50	
43	No Train	4:37:13 PM	4:37:58 PM	00:45	13		5.58	
44	SB CSX	4:39:25 PM	4:40:04 PM	00:39	7	Passenger	2.45	
45	No Train	4:46:43 PM	4:47:32 PM	00:49	13	Passenger	3.36	
46	SB Amtrak	4:49:46 PM	4:50:35 PM	00:49	9	Passenger	7.28	
47	NB CSX	4:51:12 PM	4:52:09 PM	00:57	33	Passenger	22.83	
48	SB CSX	5:03:41 PM	5:04:21 PM	00:40	5	Passenger	1.25	
49	No Train	5:09:37 PM	5:10:25 PM	00:48	10	Passenger	3.79	
50	SB Amtrak	5:13:54 PM	5:14:45 PM	00:51	9	Passenger	3.45	
51	NB CSX	5:29:17 PM	5:30:01 PM	00:44	6	Passenger	2.78	

Location: 628159H – SW 10 Street
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
52	SB CSX	5:40:57 PM	5:41:48 PM	00:51	12	Passenger	4.50	
53	NB CSX	6:04:08 PM	6:04:52 PM	00:44	9	Passenger	3.34	
54	SB CSX	6:07:04 PM	6:07:43 PM	00:39	7	Passenger	2.77	
55	NB CSX	6:17:04 PM	6:17:46 PM	00:42	5	Passenger	1.58	
56	SB CSX	6:54:53 PM	6:55:32 PM	00:39	5	Passenger	1.92	
57	NB CSX	6:57:24 PM	6:58:02 PM	00:38	6	Passenger	1.40	
58	No Train	7:23:06 PM	7:23:34 PM	00:28	1		0.12	
59	SB CSX	7:23:36 PM	7:24:16 PM	00:40	6	Passenger	2.45	
60	NB CSX	7:28:28 PM	7:29:11 PM	00:43	1	Passenger	0.28	
61	NB CSX	8:07:56 PM	8:08:40 PM	00:44	3	Passenger	0.85	
62	NB CSX AND SB CSX	8:16:13 PM	8:17:30 PM	01:17	12	Passenger	6.65	
63	SB CSX	9:17:03 PM	9:18:00 PM	00:57	4	Passenger	1.23	
64	NB CSX	9:19:30 PM	9:20:14 PM	00:44	2	Passenger	0.17	
65	NB CSX	11:06:25 PM	11:07:14 PM	00:49	2	Passenger	0.86	

Location: 628159H – SW 10 Street
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SW 10 Street (WB)	Palm Beach	24	65	0:27	0:43	1:36

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SW 10 Street (WB)	Palm Beach	65	0	5	33

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SW 10 Street (WB)	Palm Beach	65	0.00	1.90	22.83	173.94

Location: 628155F – SR 806/Atlantic Avenue
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB CSX	1:25:30 AM	1:26:53 AM	01:23	0	Freight-break bulk	0.00	
2	SB CSX	4:33:57 AM	4:34:50 AM	00:53	0	Passenger	0.00	
3	SB CSX	5:14:59 AM	5:15:49 AM	00:50	1	Passenger	0.07	
4	NB CSX	5:39:49 AM	5:41:28 AM	01:39	1	Passenger	0.07	
5	SB CSX	5:52:44 AM	5:53:31 AM	00:47	1	Passenger	0.08	
6	NB CSX	6:12:11 AM	6:13:36 AM	01:25	2	Passenger	1.83	
7	SB CSX	6:31:23 AM	6:32:20 AM	00:57	1	Passenger	0.55	
8	NB CSX	6:34:34 AM	6:36:23 AM	01:49	16	Passenger	7.40	
9	SB CSX	6:55:14 AM	6:56:09 AM	00:55	5	Passenger	2.27	
10	NB CSX	7:03:56 AM	7:04:34 AM	00:38	2	Passenger	0.47	
11	SB CSX	7:13:46 AM	7:14:32 AM	00:46	0	Passenger	0.00	
12	NB CSX	7:24:01 AM	7:24:46 AM	00:45	5	Passenger	0.85	
13	SB CSX	7:32:16 AM	7:33:05 AM	00:49	18	Passenger	6.75	
14	NB CSX	7:44:04 AM	7:44:44 AM	00:40	2	Passenger	0.57	
15	SB CSX	8:03:27 AM	8:04:14 AM	00:47	18	Passenger	6.75	
16	NB CSX	8:26:57 AM	8:27:35 AM	00:38	1	Passenger	0.18	
17	SB CSX	8:33:35 AM	8:34:26 AM	00:51	35	Passenger	21.44	
18	SB CSX	8:49:08 AM	8:50:43 AM	01:35	36	Freight-bulk	16.50	
19	NB CSX	9:06:38 AM	9:08:04 AM	01:26	5	Passenger	0.98	
20	NB Amtrak	9:27:14 AM	9:28:31 AM	01:17	4	Passenger	1.82	
21	SB CSX	9:33:10 AM	9:33:46 AM	00:36	1	Passenger	0.15	
22	NB CSX	9:49:58 AM	9:50:56 AM	00:58	3	Passenger	0.73	
23	SB CSX	10:33:46 AM	10:34:34 AM	00:48	20	Passenger	13.17	
24	NB CSX	10:49:51 AM	10:51:00 AM	01:09	2	Passenger	0.97	
25	SB CSX	11:32:46 AM	11:33:40 AM	00:54	20	Passenger	10.92	

Location: 628155F – SR 806/Atlantic Avenue
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
26	NB CSX	11:53:32 AM	11:54:08 AM	00:36	7	Passenger	2.04	
27	SB CSX	12:37:19 PM	12:38:11 PM	00:52	10	Passenger	4.42	
28	NB CSX	12:57:13 PM	12:58:56 PM	01:43	10	Passenger	4.33	
29	NB Amtrak	1:15:52 PM	1:17:30 PM	01:38	26	Passenger	14.41	
30	SB CSX	1:42:58 PM	1:43:50 PM	00:52	7	Passenger	3.59	
31	NB CSX	1:51:09 PM	1:52:21 PM	01:12	6	Passenger	4.00	
32	SB CSX	2:48:28 PM	2:49:19 PM	00:51	19	Passenger	12.75	
33	NB CSX	2:51:11 PM	2:51:47 PM	00:36	4	Passenger	0.90	
34	SB CSX	3:32:48 PM	3:33:37 PM	00:49	22	Passenger	13.02	
35	NB CSX	3:58:31 PM	3:59:09 PM	00:38	26	Passenger	15.82	
36	SB CSX	4:03:00 PM	4:03:50 PM	00:50	21	Passenger	11.99	
37	SB CSX	4:31:23 PM	4:32:18 PM	00:55	8	Passenger	2.67	
38	NB CSX	4:40:56 PM	4:42:33 PM	01:37	13	Passenger	4.17	
39	SB CSX	4:58:46 PM	4:59:39 PM	00:53	19	Passenger	9.98	
40	NB CSX	5:28:54 PM	5:30:11 PM	01:17	8	Passenger	5.77	
41	No Train	5:46:46 PM	5:47:33 PM	00:47	15	Passenger	7.38	
42	SB Amtrak	5:56:30 PM	5:57:34 PM	01:04	9	Passenger	7.24	
43	SB CSX	6:04:12 PM	6:05:02 PM	00:50	12	Passenger	5.80	
44	NB CSX	6:15:11 PM	6:16:36 PM	01:25	20	Passenger	1.42	
45	NB CSX	6:40:01 PM	6:41:10 PM	01:09	4	Passenger	2.33	
46	SB CSX	6:43:31 PM	6:44:24 PM	00:53	30	Passenger	23.75	
47	NB CSX	6:51:54 PM	6:52:45 PM	00:51	6	Passenger	3.55	
48	SB CSX	7:01:24 PM	7:02:04 PM	00:40	4	Passenger	0.80	
49	NB CSX	7:13:47 PM	7:14:57 PM	01:10	3	Passenger	0.86	
50	SB CSX	7:44:39 PM	7:45:48 PM	01:09	10	Passenger	0.88	
51	NB CSX	7:47:21 PM	7:48:30 PM	01:09	20	Passenger	1.50	

Location: 628155F – SR 806/Atlantic Avenue
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
52	SB CSX	8:20:56 PM	8:21:46 PM	00:50	5	Passenger	2.00	
53	NB CSX	8:22:59 PM	8:23:38 PM	00:39	3	Passenger	0.89	
54	NB CSX	9:23:57 PM	9:25:12 PM	01:15	12	Passenger	2.75	
55	SB Amtrak	9:54:03 PM	9:55:02 PM	00:59	2	Passenger	1.13	
56	SB CSX	10:11:23 PM	10:12:18 PM	00:55	5	Passenger	2.65	
57	NB CSX	11:05:53 PM	11:06:37 PM	00:44	2	Passenger	0.44	
58	NB CSX	11:45:29 PM	11:47:18 PM	01:49	4	Freight-bulk	1.12	

Location: 628155F – SR 806/Atlantic Avenue
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 806/Atlantic Avenue (EB)	Palm Beach	24	58	0:36	0:53	1:49

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 806/Atlantic Avenue (EB)	Palm Beach	58	0	6	36

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 806/Atlantic Avenue (EB)	Palm Beach	58	0.00	2.16	23.75	270.79

Location: 628155F – SR 806/Atlantic Avenue
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	SB CSX	1:25:30 AM	1:26:53 AM	01:23	1	Freight-break bulk	0.95	
2	SB CSX	4:33:57 AM	4:34:50 AM	00:53	0	Passenger	0.00	
3	SB CSX	5:14:59 AM	5:15:49 AM	00:50	3	Passenger	2.45	
4	NB CSX	5:39:49 AM	5:41:28 AM	01:39	3	Passenger	1.89	
5	SB CSX	5:52:44 AM	5:53:31 AM	00:47	0	Passenger	0.00	
6	NB CSX	6:12:11 AM	6:13:36 AM	01:25	0	Passenger	0.00	
7	SB CSX	6:31:23 AM	6:32:20 AM	00:57	0	Passenger	0.00	
8	NB CSX	6:34:34 AM	6:36:23 AM	01:49	3	Passenger	3.00	
9	SB CSX	6:55:14 AM	6:56:09 AM	00:55	3	Passenger	1.46	
10	NB CSX	7:03:56 AM	7:04:34 AM	00:38	0	Passenger	0.00	
11	SB CSX	7:13:46 AM	7:14:32 AM	00:46	3	Passenger	2.15	
12	NB CSX	7:24:01 AM	7:24:46 AM	00:45	3	Passenger	2.09	
13	SB CSX	7:32:16 AM	7:33:05 AM	00:49	0	Passenger	0.00	
14	NB CSX	7:44:04 AM	7:44:44 AM	00:40	4	Passenger	2.48	
15	SB CSX	8:03:27 AM	8:04:14 AM	00:47	4	Passenger	2.95	
16	NB CSX	8:26:57 AM	8:27:35 AM	00:38	4	Passenger	2.28	
17	SB CSX	8:33:35 AM	8:34:26 AM	00:51	0	Passenger	0.00	
18	SB CSX	8:49:08 AM	8:50:43 AM	01:35	6	Freight-bulk	9.15	
19	NB CSX	9:06:38 AM	9:08:04 AM	01:26	0	Passenger	0.00	
20	NB Amtrak	9:27:14 AM	9:28:31 AM	01:17	0	Passenger	0.00	
21	SB CSX	9:33:10 AM	9:33:46 AM	00:36	8	Passenger	4.80	
22	NB CSX	9:49:58 AM	9:50:56 AM	00:58	2	Passenger	1.70	
23	SB CSX	10:33:46 AM	10:34:34 AM	00:48	2	Passenger	1.60	
24	NB CSX	10:49:51 AM	10:51:00 AM	01:09	6	Passenger	6.55	
25	SB CSX	11:32:46 AM	11:33:40 AM	00:54	2	Passenger	1.70	

Location: 628155F – SR 806/Atlantic Avenue
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
26	NB CSX	11:53:32 AM	11:54:08 AM	00:36	0	Passenger	0.00	
27	SB CSX	12:37:19 PM	12:38:11 PM	00:52	0	Passenger	0.00	
28	NB CSX	12:57:13 PM	12:58:56 PM	01:43	0	Passenger	0.00	
29	NB Amtrak	1:15:52 PM	1:17:30 PM	01:38	2	Passenger	3.24	
30	SB CSX	1:42:58 PM	1:43:50 PM	00:52	3	Passenger	1.45	
31	NB CSX	1:51:09 PM	1:52:21 PM	01:12	8	Passenger	9.17	
32	SB CSX	2:48:28 PM	2:49:19 PM	00:51	1	Passenger	0.13	
33	NB CSX	2:51:11 PM	2:51:47 PM	00:36	5	Passenger	2.29	
34	SB CSX	3:32:48 PM	3:33:37 PM	00:49	2	Passenger	1.42	
35	NB CSX	3:58:31 PM	3:59:09 PM	00:38	5	Passenger	2.71	
36	SB CSX	4:03:00 PM	4:03:50 PM	00:50	0	Passenger	0.00	
37	SB CSX	4:31:23 PM	4:32:18 PM	00:55	0	Passenger	0.00	
38	NB CSX	4:40:56 PM	4:42:33 PM	01:37	0	Passenger	0.00	
39	SB CSX	4:58:46 PM	4:59:39 PM	00:53	0	Passenger	0.00	
40	NB CSX	5:28:54 PM	5:30:11 PM	01:17	0	Passenger	0.00	
41	No Train	5:46:46 PM	5:47:33 PM	00:47	3	Passenger	1.85	
42	SB Amtrak	5:56:30 PM	5:57:34 PM	01:04	0	Passenger	0.00	
43	SB CSX	6:04:12 PM	6:05:02 PM	00:50	2	Passenger	1.47	
44	NB CSX	6:15:11 PM	6:16:36 PM	01:25	2	Passenger	2.71	
45	NB CSX	6:40:01 PM	6:41:10 PM	01:09	1	Passenger	0.18	
46	SB CSX	6:43:31 PM	6:44:24 PM	00:53	5	Passenger	4.00	
47	NB CSX	6:51:54 PM	6:52:45 PM	00:51	0	Passenger	0.00	
48	SB CSX	7:01:24 PM	7:02:04 PM	00:40	3	Passenger	1.70	
49	NB CSX	7:13:47 PM	7:14:57 PM	01:10	7	Passenger	6.62	
50	SB CSX	7:44:39 PM	7:45:48 PM	01:09	2	Passenger	1.13	
51	NB CSX	7:47:21 PM	7:48:30 PM	01:09	6	Passenger	6.65	

Location: 628155F – SR 806/Atlantic Avenue
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
52	SB CSX	8:20:56 PM	8:21:46 PM	00:50	0	Passenger	0.00	
53	NB CSX	8:22:59 PM	8:23:38 PM	00:39	0	Passenger	0.00	
54	NB CSX	9:23:57 PM	9:25:12 PM	01:15	0	Passenger	0.00	
55	SB Amtrak	9:54:03 PM	9:55:02 PM	00:59	0	Passenger	0.00	
56	SB CSX	10:11:23 PM	10:12:18 PM	00:55	0	Passenger	0.00	
57	NB CSX	11:05:53 PM	11:06:37 PM	00:44	0	Passenger	0.00	
58	NB CSX	11:45:29 PM	11:47:18 PM	01:49	1	Freight-bulk	1.82	

Location: 628155F – SR 806/Atlantic Avenue
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 806/Atlantic Avenue (WB)	Palm Beach	24	58	0:36	0:53	1:49

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 806/Atlantic Avenue (WB)	Palm Beach	58	0	2	8

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 806/Atlantic Avenue (WB)	Palm Beach	58	0.00	1.28	9.17	95.74

Location: 628146G – 6 Avenue South
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB Tri-Rail	12:03:22 AM	12:04:06 AM	00:44	0	Passenger	0.00	
2	SB CSX	1:09:56 AM	1:12:32 AM	02:36	6	Freight-bulk	6.93	intermodal and bulk
3	SB Maintenance vehicle	2:17:07 AM	2:19:16 AM	02:09	0		0.00	
4	No Train	2:43:32 AM	2:44:13 AM	00:41	0		0.00	
5	No Train	2:44:30 AM	2:44:50 AM	00:20	2		0.80	
6	No Train	2:46:24 AM	2:47:02 AM	00:38	1		0.57	
7	No Train	2:48:54 AM	2:49:56 AM	01:02	0		0.00	
8	No Train	2:50:14 AM	2:51:00 AM	00:46	2		1.50	
9	No Train	2:51:20 AM	2:51:38 AM	00:18	0		0.00	
10	No Train	2:54:05 AM	2:54:31 AM	00:26	1		0.25	
11	No Train	2:55:08 AM	2:55:20 AM	00:12	0		0.00	
12	No Train	2:55:48 AM	2:56:43 AM	00:55	0		0.00	
13	No Train	3:06:14 AM	3:06:33 AM	00:19	0		0.00	
14	No Train	3:06:47 AM	3:07:27 AM	00:40	2		0.37	
15	No Train	3:07:42 AM	3:08:33 AM	00:51	2		0.80	
16	No Train	3:08:49 AM	3:09:08 AM	00:19	1		0.23	
17	No Train	3:13:09 AM	3:13:27 AM	00:18	1		0.30	
18	No Train	3:13:56 AM	3:14:14 AM	00:18	1		0.83	
19	No Train	3:17:38 AM	3:17:58 AM	00:20	0		0.00	
20	SB Maintenance vehicle	3:18:31 AM	3:21:05 AM	02:34	1		0.02	
21	No Train	3:21:46 AM	3:25:25 AM	03:39	4		8.22	
22	No Train	3:25:29 AM	3:25:52 AM	00:23	0		0.00	

Location: 628146G – 6 Avenue South
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
23	No Train	3:25:57 AM	3:26:18 AM	00:21	0		0.00	
24	No Train	3:33:02 AM	3:35:22 AM	02:20	3		4.95	
25	No Train	3:40:17 AM	3:41:09 AM	00:52	1		0.22	
26	NB Maintenance vehicle	3:41:47 AM	3:43:08 AM	01:21	1		0.57	
27	No Train	3:48:03 AM	3:48:27 AM	00:24	0		0.00	
28	No Train	3:49:46 AM	3:50:16 AM	00:30	0		0.00	
29	No Train	3:51:47 AM	3:54:49 AM	03:02	0		0.00	
30	No Train	4:19:47 AM	4:20:57 AM	01:10	0		0.00	
31	SB Tri-Rail	4:21:41 AM	4:22:50 AM	01:09	1	Passenger	0.10	
32	No Train	5:00:47 AM	5:02:00 AM	01:13	3		2.70	
33	SB Tri-Rail	5:02:47 AM	5:04:05 AM	01:18	5	Passenger	4.85	
34	SB Tri-Rail	5:39:02 AM	5:40:01 AM	00:59	9		2.66	
35	SB Tri-Rail	5:40:01 AM	5:41:47 AM	01:46	17	Passenger	24.93	
36	NB Tri-Rail	5:52:04 AM	5:53:37 AM	01:33	12	Passenger	11.20	
37	No Train	6:18:05 AM	6:19:11 AM	01:06	25		25.52	
38	SB Tri-Rail	6:19:58 AM	6:21:06 AM	01:08	25	Passenger	19.27	
39	NB Tri-Rail	6:23:23 AM	6:24:55 AM	01:32	40	Passenger	57.17	
40	No Train	6:40:49 AM	6:41:58 AM	01:09	50		62.92	
41	SB Tri-Rail	6:42:34 AM	6:44:10 AM	01:36	50	Passenger	72.08	
42	NB Tri-Rail	6:45:55 AM	6:47:36 AM	01:41	50	Passenger	77.08	
43	SB Tri-Rail	7:01:26 AM	7:02:29 AM	01:03	26	Passenger	23.62	
44	NB Tri-Rail	7:14:11 AM	7:15:43 AM	01:32	50	Passenger	59.79	
45	No Train	7:18:09 AM	7:19:05 AM	00:56	60		74.25	
46	SB Tri-Rail	7:20:08 AM	7:21:33 AM	01:25	50	Passenger	63.75	

Location: 628146G – 6 Avenue South
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
47	NB Tri-Rail	7:34:58 AM	7:36:31 AM	01:33	50	Passenger	53.33	
48	No Train	7:49:16 AM	7:50:23 AM	01:07	50		44.17	
49	SB Tri-Rail	7:50:54 AM	7:52:19 AM	01:25	60	Passenger	104.00	
50	NB Tri-Rail	7:54:28 AM	7:55:42 AM	01:14	60	Passenger	87.75	
51	No Train	8:19:03 AM	8:20:16 AM	01:13	35		32.52	
52	SB Tri-Rail	8:21:39 AM	8:22:44 AM	01:05	21	Passenger	19.16	
53	SB CSX	8:34:16 AM	8:37:04 AM	02:48	60	Freight-bulk	129.50	
54	NB Tri-Rail	8:38:37 AM	8:40:01 AM	01:24	60	Passenger	61.00	
55	NB Tri-Rail	9:18:04 AM	9:19:42 AM	01:38	45	Passenger	39.94	
56	SB Tri-Rail	9:20:52 AM	9:22:08 AM	01:16	35	Passenger	32.38	
57	NB Amtrak	9:36:18 AM	9:38:07 AM	01:49	30	Passenger	34.38	
58	NB Tri-Rail	10:01:11 AM	10:02:51 AM	01:40	35	Passenger	46.96	
59	No Train	10:19:16 AM	10:20:19 AM	01:03	60		35.50	only one car got through first event
60	SB Tri-Rail	10:20:27 AM	10:22:16 AM	01:49	70	Passenger	138.54	
61	NB Tri-Rail	11:00:58 AM	11:02:41 AM	01:43	37	Passenger	34.38	
62	No Train	11:18:41 AM	11:19:33 AM	00:52	16		13.47	
63	SB Tri-Rail	11:21:24 AM	11:22:32 AM	01:08	34	Passenger	23.80	
64	NB Tri-Rail	12:11:33 PM	12:12:57 PM	01:24	26	Passenger	34.56	
65	SB Tri-Rail	12:25:49 PM	12:26:50 PM	01:01	35	Passenger	32.81	
66	NB Amtrak	1:26:27 PM	1:28:06 PM	01:39	20	Passenger	23.58	
67	SB Tri-Rail	1:30:12 PM	1:31:24 PM	01:12	29	Passenger	27.55	
68	NB Tri-Rail	1:41:07 PM	1:42:31 PM	01:24	20	Passenger	9.50	
69	NB Tri-Rail	2:02:12 PM	2:03:57 PM	01:45	20	Passenger	24.08	
70	SB Tri-Rail	2:36:40 PM	2:37:43 PM	01:03	32	Passenger	27.60	
71	No Train	2:46:28 PM	2:47:50 PM	01:22	22		16.23	

Location: 628146G – 6 Avenue South
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
72	No Train	3:03:47 PM	3:04:31 PM	00:44	30		16.50	
73	SB Tri-Rail	3:20:14 PM	3:21:42 PM	01:28	50	Passenger	70.63	
74	NB Tri-Rail	3:24:08 PM	3:25:07 PM	00:59	47	Passenger	33.10	
75	SB Tri-Rail	3:50:38 PM	3:52:24 PM	01:46	46	Passenger	66.51	
76	NB Tri-Rail	4:10:58 PM	4:12:38 PM	01:40	60	Passenger	106.00	
77	SB Tri-Rail	4:20:04 PM	4:21:08 PM	01:04	36	Passenger	32.25	
78	SB Tri-Rail	4:44:57 PM	4:47:07 PM	02:10	50	Passenger	79.38	
79	NB Tri-Rail	4:52:56 PM	4:54:34 PM	01:38	60	Passenger	122.25	
80	No Train	5:42:14 PM	5:43:12 PM	00:58	36	Passenger	32.70	
81	SB Amtrak	5:45:34 PM	5:47:49 PM	02:15	70	Passenger	119.29	
82	NB Tri-Rail	5:49:11 PM	5:50:08 PM	00:57	70	Passenger	74.96	
83	SB Tri-Rail	5:51:56 PM	5:53:34 PM	01:38	44	Passenger	58.67	
84	NB Tri-Rail	6:26:42 PM	6:28:02 PM	01:20	34	Passenger	20.83	Only right turn cars were able to make it through between events. Queue backs up to upstream intersection
85	No Train	6:28:49 PM	6:29:46 PM	00:57	36		20.25	
86	SB Tri-Rail	6:30:22 PM	6:32:13 PM	01:51	90	Passenger	162.38	
87	No Train	6:48:03 PM	6:49:22 PM	01:19	40		40.33	
88	SB Tri-Rail	6:49:55 PM	6:50:54 PM	00:59	60	Passenger	101.50	
89	NB Tri-Rail	6:52:49 PM	6:54:16 PM	01:27	48	Passenger	64.00	
90	NB Tri-Rail	7:02:58 PM	7:04:44 PM	01:46	50	Passenger	53.96	
91	NB Tri-Rail	7:25:01 PM	7:26:31 PM	01:30	40	Passenger	44.00	
92	No Train	7:29:37 PM	7:30:29 PM	00:52	21		13.21	
93	SB Tri-Rail	7:32:28 PM	7:33:35 PM	01:07	17	Passenger	15.02	

Location: 628146G – 6 Avenue South
Direction: Eastbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
94	NB Tri-Rail	7:58:46 PM	8:00:10 PM	01:24	28	Passenger	22.52	Only right turn cars were able to make it through between events. Queue backs up to upstream intersection
95	No Train	8:05:56 PM	8:07:03 PM	01:07	9		3.08	Only right turn cars were able to make it through between events. Queue backs up to upstream intersection
96	SB Tri-Rail	8:07:30 PM	8:08:53 PM	01:23	36	Passenger	58.35	
97	NB Tri-Rail	8:33:44 PM	8:35:07 PM	01:23	25	Passenger	24.38	
98	NB Tri-Rail	9:34:49 PM	9:36:26 PM	01:37	30	Passenger	29.13	
99	SB Amtrak	9:44:03 PM	9:45:45 PM	01:42	25	Passenger	32.60	
100	No Train	9:52:21 PM	9:53:18 PM	00:57	13		9.37	
101	SB Tri-Rail	9:54:20 PM	9:55:44 PM	01:24	11	Passenger	7.38	
102	No Train	10:32:22 PM	10:32:44 PM	00:22	0	Passenger	0.00	
103	No Train	10:33:02 PM	10:33:25 PM	00:23	3	Passenger	0.69	

Location: 628146G – 6 Avenue South
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
6 Avenue South (EB)	Palm Beach	24	103	0:12	1:13	3:39

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
6 Avenue South (EB)	Palm Beach	103	0	25	90

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
6 Avenue South (EB)	Palm Beach	103	0.00	23.58	162.38	3270.30

Location: 628146G – 6 Avenue South
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
1	NB Tri-Rail	12:03:22 AM	12:04:06 AM	00:44	0	Passenger	0.00	
2	SB CSX	1:09:56 AM	1:12:32 AM	02:36	0	Freight-bulk	0.00	intermodal and bulk
3	SB Maintenance vehicle	2:17:07 AM	2:19:16 AM	02:09	0		0.00	
4	No Train	2:43:32 AM	2:44:13 AM	00:41	0		0.00	
5	No Train	2:44:30 AM	2:44:50 AM	00:20	2		0.46	
6	No Train	2:46:24 AM	2:47:02 AM	00:38	0		0.00	
7	No Train	2:48:54 AM	2:49:56 AM	01:02	0		0.00	
8	No Train	2:50:14 AM	2:51:00 AM	00:46	0		0.00	
9	No Train	2:51:20 AM	2:51:38 AM	00:18	0		0.00	
10	No Train	2:54:05 AM	2:54:31 AM	00:26	0		0.00	
11	No Train	2:55:08 AM	2:55:20 AM	00:12	0		0.00	
12	No Train	2:55:48 AM	2:56:43 AM	00:55	0		0.00	
13	No Train	3:06:14 AM	3:06:33 AM	00:19	0		0.00	
14	No Train	3:06:47 AM	3:07:27 AM	00:40	0		0.00	
15	No Train	3:07:42 AM	3:08:33 AM	00:51	1		0.82	
16	No Train	3:08:49 AM	3:09:08 AM	00:19	0		0.00	
17	No Train	3:13:09 AM	3:13:27 AM	00:18	0		0.00	
18	No Train	3:13:56 AM	3:14:14 AM	00:18	0		0.00	
19	No Train	3:17:38 AM	3:17:58 AM	00:20	0		0.00	
20	SB Maintenance vehicle	3:18:31 AM	3:21:05 AM	02:34	0		0.00	
21	No Train	3:21:46 AM	3:25:25 AM	03:39	0		0.00	
22	No Train	3:25:29 AM	3:25:52 AM	00:23	0		0.00	

Location: 628146G – 6 Avenue South
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
23	No Train	3:25:57 AM	3:26:18 AM	00:21	0		0.00	
24	No Train	3:33:02 AM	3:35:22 AM	02:20	0		0.00	
25	No Train	3:40:17 AM	3:41:09 AM	00:52	0		0.00	
26	NB Maintenance vehicle	3:41:47 AM	3:43:08 AM	01:21	0		0.00	
27	No Train	3:48:03 AM	3:48:27 AM	00:24	0		0.00	
28	No Train	3:49:46 AM	3:50:16 AM	00:30	0		0.00	
29	No Train	3:51:47 AM	3:54:49 AM	03:02	1		2.73	
30	No Train	4:19:47 AM	4:20:57 AM	01:10	0		0.00	
31	SB Tri-Rail	4:21:41 AM	4:22:50 AM	01:09	0	Passenger	0.00	
32	No Train	5:00:47 AM	5:02:00 AM	01:13	0		0.00	
33	SB Tri-Rail	5:02:47 AM	5:04:05 AM	01:18	0	Passenger	0.00	
34	SB Tri-Rail	5:39:02 AM	5:40:01 AM	00:59	0		0.00	
35	SB Tri-Rail	5:40:01 AM	5:41:47 AM	01:46	0	Passenger	0.00	
36	NB Tri-Rail	5:52:04 AM	5:53:37 AM	01:33	0	Passenger	0.00	
37	No Train	6:18:05 AM	6:19:11 AM	01:06	2		2.24	
38	SB Tri-Rail	6:19:58 AM	6:21:06 AM	01:08	0	Passenger	0.00	
39	NB Tri-Rail	6:23:23 AM	6:24:55 AM	01:32	3	Passenger	4.46	
40	No Train	6:40:49 AM	6:41:58 AM	01:09	3		3.29	
41	SB Tri-Rail	6:42:34 AM	6:44:10 AM	01:36	1	Passenger	1.05	
42	NB Tri-Rail	6:45:55 AM	6:47:36 AM	01:41	0	Passenger	0.00	
43	SB Tri-Rail	7:01:26 AM	7:02:29 AM	01:03	0	Passenger	0.00	
44	NB Tri-Rail	7:14:11 AM	7:15:43 AM	01:32	0	Passenger	0.00	
45	No Train	7:18:09 AM	7:19:05 AM	00:56	0		0.00	
46	SB Tri-Rail	7:20:08 AM	7:21:33 AM	01:25	0	Passenger	0.00	

Location: 628146G – 6 Avenue South
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
47	NB Tri-Rail	7:34:58 AM	7:36:31 AM	01:33	5	Passenger	7.75	
48	No Train	7:49:16 AM	7:50:23 AM	01:07	1		0.82	
49	SB Tri-Rail	7:50:54 AM	7:52:19 AM	01:25	11	Passenger	16.87	
50	NB Tri-Rail	7:54:28 AM	7:55:42 AM	01:14	1	Passenger	1.50	
51	No Train	8:19:03 AM	8:20:16 AM	01:13	0		0.00	
52	SB Tri-Rail	8:21:39 AM	8:22:44 AM	01:05	0	Passenger	0.00	
53	SB CSX	8:34:16 AM	8:37:04 AM	02:48	0	Freight-bulk	0.00	
54	NB Tri-Rail	8:38:37 AM	8:40:01 AM	01:24	0	Passenger	0.00	
55	NB Tri-Rail	9:18:04 AM	9:19:42 AM	01:38	1	Passenger	1.17	
56	SB Tri-Rail	9:20:52 AM	9:22:08 AM	01:16	0	Passenger	0.00	
57	NB Amtrak	9:36:18 AM	9:38:07 AM	01:49	0	Passenger	0.00	
58	NB Tri-Rail	10:01:11 AM	10:02:51 AM	01:40	0	Passenger	0.00	
59	No Train	10:19:16 AM	10:20:19 AM	01:03	6		5.45	only one car got through first event
60	SB Tri-Rail	10:20:27 AM	10:22:16 AM	01:49	7	Passenger	11.99	
61	NB Tri-Rail	11:00:58 AM	11:02:41 AM	01:43	1	Passenger	1.08	
62	No Train	11:18:41 AM	11:19:33 AM	00:52	0		0.00	
63	SB Tri-Rail	11:21:24 AM	11:22:32 AM	01:08	0	Passenger	0.00	
64	NB Tri-Rail	12:11:33 PM	12:12:57 PM	01:24	8	Passenger	11.87	
65	SB Tri-Rail	12:25:49 PM	12:26:50 PM	01:01	0	Passenger	0.00	
66	NB Amtrak	1:26:27 PM	1:28:06 PM	01:39	1	Passenger	0.55	
67	SB Tri-Rail	1:30:12 PM	1:31:24 PM	01:12	6	Passenger	5.60	
68	NB Tri-Rail	1:41:07 PM	1:42:31 PM	01:24	0	Passenger	0.00	
69	NB Tri-Rail	2:02:12 PM	2:03:57 PM	01:45	0	Passenger	0.00	
70	SB Tri-Rail	2:36:40 PM	2:37:43 PM	01:03	0	Passenger	0.00	
71	No Train	2:46:28 PM	2:47:50 PM	01:22	0		0.00	

Location: 628146G – 6 Avenue South
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
72	No Train	3:03:47 PM	3:04:31 PM	00:44	1		0.73	
73	SB Tri-Rail	3:20:14 PM	3:21:42 PM	01:28	8	Passenger	7.97	
74	NB Tri-Rail	3:24:08 PM	3:25:07 PM	00:59	4	Passenger	3.98	
75	SB Tri-Rail	3:50:38 PM	3:52:24 PM	01:46	0	Passenger	0.00	
76	NB Tri-Rail	4:10:58 PM	4:12:38 PM	01:40	10	Passenger	13.08	
77	SB Tri-Rail	4:20:04 PM	4:21:08 PM	01:04	0	Passenger	0.00	
78	SB Tri-Rail	4:44:57 PM	4:47:07 PM	02:10	0	Passenger	0.00	
79	NB Tri-Rail	4:52:56 PM	4:54:34 PM	01:38	1	Passenger	0.98	
80	No Train	5:42:14 PM	5:43:12 PM	00:58	0	Passenger	0.00	
81	SB Amtrak	5:45:34 PM	5:47:49 PM	02:15	3	Passenger	4.06	
82	NB Tri-Rail	5:49:11 PM	5:50:08 PM	00:57	1	Passenger	0.05	
83	SB Tri-Rail	5:51:56 PM	5:53:34 PM	01:38	2	Passenger	1.30	
84	NB Tri-Rail	6:26:42 PM	6:28:02 PM	01:20	0	Passenger	0.00	Only right turn cars were able to make it through between events. Queue backs up to upstream intersection
85	No Train	6:28:49 PM	6:29:46 PM	00:57	15		14.56	
86	SB Tri-Rail	6:30:22 PM	6:32:13 PM	01:51	8	Passenger	15.23	
87	No Train	6:48:03 PM	6:49:22 PM	01:19	0		0.00	
88	SB Tri-Rail	6:49:55 PM	6:50:54 PM	00:59	11	Passenger	9.72	
89	NB Tri-Rail	6:52:49 PM	6:54:16 PM	01:27	8	Passenger	11.13	
90	NB Tri-Rail	7:02:58 PM	7:04:44 PM	01:46	1	Passenger	1.00	
91	NB Tri-Rail	7:25:01 PM	7:26:31 PM	01:30	0	Passenger	0.00	
92	No Train	7:29:37 PM	7:30:29 PM	00:52	4		3.95	
93	SB Tri-Rail	7:32:28 PM	7:33:35 PM	01:07	0	Passenger	0.00	

Location: 628146G – 6 Avenue South
Direction: Westbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
94	NB Tri-Rail	7:58:46 PM	8:00:10 PM	01:24	2	Passenger	1.06	Only right turn cars were able to make it through between events. Queue backs up to upstream intersection
95	No Train	8:05:56 PM	8:07:03 PM	01:07	0		0.00	Only right turn cars were able to make it through between events. Queue backs up to upstream intersection
96	SB Tri-Rail	8:07:30 PM	8:08:53 PM	01:23	9	Passenger	13.01	
97	NB Tri-Rail	8:33:44 PM	8:35:07 PM	01:23	0	Passenger	0.00	
98	NB Tri-Rail	9:34:49 PM	9:36:26 PM	01:37	0	Passenger	0.00	
99	SB Amtrak	9:44:03 PM	9:45:45 PM	01:42	0	Passenger	0.00	
100	No Train	9:52:21 PM	9:53:18 PM	00:57	0		0.00	
101	SB Tri-Rail	9:54:20 PM	9:55:44 PM	01:24	0	Passenger	0.00	
102	No Train	10:32:22 PM	10:32:44 PM	00:22	0	Passenger	0.00	
103	No Train	10:33:02 PM	10:33:25 PM	00:23	4	Passenger	2.23	

Location: 628146G – 6 Avenue South
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
6 Avenue South (WB)	Palm Beach	24	103	0:12	1:13	3:39

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
6 Avenue South (WB)	Palm Beach	103	0	0	15

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
6 Avenue South (WB)	Palm Beach	103	0.00	0.00	16.87	183.75

Location: 628126V – SR 704/Okeechobee Boulevard
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	NB CSX	12:07:51 AM	12:10:40 AM	02:49	6	Freight-bulk	12.45	
2	NB Tri-Rail	12:14:15 AM	12:16:10 AM	01:55	13	Passenger	16.52	
3	SB CSX	12:57:06 AM	12:59:50 AM	02:44	4	Freight-intermodal	6.33	intermodal and bulk
4	SB Tri-Rail	4:11:18 AM	4:12:26 AM	01:08	0	Passenger	0.00	
5	SB Tri-Rail	4:53:11 AM	4:54:09 AM	00:58	4	Passenger	2.35	
6	SB Tri-Rail	5:30:39 AM	5:31:34 AM	00:55	8	Passenger	5.60	
7	NB Tri-Rail	6:01:54 AM	6:03:27 AM	01:33	12	Passenger	9.70	
8	SB Tri-Rail	6:10:36 AM	6:11:33 AM	00:57	7	Passenger	4.70	
9	SB/NB Tri-Rail	6:32:43 AM	6:34:38 AM	01:55	36	Passenger	33.90	
10	No Train	6:49:36 AM	6:50:18 AM	00:42	20		8.08	
11	SB Tri-Rail	6:51:10 AM	6:52:46 AM	01:36	75	Passenger	83.75	
12	NB Tri-Rail	6:56:15 AM	6:57:40 AM	01:25	60	Passenger	30.00	
13	SB Tri-Rail	7:10:16 AM	7:11:37 AM	01:21	50	Passenger	44.58	
14	NB Tri-Rail	7:24:13 AM	7:25:37 AM	01:24	80	Passenger	72.67	
15	SB Tri-Rail	7:40:43 AM	7:42:24 AM	01:41	80	Passenger	102.67	
16	NB Tri-Rail	7:44:46 AM	7:46:12 AM	01:26	80	Passenger	79.67	
17	NB Tri-Rail	8:05:05 AM	8:06:29 AM	01:24	80	Passenger	92.67	
18	SB Tri-Rail	8:11:52 AM	8:12:47 AM	00:55	80	Passenger	55.67	
19	SB CSX	8:22:09 AM	8:25:11 AM	03:02	80	Freight-bulk	186.00	
20	NB Tri-Rail	8:48:58 AM	8:50:36 AM	01:38	80	Passenger	103.33	
21	No Train	9:09:36 AM	9:10:22 AM	00:46	50	Passenger	29.17	
22	SB Tri-Rail	9:11:22 AM	9:12:21 AM	00:59	60	Passenger	39.00	
23	NB Tri-Rail	9:27:59 AM	9:29:25 AM	01:26	80	Passenger	78.00	
24	NB Amtrak	9:44:54 AM	9:46:49 AM	01:55	80	Passenger	96.67	
25	No Train	10:08:44 AM	10:09:41 AM	00:57	50		29.79	

Location: 628126V – SR 704/Okeechobee Boulevard
Direction: Eastbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
26	NB/SB Tri-Rail	10:11:15 AM	10:12:57 AM	01:42	80	Passenger	85.00	
27	No Train	11:08:56 AM	11:09:37 AM	00:41	32		14.40	
28	SB Tri-Rail	11:10:44 AM	11:11:45 AM	01:01	25	Passenger	9.48	
29	No Train	12:11:27 PM	12:12:11 PM	00:44	60		31.75	
30	NB Amtrak	1:39:22 PM	1:41:32 PM	02:10	80	Passenger	107.33	
31	SB Tri-Rail	2:37:55 PM	2:39:26 PM	01:31	80	Passenger	51.67	
32	SB Amtrak	5:37:33 PM	5:39:03 PM	01:30	80	Passenger	95.67	
33	NB Tri-Rail	6:00:25 PM	6:01:44 PM	01:19	70	Passenger	77.88	
34	SB Tri-Rail	6:21:05 PM	6:22:05 PM	01:00	42	Passenger	35.35	
35	No Train	6:38:38 PM	6:39:20 PM	00:42	52		24.92	
36	SB Tri-Rail	6:40:29 PM	6:41:32 PM	01:03	27	Passenger	14.51	
37	NB Tri-Rail	6:49:34 PM	6:50:59 PM	01:25	60	Passenger	73.75	
38	NB Tri-Rail	7:05:45 PM	7:07:11 PM	01:26	35	Passenger	20.13	
39	SB Tri-Rail	7:21:25 PM	7:22:27 PM	01:02	23	Passenger	13.32	
40	NB Tri-Rail	7:29:30 PM	7:31:02 PM	01:32	24	Passenger	20.60	
41	NB Tri-Rail	7:37:37 PM	7:39:04 PM	01:27	27	Passenger	21.04	
42	No Train	7:41:16 PM	7:42:00 PM	00:44	32		14.93	
43	No Train	7:44:34 PM	7:45:20 PM	00:46	26		23.18	
44	SB Tri-Rail	7:58:07 PM	7:59:06 PM	00:59	25	Passenger	9.79	
45	NB Tri-Rail	8:09:45 PM	8:11:04 PM	01:19	21	Passenger	23.36	
46	NB Tri-Rail	9:22:49 PM	9:24:07 PM	01:18	35	Passenger	35.58	
47	SB Amtrak	9:36:19 PM	9:37:19 PM	01:00	13	Passenger	7.91	
48	SB Tri-Rail	9:44:18 PM	9:45:29 PM	01:11	25	Passenger	20.31	
49	NB Tri-Rail	10:00:59 PM	10:02:38 PM	01:39	20	Passenger	26.83	
50	NB Tri-Rail	11:29:26 PM	11:30:57 PM	01:31	14	Passenger	8.46	

Location: 628126V – SR 704/Okeechobee Boulevard
Direction: Eastbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 704/Okeechobee Boulevard (EB)	Palm Beach	24	50	0:41	1:23	3:02

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 704/Okeechobee Boulevard (EB)	Palm Beach	50	0	36	80

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 704/Okeechobee Boulevard (EB)	Palm Beach	50	0.00	28.00	186.00	2090.41

Location: 628126V – SR 704/Okeechobee Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	NB CSX	12:07:51 AM	12:10:40 AM	02:49	22	Freight-bulk	42.72	
2	NB Tri-Rail	12:14:15 AM	12:16:10 AM	01:55	10	Passenger	11.33	
3	SB CSX	12:57:06 AM	12:59:50 AM	02:44	8	Freight-intermodal	12.67	intermodal and bulk
4	SB Tri-Rail	4:11:18 AM	4:12:26 AM	01:08	0	Passenger	0.00	
5	SB Tri-Rail	4:53:11 AM	4:54:09 AM	00:58	1	Passenger	0.23	
6	SB Tri-Rail	5:30:39 AM	5:31:34 AM	00:55	0	Passenger	0.00	
7	NB Tri-Rail	6:01:54 AM	6:03:27 AM	01:33	6	Passenger	4.33	
8	SB Tri-Rail	6:10:36 AM	6:11:33 AM	00:57	4	Passenger	3.53	
9	SB/NB Tri-Rail	6:32:43 AM	6:34:38 AM	01:55	11	Passenger	16.36	
10	No Train	6:49:36 AM	6:50:18 AM	00:42	9		10.16	
11	SB Tri-Rail	6:51:10 AM	6:52:46 AM	01:36	17	Passenger	24.23	
12	NB Tri-Rail	6:56:15 AM	6:57:40 AM	01:25	15	Passenger	17.81	
13	SB Tri-Rail	7:10:16 AM	7:11:37 AM	01:21	21	Passenger	35.09	
14	NB Tri-Rail	7:24:13 AM	7:25:37 AM	01:24	38	Passenger	99.59	
15	SB Tri-Rail	7:40:43 AM	7:42:24 AM	01:41	22	Passenger	18.43	
16	NB Tri-Rail	7:44:46 AM	7:46:12 AM	01:26	60	Passenger	272.00	
17	NB Tri-Rail	8:05:05 AM	8:06:29 AM	01:24	40	Passenger	77.33	
18	SB Tri-Rail	8:11:52 AM	8:12:47 AM	00:55	50	Passenger	132.71	
19	SB CSX	8:22:09 AM	8:25:11 AM	03:02	50	Freight-bulk	73.75	
20	NB Tri-Rail	8:48:58 AM	8:50:36 AM	01:38	60	Passenger	210.00	
21	No Train	9:09:36 AM	9:10:22 AM	00:46	32	Passenger	27.73	
22	SB Tri-Rail	9:11:22 AM	9:12:21 AM	00:59	70	Passenger	77.29	
23	NB Tri-Rail	9:27:59 AM	9:29:25 AM	01:26	40	Passenger	43.33	
24	NB Amtrak	9:44:54 AM	9:46:49 AM	01:55	50	Passenger	64.79	
25	No Train	10:08:44 AM	10:09:41 AM	00:57	30		32.75	

Location: 628126V – SR 704/Okeechobee Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
26	NB/SB Tri-Rail	10:11:15 AM	10:12:57 AM	01:42	26	Passenger	27.84	
27	No Train	11:08:56 AM	11:09:37 AM	00:41	14		7.06	
28	SB Tri-Rail	11:10:44 AM	11:11:45 AM	01:01	30	Passenger	19.13	
29	No Train	12:11:27 PM	12:12:11 PM	00:44	15		10.19	
30	NB Amtrak	1:39:22 PM	1:41:32 PM	02:10	40	Passenger	54.50	
31	SB Tri-Rail	2:37:55 PM	2:39:26 PM	01:31	60	Passenger	80.50	
32	SB Amtrak	5:37:33 PM	5:39:03 PM	01:30	60	Passenger	70.75	
33	NB Tri-Rail	6:00:25 PM	6:01:44 PM	01:19	40	Passenger	44.67	
34	SB Tri-Rail	6:21:05 PM	6:22:05 PM	01:00	40	Passenger	44.83	
35	No Train	6:38:38 PM	6:39:20 PM	00:42	29		26.34	
36	SB Tri-Rail	6:40:29 PM	6:41:32 PM	01:03	40	Passenger	25.00	
37	NB Tri-Rail	6:49:34 PM	6:50:59 PM	01:25	50	Passenger	52.50	
38	NB Tri-Rail	7:05:45 PM	7:07:11 PM	01:26	50	Passenger	64.58	
39	SB Tri-Rail	7:21:25 PM	7:22:27 PM	01:02	33	Passenger	28.33	
40	NB Tri-Rail	7:29:30 PM	7:31:02 PM	01:32	40	Passenger	55.83	
41	NB Tri-Rail	7:37:37 PM	7:39:04 PM	01:27	35	Passenger	41.71	
42	No Train	7:41:16 PM	7:42:00 PM	00:44	35		26.69	
43	No Train	7:44:34 PM	7:45:20 PM	00:46	15		6.44	
44	SB Tri-Rail	7:58:07 PM	7:59:06 PM	00:59	40	Passenger	32.50	
45	NB Tri-Rail	8:09:45 PM	8:11:04 PM	01:19	50	Passenger	48.54	
46	NB Tri-Rail	9:22:49 PM	9:24:07 PM	01:18	35	Passenger	45.94	
47	SB Amtrak	9:36:19 PM	9:37:19 PM	01:00	15	Passenger	13.44	
48	SB Tri-Rail	9:44:18 PM	9:45:29 PM	01:11	25	Passenger	20.00	
49	NB Tri-Rail	10:00:59 PM	10:02:38 PM	01:39	45	Passenger	48.38	
50	NB Tri-Rail	11:29:26 PM	11:30:57 PM	01:31	14	Passenger	8.98	

Location: 628126V – SR 704/Okeechobee Boulevard
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
SR 704/Okeechobee Boulevard (WB)	Palm Beach	24	50	0:41	1:23	3:02

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
SR 704/Okeechobee Boulevard (WB)	Palm Beach	50	0	33	70

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
SR 704/Okeechobee Boulevard (WB)	Palm Beach	50	0.00	30.41	272.00	2212.82

Location: 628102G – Australian Avenue
Direction: Southbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	NB CSX	12:14:27 AM	12:15:55 AM	01:28	0	Freight-bulk	0.00	
2	SB CSX	12:48:47 AM	12:50:29 AM	01:42	4	Freight-intermodal	4.08	
3	NB Tri-Rail	3:38:26 AM	3:39:50 AM	01:24	0	Passenger	0.00	
4	SB Tri-Rail	4:02:38 AM	4:03:22 AM	00:44	0	Passenger	0.00	
5	NB Tri-Rail	4:20:54 AM	4:22:12 AM	01:18	1	Passenger	0.83	
6	SB Tri-Rail	4:42:21 AM	4:43:06 AM	00:45	0	Passenger	0.00	
7	NB Tri-Rail	4:58:10 AM	4:59:43 AM	01:33	2	Passenger	1.20	
8	SB Tri-Rail	5:20:51 AM	5:22:02 AM	01:11	4	Passenger	1.47	
9	NB Tri-Rail	5:44:21 AM	5:45:52 AM	01:31	5	Passenger	4.98	
10	SB Tri-Rail	6:02:08 AM	6:02:59 AM	00:51	1	Passenger	0.37	
11	NB Tri-Rail	6:07:34 AM	6:08:42 AM	01:08	5	Passenger	3.29	
12	SB Tri-Rail	6:23:36 AM	6:24:54 AM	01:18	5	Passenger	1.46	
13	NB Tri-Rail	6:40:41 AM	6:42:06 AM	01:25	3	Passenger	1.24	
14	SB Tri-Rail	6:42:26 AM	6:43:05 AM	00:39	7	Passenger	2.28	
15	SB/NB Tri-Rail	7:01:28 AM	7:04:19 AM	02:51	14	Passenger	29.28	
16	NB Tri-Rail	7:30:13 AM	7:31:08 AM	00:55	48	Passenger	8.20	
17	SB Tri-Rail	7:31:53 AM	7:33:12 AM	01:19	4	Passenger	3.35	
18	NB Tri-Rail	7:52:35 AM	7:53:52 AM	01:17	17	Passenger	11.90	
19	SB Tri-Rail	8:02:02 AM	8:03:14 AM	01:12	11	Passenger	8.34	
20	SB CSX/ NB Tri-Rail	8:12:52 AM	8:14:43 AM	01:51	26	Freight-bulk	17.98	
21	NB Tri-Rail	8:55:37 AM	8:56:45 AM	01:08	15	Passenger	10.00	
22	SB Tri-Rail	9:02:11 AM	9:03:16 AM	01:05	7	Passenger	3.33	
23	SB Tri-Rail	9:05:41 AM	9:07:59 AM	02:18	28	Passenger	30.33	
24	NB Tri-Rail	9:08:41 AM	9:09:45 AM	01:04	19	Passenger	7.52	

Location: 628102G – Australian Avenue
Direction: Southbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
25	NB Tri-Rail	9:34:02 AM	9:35:03 AM	01:01	11	Passenger	6.78	
26	NB Amtrak	9:56:48 AM	9:57:55 AM	01:07	6	Passenger	3.78	
27	SB Tri-Rail	10:01:38 AM	10:02:44 AM	01:06	9	Passenger	4.31	
28	NB Tri-Rail	10:17:51 AM	10:19:23 AM	01:32	13	Passenger	9.53	
29	SB Tri-Rail	11:01:52 AM	11:03:44 AM	01:52	24	Passenger	21.30	
30	SB Tri-Rail	12:03:45 PM	12:04:40 PM	00:55	10	Passenger	7.17	
31	NB Tri-Rail	12:37:08 PM	12:38:28 PM	01:20	19	Passenger	14.49	
32	SB Tri-Rail	1:01:45 PM	1:02:51 PM	01:06	17	Passenger	10.84	
33	NB Tri-Rail	1:45:49 PM	1:47:03 PM	01:14	17	Passenger	11.97	
34	NB Amtrak	1:55:44 PM	1:56:48 PM	01:04	5	Passenger	3.40	
35	SB Tri-Rail	2:01:55 PM	2:03:03 PM	01:08	9	Passenger	6.00	
36	SB Tri-Rail	4:25:46 PM	4:26:53 PM	01:07	21	Passenger	13.30	
37	SB Amtrak	5:16:23 PM	5:18:17 PM	01:54	40	Passenger	38.83	
38	NB Tri-Rail	5:28:15 PM	5:30:07 PM	01:52	31	Passenger	34.23	
39	SB Tri-Rail	6:10:12 PM	6:12:07 PM	01:55	22	Passenger	27.68	
40	NB Tri-Rail	6:12:40 PM	6:14:00 PM	01:20	27	Passenger	16.76	
41	SB Tri-Rail	6:30:45 PM	6:32:00 PM	01:15	23	Passenger	17.25	
42	NB Tri-Rail	6:57:18 PM	6:58:47 PM	01:29	15	Passenger	9.19	
43	SB/NB Tri-Rail	7:10:35 PM	7:13:13 PM	02:38	20	Passenger	27.08	
44	NB Tri-Rail	7:36:19 PM	7:37:52 PM	01:33	16	Passenger	11.67	
45	NB Tri-Rail	7:44:36 PM	7:46:09 PM	01:33	8	Passenger	5.77	
46	SB Tri-Rail	7:46:52 PM	7:48:17 PM	01:25	12	Passenger	7.40	
47	SB Tri-Rail	8:11:52 PM	8:13:32 PM	01:40	16	Passenger	13.67	
48	NB Tri-Rail	8:16:26 PM	8:18:01 PM	01:35	11	Passenger	9.81	

Location: 628102G – Australian Avenue
Direction: Southbound Traffic

Gate Closing		Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
#	Event							
49	NB Tri-Rail	8:22:31 PM	8:31:31 PM	09:00	50	Passenger	180.21	Many cars left queue to take alternate route. Delay assumes they remained in queue.
50	SB Amtrak	8:53:04 PM	8:54:31 PM	01:27	20	Passenger	14.58	
51	NB Tri-Rail	9:28:18 PM	9:29:43 PM	01:25	5	Passenger	4.98	
52	SB Tri-Rail	9:33:57 PM	9:35:08 PM	01:11	6	Passenger	4.48	
53	SB Tri-Rail	9:47:24 PM	9:48:52 PM	01:28	11	Passenger	10.27	
54	SB Tri-Rail	9:50:52 PM	9:51:52 PM	01:00	2	Passenger	0.94	
55	NB Tri-Rail	10:10:08 PM	10:11:29 PM	01:21	2	Passenger	1.49	
56	NB Tri-Rail	11:37:06 PM	11:38:55 PM	01:49	7	Passenger	8.34	

Location: 628102G – Australian Avenue
Direction: Southbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
Australian Avenue (SB)	Palm Beach	24	56	0:39	1:20	9:00

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
Australian Avenue (SB)	Palm Beach	56	0	11	50

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
Australian Avenue (SB)	Palm Beach	56	0.00	7.46	180.21	708.92

Location: 628120E – Banyan Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	NB CSX	12:12:35 AM	12:14:43 AM	02:08	3	Freight-bulk	3.64	
2	NB CSX	12:29:34 AM	12:30:50 AM	01:16	0	Passenger	0.00	
3	SB CSX	12:40:17 AM	12:42:15 AM	01:58	0	Passenger	0.00	
4	SB CSX	12:57:08 AM	1:01:28 AM	04:20	1	Freight-bulk	1.47	
5	NB CSX	3:33:25 AM	3:35:12 AM	01:47	0	Passenger	0.00	
6	SB CSX	4:10:26 AM	4:11:55 AM	01:29	0	Passenger	0.00	
7	NB CSX	4:14:58 AM	4:16:47 AM	01:49	0	Passenger	0.00	
8	SB CSX	4:49:49 AM	4:51:38 AM	01:49	0	Passenger	0.00	
9	No Train	4:53:05 AM	4:53:58 AM	00:53	0		0.00	
10	NB CSX	4:57:12 AM	4:58:26 AM	01:14	1	Passenger	0.17	
11	SB CSX	5:28:54 AM	5:30:45 AM	01:51	0	Passenger	0.00	
12	No Train	5:40:02 AM	5:40:56 AM	00:54	0		0.00	
13	NB CSX	5:44:00 AM	5:44:56 AM	00:56	2	Passenger	0.84	
14	No Train	6:05:45 AM	6:07:23 AM	01:38	2		1.67	
15	NB CSX	6:07:30 AM	6:08:46 AM	01:16	3	Passenger	2.75	
16	SB CSX	6:09:31 AM	6:11:11 AM	01:40	1	Passenger	0.82	
17	SB CSX	6:31:13 AM	6:32:46 AM	01:33	0	Passenger	0.00	
18	No Train	6:37:27 AM	6:38:20 AM	00:53	1		0.83	
19	NB CSX	6:38:38 AM	6:39:42 AM	01:04	1	Passenger	0.28	
20	SB CSX	6:49:56 AM	6:51:28 AM	01:32	3	Passenger	3.34	
21	NB CSX	7:00:03 AM	7:02:50 AM	02:47	6	Passenger	10.45	
22	SB CSX	7:09:06 AM	7:10:57 AM	01:51	2	Passenger	2.47	
23	No Train	7:28:20 AM	7:29:21 AM	01:01	0		0.00	
24	NB CSX	7:29:58 AM	7:30:50 AM	00:52	5	Passenger	1.98	
25	SB CSX	7:39:43 AM	7:41:20 AM	01:37	7	Passenger	5.75	
26	No Train	7:48:34 AM	7:49:55 AM	01:21	1		0.75	

Location: 628120E – Banyan Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
27	NB CSX	7:50:11 AM	7:51:20 AM	01:09	8	Passenger	68.03	
28	SB/NB CSX	8:09:21 AM	8:11:39 AM	02:18	6	Passenger	10.20	
29	SB CSX	8:22:04 AM	8:26:20 AM	04:16	14	Freight-bulk	31.50	
30	No Train	8:53:35 AM	8:54:35 AM	01:00	4		1.97	
31	NB CSX	8:55:20 AM	8:56:09 AM	00:49	5	Passenger	1.69	
32	SB CSX	9:09:47 AM	9:11:26 AM	01:39	5	Passenger	3.42	
33	No Train	9:32:03 AM	9:33:09 AM	01:06	5		2.38	
34	NB CSX	9:33:37 AM	9:34:34 AM	00:57	7	Passenger	3.06	
35	No Train	9:48:46 AM	9:50:14 AM	01:28	10		5.88	
36	NB CSX Amtrak	9:55:53 AM	9:57:42 AM	01:49	16	Passenger	18.87	
37	SB CSX	10:09:08 AM	10:10:45 AM	01:37	13	Passenger	11.75	
38	No Train	10:15:27 AM	10:16:31 AM	01:04	10		8.58	
39	NB CSX	10:17:09 AM	10:17:58 AM	00:49	21	Passenger	12.43	
40	SB CSX	11:09:12 AM	11:10:49 AM	01:37	10	Passenger	8.38	
41	SB CSX	12:11:45 PM	12:13:33 PM	01:48	14	Passenger	15.52	
42	NB CSX	12:33:18 PM	12:35:01 PM	01:43	13	Passenger	13.81	
43	SB CSX	1:09:16 PM	1:11:01 PM	01:45	17	Passenger	15.02	
44	NB CSX	1:42:05 PM	1:43:31 PM	01:26	14	Passenger	7.88	
45	No Train	1:48:59 PM	1:49:55 PM	00:56	7		3.18	
46	NB CSX Amtrak	1:55:02 PM	1:57:11 PM	02:09	25	Passenger	18.13	
47	SB CSX	2:09:33 PM	2:11:15 PM	01:42	17	Passenger	20.61	
48	SB CSX	4:37:17 PM	4:38:53 PM	01:36	36	Passenger	33.15	
49	NB CSX	5:24:07 PM	5:25:43 PM	01:36	40	Passenger	40.00	
50	SB Amtrak	5:33:15 PM	5:35:16 PM	02:01	40	Passenger	41.17	
51	No Train	6:05:30 PM	6:06:19 PM	00:49	7		1.84	
52	NB CSX	6:06:56 PM	6:08:56 PM	02:00	20	Passenger	16.17	

Location: 628120E – Banyan Boulevard
Direction: Westbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
53	SB CSX	6:18:40 PM	6:20:26 PM	01:46	17	Passenger	12.61	
54	SB CSX	6:38:40 PM	6:40:31 PM	01:51	9	Passenger	8.51	
55	No Train	6:54:30 PM	6:55:29 PM	00:59	8		3.97	
56	NB CSX	6:55:56 PM	6:57:59 PM	02:03	12	Passenger	13.30	
57	No Train	7:10:17 PM	7:11:22 PM	01:05	7		2.65	
58	NB CSX	7:11:29 PM	7:12:38 PM	01:09	4	Passenger	4.08	
59	SB CSX	7:19:49 PM	7:21:30 PM	01:41	9	Passenger	5.21	
60	No Train	7:33:58 PM	7:34:56 PM	00:58	6		1.60	
61	NB CSX	7:35:18 PM	7:36:17 PM	00:59	3	Passenger	2.03	
62	No Train	7:42:01 PM	7:43:02 PM	01:01	2		1.34	
63	NB CSX	7:43:08 PM	7:44:10 PM	01:02	5	Passenger	2.50	
64	SB CSX	7:56:11 PM	7:57:57 PM	01:46	6	Passenger	5.35	
65	NB CSX	8:14:00 PM	8:16:53 PM	02:53	23	Passenger	35.46	
66	No Train	9:26:52 PM	9:28:07 PM	01:15	0		0.00	
67	NB CSX	9:28:08 PM	9:30:10 PM	02:02	4	Passenger	4.95	
68	SB Amtrak	9:33:35 PM	9:35:36 PM	02:01	7	Passenger	5.80	
69	SB CSX	9:42:44 PM	9:45:44 PM	03:00	16	Passenger	36.27	
70	SB CSX	9:55:21 PM	9:57:02 PM	01:41	6	Passenger	6.95	
71	No Train	10:07:50 PM	10:08:54 PM	01:04	1		0.16	
72	NB CSX	10:09:19 PM	10:10:33 PM	01:14	1	Passenger	0.15	
73	SB CSX	10:14:31 PM	10:16:18 PM	01:47	3	Passenger	3.01	
74	No Train	11:33:21 PM	11:34:38 PM	01:17	2		1.43	
75	NB CSX	11:35:08 PM	11:36:15 PM	01:07	2	Passenger	1.42	

Location: 628120E – Banyan Boulevard
Direction: Westbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
Banyan Boulevard (WB)	Palm Beach	24	75	0:49	1:36	4:20

Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
Banyan Boulevard (WB)	Palm Beach	75	0	5	40

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
Banyan Boulevard (WB)	Palm Beach	75	0.00	3.06	68.03	610.53

Location: 628102G – Australian Avenue
Direction: Northbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
1	NB CSX	12:14:27 AM	12:15:55 AM	01:28	5	Freight-bulk	4.35	
2	SB CSX	12:48:47 AM	12:50:29 AM	01:42	3	Freight-intermodal	1.69	
3	NB Tri-Rail	3:38:26 AM	3:39:50 AM	01:24	0	Passenger	0.00	
4	SB Tri-Rail	4:02:38 AM	4:03:22 AM	00:44	0	Passenger	0.00	
5	NB Tri-Rail	4:20:54 AM	4:22:12 AM	01:18	1	Passenger	1.53	
6	SB Tri-Rail	4:42:21 AM	4:43:06 AM	00:45	1	Passenger	0.75	
7	NB Tri-Rail	4:58:10 AM	4:59:43 AM	01:33	3	Passenger	2.79	
8	SB Tri-Rail	5:20:51 AM	5:22:02 AM	01:11	3	Passenger	1.35	
9	NB Tri-Rail	5:44:21 AM	5:45:52 AM	01:31	2	Passenger	1.94	
10	SB Tri-Rail	6:02:08 AM	6:02:59 AM	00:51	1	Passenger	0.18	
11	NB Tri-Rail	6:07:34 AM	6:08:42 AM	01:08	5	Passenger	3.25	
12	SB Tri-Rail	6:23:36 AM	6:24:54 AM	01:18	2	Passenger	0.77	
13	NB Tri-Rail	6:40:41 AM	6:42:06 AM	01:25	18	Passenger	18.60	
14	SB Tri-Rail	6:42:26 AM	6:43:05 AM	00:39	15	Passenger	5.50	
15	SB/NB Tri-Rail	7:01:28 AM	7:04:19 AM	02:51	40	Passenger	89.00	
16	NB Tri-Rail	7:30:13 AM	7:31:08 AM	00:55	10	Passenger	5.92	
17	SB Tri-Rail	7:31:53 AM	7:33:12 AM	01:19	19	Passenger	15.20	
18	NB Tri-Rail	7:52:35 AM	7:53:52 AM	01:17	17	Passenger	16.29	
19	SB Tri-Rail	8:02:02 AM	8:03:14 AM	01:12	9	Passenger	2.74	
20	SB CSX/ NB Tri-Rail	8:12:52 AM	8:14:43 AM	01:51	27	Freight-bulk	29.36	
21	NB Tri-Rail	8:55:37 AM	8:56:45 AM	01:08	30	Passenger	10.13	
22	SB Tri-Rail	9:02:11 AM	9:03:16 AM	01:05	11	Passenger	5.18	
23	SB Tri-Rail	9:05:41 AM	9:07:59 AM	02:18	24	Passenger	30.30	
24	NB Tri-Rail	9:08:41 AM	9:09:45 AM	01:04	18	Passenger	7.05	

Location: 628102G – Australian Avenue
Direction: Northbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
25	NB Tri-Rail	9:34:02 AM	9:35:03 AM	01:01	12	Passenger	9.05	
26	NB Amtrak	9:56:48 AM	9:57:55 AM	01:07	11	Passenger	10.54	
27	SB Tri-Rail	10:01:38 AM	10:02:44 AM	01:06	16	Passenger	7.20	
28	NB Tri-Rail	10:17:51 AM	10:19:23 AM	01:32	16	Passenger	17.53	
29	SB Tri-Rail	11:01:52 AM	11:03:44 AM	01:52	27	Passenger	20.93	
30	SB Tri-Rail	12:03:45 PM	12:04:40 PM	00:55	21	Passenger	8.40	
31	NB Tri-Rail	12:37:08 PM	12:38:28 PM	01:20	13	Passenger	12.03	
32	SB Tri-Rail	1:01:45 PM	1:02:51 PM	01:06	4	Passenger	2.88	
33	NB Tri-Rail	1:45:49 PM	1:47:03 PM	01:14	6	Passenger	2.38	
34	NB Amtrak	1:55:44 PM	1:56:48 PM	01:04	10	Passenger	3.88	
35	SB Tri-Rail	2:01:55 PM	2:03:03 PM	01:08	21	Passenger	14.26	
36	SB Tri-Rail	4:25:46 PM	4:26:53 PM	01:07	12	Passenger	8.95	
37	SB Amtrak	5:16:23 PM	5:18:17 PM	01:54	29	Passenger	20.06	
38	NB Tri-Rail	5:28:15 PM	5:30:07 PM	01:52	33	Passenger	35.48	
39	SB Tri-Rail	6:10:12 PM	6:12:07 PM	01:55	29	Passenger	26.83	
40	NB Tri-Rail	6:12:40 PM	6:14:00 PM	01:20	31	Passenger	25.32	
41	SB Tri-Rail	6:30:45 PM	6:32:00 PM	01:15	15	Passenger	6.31	
42	NB Tri-Rail	6:57:18 PM	6:58:47 PM	01:29	3	Passenger	3.06	
43	SB/NB Tri-Rail	7:10:35 PM	7:13:13 PM	02:38	21	Passenger	21.35	
44	NB Tri-Rail	7:36:19 PM	7:37:52 PM	01:33	11	Passenger	9.58	
45	NB Tri-Rail	7:44:36 PM	7:46:09 PM	01:33	9	Passenger	7.54	
46	SB Tri-Rail	7:46:52 PM	7:48:17 PM	01:25	19	Passenger	7.20	
47	SB Tri-Rail	8:11:52 PM	8:13:32 PM	01:40	7	Passenger	6.24	
48	NB Tri-Rail	8:16:26 PM	8:18:01 PM	01:35	14	Passenger	11.84	

Location: 628102G – Australian Avenue
Direction: Northbound Traffic

Gate Closing #	Gate Closing Event	Time Begin	Time End	Gate Closing Duration (min:sec)	Number of Vehicles Stopped	Train Type	Total Delay (vehicle-minutes)	Notes
49	NB Tri-Rail	8:22:31 PM	8:31:31 PM	09:00	50	Passenger	243.54	Many cars left queue to take alternate route. Delay assumes they remained in queue.
50	SB Amtrak	8:53:04 PM	8:54:31 PM	01:27	13	Passenger	8.29	
51	NB Tri-Rail	9:28:18 PM	9:29:43 PM	01:25	11	Passenger	6.46	
52	SB Tri-Rail	9:33:57 PM	9:35:08 PM	01:11	6	Passenger	4.25	
53	SB Tri-Rail	9:47:24 PM	9:48:52 PM	01:28	7	Passenger	6.39	
54	SB Tri-Rail	9:50:52 PM	9:51:52 PM	01:00	6	Passenger	2.45	
55	NB Tri-Rail	10:10:08 PM	10:11:29 PM	01:21	3	Passenger	2.10	
56	NB Tri-Rail	11:37:06 PM	11:38:55 PM	01:49	0	Passenger	0.00	

Location: 628102G – Australian Avenue
Direction: Northbound Traffic

Summary Information:

Gate Closure Duration

Roadway Crossing Location	County	Total Hours Analyzed[1]	Number of Gate Closing Events Analyzed	Minimum Crossing Duration (min:sec)	Median Crossing Duration (min:sec)	Maximum Crossing Duration (min:sec)
Australian Avenue (NB)	Palm Beach	24	56	0:39	1:20	9:00

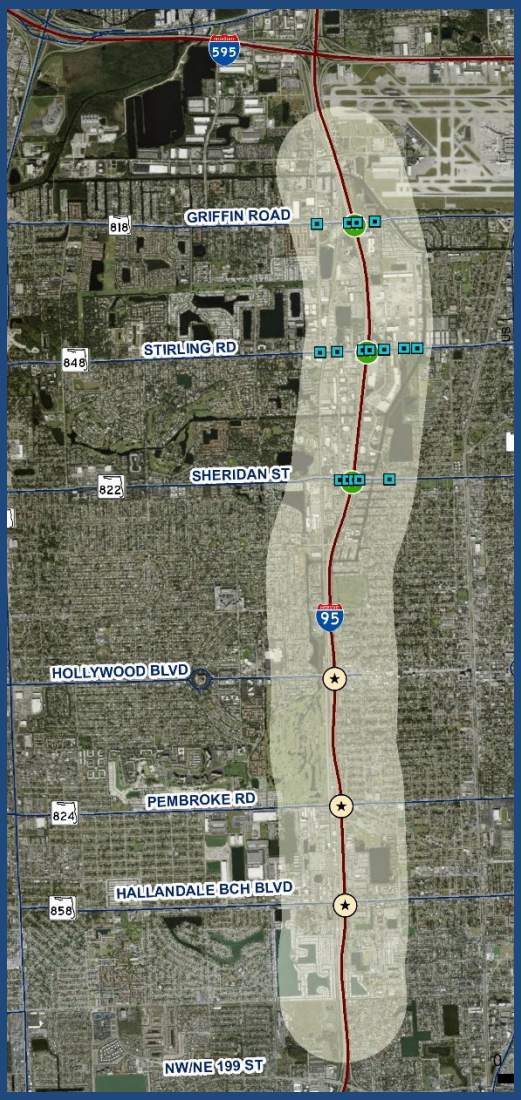
Queue Length per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Queue (vehicles)	Median Queue (vehicles)	Maximum Queue[1] (vehicles)
Australian Avenue (NB)	Palm Beach	56	0	11	50

Total Vehicle Delay per Gate Closing

Roadway Crossing Location	County	Number of Gate Closing Events Analyzed	Minimum Delay (veh-min)	Median Delay (veh-min)	Maximum Delay (veh-min)	Average Total Delay per 24-hour Period[1] (veh-min)
Australian Avenue (NB)	Palm Beach	56	0.00	6.76	243.54	826.17

Appendix C: Traffic Data Collection and Traffic Projections for the I-95 PD&E Study



TRAFFIC DATA COLLECTION & TRAFFIC PROJECTIONS FOR

I-95 PD&E STUDY
FROM MIAMI-DADE / BROWARD COUNTY LINE TO NORTH OF GRIFFIN ROAD

FM No. 425980-5-22-01, 425980-4-32-01

Final Report

May 20, 2022

Prepared for: Florida Department of Transportation, District 4

FDOT

TRAFFIC DATA COLLECTION &

TRAFFIC PROJECTIONS

For I-95 PD&E STUDY

From Miami-Dade/Broward County line

to North of Griffin Road

FM No. 425980-5-22-01, 425980-4-32-01

Final Report

Prepared for

Florida Department of Department, District 4

Prepared by

CTS Engineering, Inc.

May 20, 2022

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1. INTRODUCTION

Florida Department of Transportation (FDOT) is programmed to conduct a PD&E study for I-95 from Miami-Dade/Broward County Line to north of Griffin Road, including interchange improvements at Sheridan Street, Stirling Road, and Griffin Road (FM 439170-1-22-01). The PD&E study will evaluate the recommendations proposed by the Broward County I-95 Interchange Master Plan (IMP) and subsequent recommendations by the I-95 Corridor Planning Study for these limits. Within the study limits, FDOT District 4 is completing a PD&E study from SR-858/Hallandale Beach Boulevard to SR-820/Hollywood Boulevard (FM 436903-1-22-02) with the focus to improve interchange and ramp terminals intersection capacity at Hallandale Beach Boulevard, Pembroke Road, and Hollywood Boulevard. South of this PD&E study limits, FDOT District 6 is conducting a PD&E study along I-95 from SR-860/Miami Garden Drive to Miami/Broward County Line (FM 414964-1-22-01). The District 4 Planning and Environmental Management Office (PLEMO) has retained CTS Engineering, Inc. to perform traffic data collection and traffic forecasting and projection (no-build condition) for the PD&E study. This report describes the methodology and presents the results of the data collection and traffic projection efforts. The following tasks have been performed under this study:

Task 1. Traffic Data Collection Methodology

This task is to collect traffic data within the study limits of the PD&E and summarize traffic data under the existing transportation conditions. The major subtasks include the following:

- **Perform full intersection counts:** Three-day full intersection data collection was conducted for the intersections along three study corridors: Sheridan Street Corridor, Stirling Road Corridor, and Griffin Road Corridor.
- **Conduct interchange 72-hour classification counts:** Three-day vehicle classification counts were collected at the ramps of the interchanges for I-95 at Ives Dairy (5 ramp locations), Hallandale Beach Boulevard (4 ramp locations), Pembroke Road (4 ramp locations), Hollywood Boulevard (4 ramp locations), and I-595 (8 ramp locations).
- **Collect I-95 Express Lanes traffic data using video cameras:** Three-day traffic and class counts were collected for express lanes within the study limits from north of Ives Dairy Road to south of I-595 through image processing.

- **Collect and summarize vehicular Origin-Destination (OD) Data:** StreetLight[1] data was obtained to prepare the OD matrix between selected locations from south of Ives Dairy Road to north of I-595 along I-95**.**
- **Perform arterial 72-hour counts:** Three-day vehicle classification counts were collected at four locations: Sheridan Street east of N 29th Avenue, Stirling Road west of Compass Road, Griffin Road east of I-95 NB ramp, and Griffin Road west of I-95 SB ramp.

Task 2 – Traffic Projections Methodology

As part of this study, traffic projections were prepared for future year (2045) under the No-Build conditions. Based on the coordination with the Department, the No Build conditions are defined as transportation network with the inclusion of Cost Feasible Plan improvements in the adopted MPO 2045 Long Range Transportation Plan (LRTP). In addition, preferred alternative from the I-95 PD&E study from Hallandale Beach Boulevard to Hollywood Boulevard are included as part of the No-Build conditions. Subtasks under this task include the following:

- **Data Gathering for Project Traffic from Past Studies:** The traffic projections and forecasts were collected for the I-95 PD&E Study from Hallandale Beach Boulevard to Hollywood Boulevard PD&E, the I-95 Corridor Planning Study led by FDOT District 6, and the I-95 PD&E study from Miami Garden Drive to Miami/Broward County Line led by District 6, in proximity to the study limits. Coordination has been carried out with the I-95 Express Team, I-95 PD&E Team from Hallandale Beach Boulevard to Hollywood Boulevard, and District 6's I-95 PD&E Team south of the county line to ensure traffic projections and improvements from various sources are considered.
- **Subarea Model Forecast for No-Build Conditions:** The socioeconomic data, network coding, and other model settings were reviewed to make sure they are consistent with the base year (2021) conditions. A future year (2045) no-build network in Southeast Florida Regional Planning Model (SERPM) was developed based on the 2045 Cost Feasible Plans adopted by the three MPOs in the region. The no-build network also includes the proposed improvements from the aforementioned projects in coordination with the Department.
- **Future Traffic Projections:** Trends analysis was conducted using the historical traffic counts. The growth factors were calculated using the population and employment data obtained from the SERPM model. A set of recommended growth rates were proposed based on the trends analysis, socioeconomic data, and model volumes for all approaches at the study intersections. The growth rates were applied to current AADT volumes to obtain projections for the open year (2021), interim year (2030), design year (2045) and 2050. Coordination was carried out to ensure the AADT projections at the county line along I-95 are consistent with the AADT forecasted by the I-95 PD&E Team south of the county line.

[1] https://www.streetlightdata.com/

Figure 1 presents the study corridors, ramps, and intersections of this study. The rest of this report documents the methods and results of abovementioned tasks.

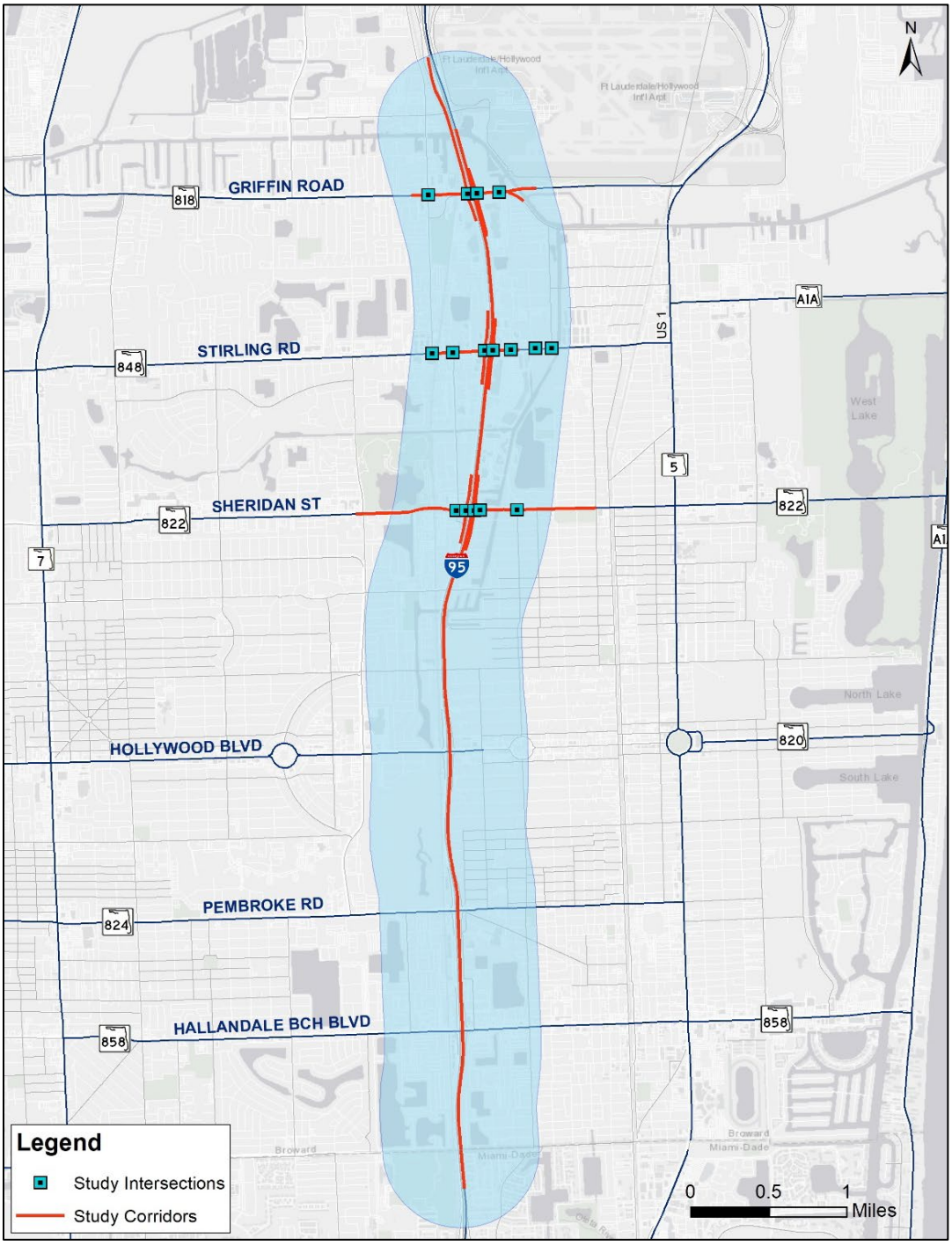


Figure 1. Study Corridor and Study Intersections

2. TRAFFIC DATA COLLECTION

This section documents the traffic data collection efforts conducted as part of this TWO. Figure 2 presents the locations for turning movement counts and ramp classification counts. Appendix A presents all traffic data collected in this study.

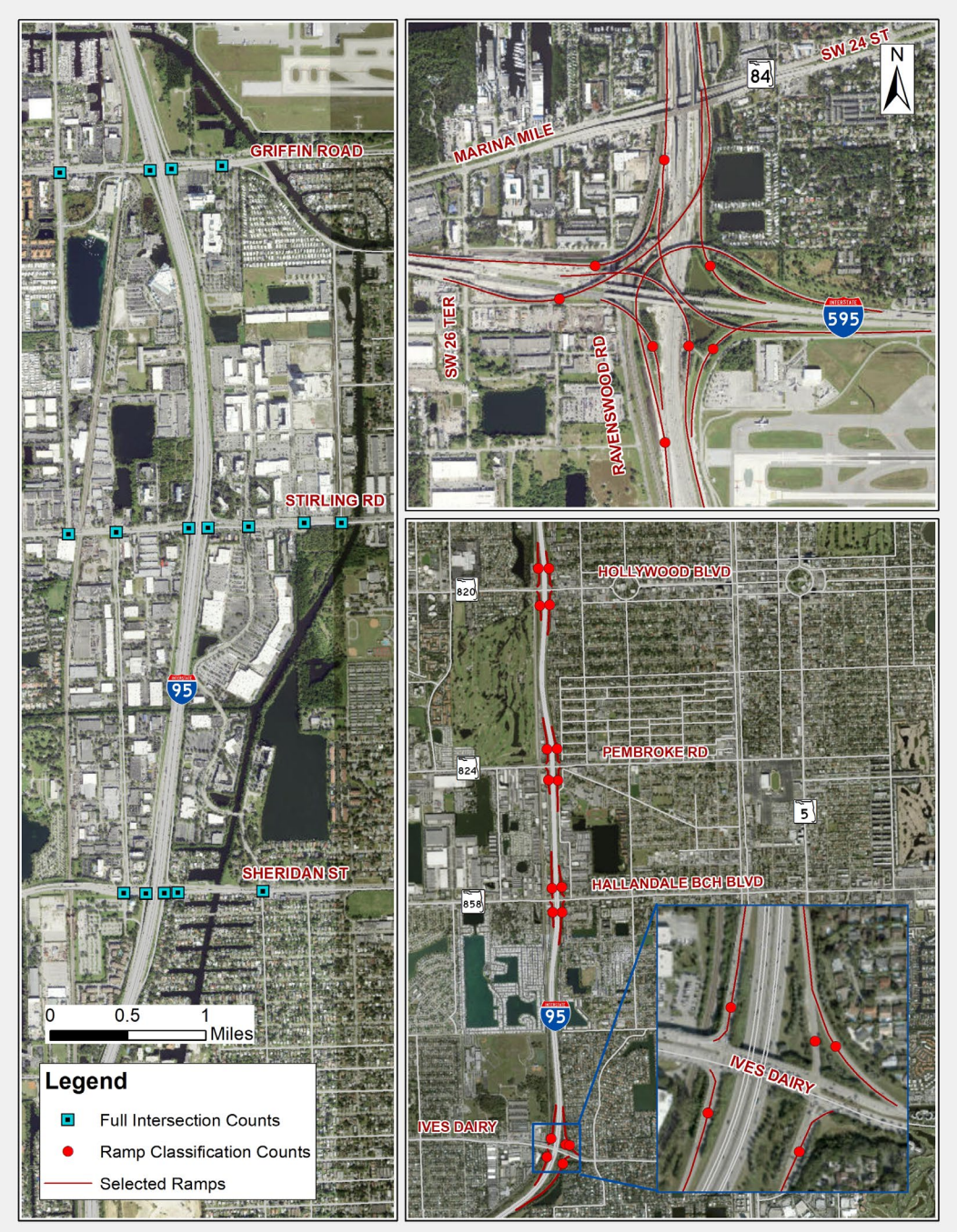


Figure 2. Intersection Counts and Ramp Class Counts Locations

2.1 Full Intersection Counts

Three-day full intersection data collection was conducted for 16 intersections along three corridors where interchange improvements were proposed: Sheridan Street Corridor, Stirling Road Corridor, and Griffin Road Corridor. Full intersection data collection includes 6-hour peak period turning movement counts (6:00 AM to 9:00 AM, 4:00 PM to 7:00 PM), and 72-hour link counts for three consecutive weekdays (Tuesday to Thursday). Seventy-two-hour vehicle classification counts were conducted on I-95 ramps. Additional classification counts were also collected along the following arterial roads:

- Sheridan Street east of N 29th Avenue
- Stirling Road west of Compass Road
- Griffin Road east of I-95 NB ramp
- Griffin Road west of I-95 SB ramp

The dates and locations for full intersection counts for Sheridan Street Corridor, Stirling Road Corridor, and Griffin Road Corridor are presented in Table 1 to Table 3, respectively.

Table 1. Full Intersection Counts along Sheridan Street Corridor

Data Collection Dates	Turning Movement Counts	72-Hour Counts	
	Count Location	Count Type	Count Location
11/9/2021-11/11/2021	I-95 NB Off Ramp Terminal at Sheridan Street	Classification	I-95 NB On Ramp N of Sheridan Street
		Classification	Sheridan Street E of I-95 NB Ramps
		Classification	I-95 NB Off Ramp S of Sheridan Street
	I-95 SB Off Ramp Terminal at Sheridan Street	Classification	I-95 SB Off Ramp N of Sheridan Street
		Volume	Sheridan Street E of I-95 SB Ramps
		Classification	I-95 SB On Ramp S of Sheridan Street
		Classification	CORTLAND Ramp to I-95 SB On Ramp
	Sheridan Street at N 29th Avenue	Volume	N 29th Avenue N of Sheridan Street
		Classification	Sheridan Street E of N 29th Avenue
		Volume	N 29th Avenue S of Sheridan Street
		Volume	Sheridan Street W of N 29th Avenue
	Sheridan Street at N. 28th Avenue	Volume	N 28th Avenue N of Sheridan Street
		Volume	Sheridan Street E of N 28th Avenue
	Sheridan Street at N. 26th Avenue	Volume	N 26th Avenue N of Sheridan Street
		Volume	Sheridan Street E of N 26th Avenue
		Volume	N 26th Avenue S of Sheridan Street

Table 2. Full Intersection Counts along Stirling Road Corridor

Data Collection Dates	Turning Movement Counts	72-Hour Counts	
	Count Location	Count Type	Count Location
11/9/2021-11/11/2021	I-95 NB Off Ramp Terminal at Stirling Road	Classification	I-95 NB On Ramp N of Stirling Road
		Classification	Stirling Road E of I-95 NB Ramps
		Classification	I-95 NB Off Ramp S of Stirling Road
	I-95 SB Off Ramp Terminal at Stirling Road	Classification	I-95 SB Off Ramp N of Stirling Road
		Volume	Stirling Road E of I-95 SB Ramps
		Classification	I-95 SB On Ramp S of Stirling Road
	Stirling Road at Anglers Avenue	Volume	Anglers Avenue N of Stirling Road
		Volume	Stirling Road E of Anglers Avenue
		Volume	Stirling Road W of Anglers Avenue
	Stirling Road at NW 29th Avenue	Classification	Stirling Road E of N 29th Avenue
		Volume	N 29th Avenue N of Stirling Road
	Stirling Road at SW 18th/Oakwood Boulevard	Volume	Oakwood Blvd. N of Stirling Road
		Classification	Stirling Road E of Oakwood Blvd.
		Volume	Oakwood Blvd. S of Stirling Road
	Stirling Road at South Compass Way	Volume	Compass Way N of Stirling Road
		Volume	Stirling Road E of Compass Way
		Volume	Compass Way S of Stirling Road
	Stirling Road at Bryan Road	Volume	Bryan Road N of Stirling Road
		Volume	Stirling Road E of Bryan Road

Table 3. Full Intersection Counts along Griffin Road Corridor

Data Collection Dates	Turning Movement Counts	72-Hour Counts	
	Count Location	Count Type	Count Location
11/2/2021-11/4/2021	I-95 NB Off Ramp Terminal at Griffin Road	Classification	I-95 NB On Ramp N of Griffin Road
		Classification	Griffin Road E of I-95 NB Ramps
		Classification	I-95 NB Off Ramp S of Griffin Road
	I-95 SB Off Ramp Terminal at Griffin Road	Classification	I-95 SB Off Ramp N of Griffin Road
		Volume	Griffin Road E of I-95 SB Ramps
		Classification	I-95 SB On Ramp S of Griffin Road
		Classification	Griffin Road W of I-95 SB Ramps
	Griffin Road at Anglers Avenue	Volume	Anglers Avenue N of Griffin Road
		Volume	Griffin Road E of Anglers Avenue
		Volume	Anglers Avenue S of Griffin Road
		Volume	Griffin Road W of Anglers Avenue
	Griffin Road at Old Griffin Road	Volume	Old Dixie Hwy N of Griffin Road
		Volume	Griffin Road E of Old Dixie Highway
		Volume	DCOTA Entrance S of Griffin Road

2.2 Interchange 72-Hour Classification Counts

Three-day vehicle classification counts were collected at the ramps of the five interchanges along the I-95 study corridor. The dates and locations of interchange counts are presented in **Table 4**.

Table 4. Interchange Classification Counts

Data Collection Dates	Interchange	Count Location
10/26/2021-10/28/2021	Ives Dairy	I-95 SB Off Ramp to Ives Dairy Road
		I-95 SB On Ramp from Ives Dairy Road
		I-95 NB On Ramp from EB Ives Dairy Road
		I-95 NB On Ramp from WB Ives Dairy Road
		I-95 NB Off Ramp to Ives Dairy Road
10/26/2021-10/28/2021	Hallandale Beach Boulevard	I-95 SB Off Ramp to Hallandale Beach Boulevard
		I-95 SB On Ramp from Hallandale Beach Boulevard
		I-95 NB On Ramp from Hallandale Beach Boulevard
		I-95 NB Off Ramp to Hallandale Beach Boulevard
10/26/2021-10/28/2021	Pembroke Road	I-95 SB Off Ramp to Pembroke Road
		I-95 SB On Ramp from Pembroke Road
		I-95 NB On Ramp from Pembroke Road
		I-95 NB Off Ramp to Pembroke Road
10/26/2021-10/28/2021	Hollywood Boulevard	I-95 SB Off Ramp to Hollywood Boulevard
		I-95 SB On Ramp from Hollywood Boulevard
		I-95 NB On Ramp from Hollywood Boulevard
		I-95 NB Off Ramp to Hollywood Boulevard
11/2/2021-11/4/2021	I-595	I-95 SB Off Ramp to WB I-595 On Ramp
		I-95 SB Off Ramp to EB I-595 On Ramp
		I-595 EB Off Ramp to I-95 NB On Ramp
		I-595 WB Off Ramp to I-95 NB On Ramp
		I-95 NB Off Ramp to WB I-595
		I-95 NB Off Ramp to EB I-595
		I-595 EB Off Ramp to SB I-95
		I-595 WB Off Ramp to SB I-95

2.3 Express Lane Data Collection

Video cameras were used to monitor express lanes traffic within the study limits from south of I-595 to north of Ives Dairy Road. Images were taken at the two ingress and two egress points of the express lanes for three consecutive weekdays (Tuesday to Friday). Then, images were processed to determine the number and class of vehicles in and out of the express lanes. Seventy-two-hour counts were reported in the same manner as the turning movement counts in 15-minute interval. The dates and locations of express lane camera data collection are summarized in **Table 5**.

Table 5. Express Lane Camera Data Collection

Data Collection Dates	Ingress/Egress Point	Count Location
11/9/2021-11/11/2021	Ingress	I-95 Express Lanes N of Ives Dairy Road, NB
11/9/2021-11/11/2021	Egress	I-95 Express Lanes N of Ives Dairy Road, SB
11/16/2021-11/18/2021	Ingress	I-95 Express Lanes S of I-595, SB
11/9/2021-11/11/2021	Egress	I-95 Express Lanes S of I-595, NB

3. TRAFFIC DATA SUMMARY

This section documents the methodology used to develop base year (2021) traffic volumes, including the annual average daily traffic (AADT) volumes, peak hour approach volumes, and peak hour turning movement counts.

For this study, the three-day average traffic volumes were used, together with the applicable axle correction factors and seasonal factors (**Appendix A-5** and **Appendix A-6**) that are published on FDOT Florida Traffic Online (2019), to calculate the 2021 AADTs for each approach of the study intersections. For classification counts, since the number of vehicles were collected instead of axles, axle correction factors were not applied. The 2021 AADT at I-95 south of Hallandale Beach Boulevard was calculated based on counts at two FDOT sites (#862487 and #861487). Other I-95 mainline 2021 AADTs were calculated based on ramp volumes and the 2021 AADT at I-95 south of Hallandale Beach Boulevard. The observed daily traffic counts, average daily counts, and calculated 2021 AADTs are presented in **Table 6** and **Appendix A-7**. Then, the calculated AADTs were balanced in coordination with the Project Team from FDOT District 6 that is conducting the I-95 PD&E Study from north of Golden Glades Interchange (GGI) to south of Hallandale Beach Boulevard. Balanced 2021 AADTs are presented in **Table 6** and illustrated in **Figure 3**.

The peak hours for the study corridor were determined based on the observed turning movement counts collected along Sheridan Street Corridor, Stirling Road Corridor, and Griffin Road Corridor. The observed AM peak hour is 7:30 AM to 8:30 AM, and the observed corridor's PM peak hour is 5:00 PM to 6:00 PM. To estimate base year (2021) peak hour volumes, the average values of 3 days observed counts during corridor peak hours were calculated. Then, the average peak hour counts were rounded up to the nearest 5. The rounded peak hour volumes are showed in **Appendix A-8**. Finally, the rounded peak hour turning movement counts were balanced in coordination with the Project Team from FDOT District 6 that is conducting the I-95 PD&E Study from north of Golden Glades Interchange (GGI) to south of Hallandale Beach Boulevard. The base year (2021) balanced peak hour turning movement volumes and approach volumes are presented in **Figure 4**.

Table 6. Base Year (2021) Daily Counts Summary

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
I-95	N of I-595								195,500	198,300			
	NB								*97,800*	*99,800*			
	SB								*97,700*	*98,500*			
I-95 at I-595	I-95 SB Off Ramp to WB I-595 On Ramp	35,037	35,200	35,321	35,186	1.00	1.00	35,186	35,000	35,000	10.6%	10.2%	10.3%
	I-95 SB Off Ramp to EB I-595 On Ramp	13,517	13,535	15,368	14,140	1.00	1.00	14,140	14,000	14,000	8.7%	8.1%	7.1%
	I-595 EB Off Ramp to NB I-95 NB On Ramp	30,460	29,869	30,631	30,320	1.00	1.00	30,320	30,500	30,500	9.2%	9.1%	8.4%
	I-595 WB Off Ramp to I-95 NB On Ramp	14,795	14,637	15,703	15,045	1.00	1.00	15,045	15,000	15,000	7.8%	7.3%	7.1%
	I-95 NB Off Ramp to WB I-595	28,872	29,316	29,484	29,224	1.00	1.00	29,224	29,000	29,000	7.6%	7.8%	8.0%
	I-95 NB Off Ramp to EB I-595	8,918	9,212	9,466	9,199	1.00	1.00	9,199	9,200	9,200	9.5%	9.3%	10.4%
	I-595 EB Off Ramp to SB I-95	27,601	27,901	28,906	28,136	1.00	1.00	28,136	28,000	28,000	4.8%	4.5%	5.2%
	I-595 WB Off Ramp to SB I-95	11,783	12,393	13,352	12,509	1.00	1.00	12,509	12,500	12,500	12.3%	12.3%	11.8%
I-95	S of I-595								262,700	265,500			
	NB								*136,000*	*138,000*			
	SB								*126,700*	*127,500*			
Griffin Road at Anglers Ave	Anglers Avenue N of Griffin Road	14,672	14,975	15,182	14,943	0.98	1.00	14,644	14,500	14,500			
	Anglers Avenue S of Griffin Road	14,118	14,420	14,180	14,239	0.98	1.00	13,955	14,000	14,000			
	Griffin Road W of Anglers Avenue	33,692	34,562	33,739	33,998	0.98	1.00	33,318	33,500	33,500			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
Griffin Road at I-95 SB Ramps	I-95 SB Off Ramp	11,360	11,804	11,564	11,576	1.00	1.00	11,576	11,500	11,500	9.3%	11.8%	10.8%
	Griffin Road E of I-95 SB Ramps	37,345	37,215	37,505	37,355	0.98	1.00	36,608	36,500	36,500			
	I-95 SB On Ramp	14,439	14,821	14,092	14,451	1.00	1.00	14,451	14,500	14,500	5.1%	5.5%	4.3%
	Griffin Road W of I-95 SB Ramps	42,511	43,069	43,057	42,879	1.00	1.00	42,879	43,000	43,000	4.7%	4.7%	4.5%
Griffin Road at I-95 NB Ramps	I-95 NB On Ramp	10,721	10,634	11,310	10,888	1.00	1.00	10,888	11,000	11,000	6.8%	7.3%	6.9%
	Griffin Road E of I-95 NB Ramps	31,424	33,084	35,781	33,430	1.00	1.00	33,430	33,500	33,500	5.1%	4.8%	4.6%
	I-95 NB Off Ramp	15,277	15,520	16,682	15,826	1.00	1.00	15,826	16,000	16,000	4.2%	4.1%	4.2%
Griffin Road at Old Griffin Road	Old Griffin Road N of Griffin Road	4,566	4,830	4,666	4,687	0.98	1.00	4,594	4,600	4,600			
	Griffin Road E of Old Griffin Road	27,727	29,656	31,647	29,677	0.98	1.00	29,083	29,000	29,000			
	DCOTA Entrance S of Griffin Road	2,062	2,087	2,097	2,082	0.98	1.00	2,040	2,000	2,000			
I-95	S of Griffin Road								282,200	285,000			
	NB								*141,000*	*143,000*			
	SB								*141,200*	*142,000*			
Stirling Road at Anglers Ave	Anglers Avenue N of Stirling Road	13,436	13,098	12,350	12,961	0.99	1.00	12,832	13,000	13,000			
	Stirling Road E of Anglers Avenue	49,525	51,773	48,944	50,081	0.99	1.00	49,580	49,500	49,500			
	Stirling Road W of Anglers Avenue	43,728	43,499	42,941	43,389	0.99	1.00	42,955	43,000	43,000			
Stirling Road at N 29 Ave	Stirling Road E of N 29 Avenue	48,625	49,218	47,584	48,476	1.00	1.00	48,476	48,500	48,500	4.8%	6.6%	5.3%
	N 29 Avenue S of Stirling Road	8,074	8,468	8,585	8,376	0.99	1.00	8,292	8,300	8,300			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
		Day 1	Day 2	Day 3	Average						Day 1	Day 2	Day 3
Stirling Road at I-95 SB Ramps	I-95 SB Off Ramp	14,877	15,123	14,699	14,900	1.00	1.00	14,900	15,000	15,000	4.4%	6.6%	4.7%
	Stirling Road E of I-95 SB Ramps	52,231	51,114	52,223	51,856	0.99	1.00	51,337	51,500	51,500			
	I-95 SB On Ramp	15,551	14,996	15,567	15,371	1.00	1.00	15,371	15,500	15,500	4.1%	4.3%	3.8%
Stirling Road at I-95 NB Ramps	I-95 NB On Ramp	15,268	15,144	15,055	15,156	1.00	1.00	15,156	15,000	15,000	2.8%	5.7%	3.1%
	Stirling Road E of I-95 NB Ramps	52,336	53,201	53,153	52,897	1.00	1.00	52,897	53,000	53,000	4.7%	4.6%	4.5%
	I-95 NB Off Ramp	16,417	15,279	16,014	15,903	1.00	1.00	15,903	16,000	16,000	3.7%	4.1%	3.6%
Stirling Road at Oakwood Blvd.	Oakwood Boulevard N of Stirling Road	13,843	14,313	14,804	14,320	0.99	1.00	14,177	14,000	14,000			
	Stirling Road E of Oakwood Blvd.	39,239	39,246	38,862	39,116	1.00	1.00	39,116	39,000	39,000	3.4%	3.3%	3.2%
	Oakwood Blvd. S of Stirling Road	19,974	19,384	19,701	19,686	0.99	1.00	19,489	19,500	19,500			
Stirling Road at Compass Way	Compass Way N of Stirling Road	6,933	6,553	6,477	6,654	0.99	1.00	6,588	6,600	6,600			
	Stirling Road E of Compass Way	33,821	32,589	31,035	32,482	0.99	1.00	32,157	32,000	32,000			
	Compass Way S of Stirling Road	897	963	951	937	0.99	1.00	928	950	950			
Stirling Road at Bryan Road	Bryan Road N of Stirling Road	5,649	5,690	5,455	5,598	0.99	1.00	5,542	5,500	5,500			
	Stirling Road E of Bryan Road	32,077	29,577	30,538	30,731	0.99	1.00	30,423	30,500	30,500			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
		Day 1	Day 2	Day 3	Average						Day 1	Day 2	Day 3
I-95	S of Stirling Road								283,700	286,500			
	NB Total								*142,000*	*144,000*			
	NB General Purpose Lane								*125,000*	*127,400*			
	NB Express Lane								*17,000*	*16,600*			
	SB Total								*141,700*	*142,500*			
	SB General Purpose Lane								*120,200*	*121,100*			
	SB Express Lane								*21,500*	*21,400*			
Sheridan Street at N 29 Avenue	N 29 Avenue N of Sheridan Street	11,514	11,519	11,811	11,615	0.98	1.00	11,382	11,500	11,500			
	Sheridan Street E of N 29 Avenue	54,266	53,983	51,449	53,233	1.00	1.00	53,233	53,000	53,000	5.4%	4.8%	6.1%
	N 29 Avenue S of Sheridan Street	3,705	3,701	3,727	3,711	0.98	1.00	3,637	3,600	3,600			
	Sheridan Street W of N 29 Avenue	52,629	52,856	52,592	52,692	0.98	1.00	51,638	51,500	51,500			
Sheridan Street at I-95 SB Ramps	I-95 SB Off Ramp	18,230	18,986	18,573	18,596	1.00	1.00	18,596	18,500	18,500	4.5%	3.6%	3.3%
	Sheridan Street E of I-95 SB Ramps	55,679	55,522	53,481	54,894	0.98	1.00	53,796	54,000	54,000			
	I-95 SB On Ramp	14,552	14,616	14,616	14,595	1.00	1.00	14,595	14,500	14,500	6.8%	6.3%	6.5%
	CORTLAND Ramp to I-95 SB On Ramp	1,769	1,802	1,723	1,765	1.00	1.00	1,765	1,800	1,800	5.4%	5.9%	5.3%
Sheridan Street at I-95 NB Ramps	I-95 NB On Ramp	19,274	20,109	19,519	19,634	1.00	1.00	19,634	19,500	19,500	3.6%	3.6%	3.5%
	Sheridan Street E of I-95 NB Ramps	57,169	57,358	55,882	56,803	1.00	1.00	56,803	57,000	57,000	3.4%	3.4%	2.3%
	I-95 NB Off Ramp	16,668	16,961	16,279	16,636	1.00	1.00	16,636	16,500	16,500	3.5%	3.1%	3.3%
Sheridan Street at N 28 Avenue	N 28 Avenue N of Sheridan Street	292	282	308	294	0.98	1.00	288	300	300			
	Sheridan Street E of N 28 Avenue	52,626	53,542	50,982	52,383	0.98	1.00	51,336	51,500	51,500			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
Sheridan Street at N 26 Avenue	N 26 Avenue N of Sheridan Street	17,057	16,783	16,405	16,748	0.98	1.00	16,413	16,500	16,500			
	Sheridan Street E of N 26 Avenue	47,922	47,498	47,270	47,563	0.98	1.00	46,612	46,500	46,500			
	N 26 Avenue S of Sheridan Street	11,000	11,299	10,925	11,075	0.98	1.00	10,853	11,000	11,000			
I-95	S of Sheridan Street								278,500	281,300			
	NB Total								*139,000*	*141,000*			
	NB General Purpose Lane								*122,000*	*124,400*			
	NB Express Lane								*17,000*	*16,600*			
	SB Total								*139,500*	*140,300*			
	SB General Purpose Lane								*118,000*	*118,900*			
	SB Express Lane								*21,500*	*21,400*			
I-95 at Hollywood Blvd.	I-95 SB Off Ramp to Hollywood Blvd.	18,079	19,078	18,852	18,670	1.00	1.00	18,670	18,500	18,500	3.6%	4.0%	3.8%
	I-95 SB On Ramp from Hollywood Blvd.	13,599	13,415	13,221	13,412	1.00	1.00	13,412	13,500	13,500	2.6%	2.8%	2.7%
	I-95 NB On Ramp from Hollywood Blvd.	17,553	17,446	17,829	17,609	1.00	1.00	17,609	17,500	17,500	2.8%	3.1%	3.1%
	I-95 NB Off Ramp to Hollywood Blvd.	12,403	12,073	12,541	12,339	1.00	1.00	12,339	12,500	12,500	3.6%	3.2%	3.3%
I-95	S of Hollywood Blvd.								268,500	271,300			
	NB Total								*134,000*	*136,000*			
	NB General Purpose Lane								*117,000*	*119,400*			
	NB Express Lane								*17,000*	*16,600*			
	SB Total								*134,500*	*135,300*			
	SB General Purpose Lane								*113,000*	*113,900*			
	SB Express Lane								*21,500*	*21,400*			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
		Day 1	Day 2	Day 3	Average						Day 1	Day 2	Day 3
I-95 at Pembroke Road	I-95 SB Off Ramp to Pembroke Road	19,433	19,729	17,907	19,023	1.00	1.00	19,023	19,000	19,000	5.4%	5.9%	5.2%
	I-95 SB On Ramp from Pembroke Road	11,518	11,480	12,344	11,781	1.00	1.00	11,781	12,000	12,000	4.3%	4.3%	4.7%
	I-95 NB On Ramp from Pembroke Road	17,561	17,790	18,836	18,062	1.00	1.00	18,062	18,000	18,000	6.0%	6.6%	5.8%
	I-95 NB Off Ramp to Pembroke Road	13,903	14,230	14,992	14,375	1.00	1.00	14,375	14,500	14,500	4.3%	3.6%	3.6%
I-95	S of Pembroke Road								258,000	260,800			
	NB Total								*130,500*	*132,500*			
	NB General Purpose Lane								*113,500*	*115,900*			
	NB Express Lane								*17,000*	*16,600*			
	SB Total								*127,500*	*128,300*			
	SB General Purpose Lane								*106,000*	*106,900*			
	SB Express Lane								*21,500*	*21,400*			
I-95 at Hallandale Beach Blvd.	I-95 SB Off Ramp to Hallandale Beach Blvd.	22,075	21,926	22,203	22,068	1.00	1.00	22,068	22,000	22,000	8.4%	5.7%	5.6%
	I-95 SB On Ramp from Hallandale Beach Blvd.	13,190	13,463	13,445	13,366	1.00	1.00	13,366	13,500	13,500	4.8%	4.6%	50.2%
	I-95 NB On Ramp from Hallandale Beach Blvd.	23,641	22,715	22,463	22,940	1.00	1.00	22,940	23,000	23,000	5.2%	4.4%	4.6%
	I-95 NB Off Ramp to Hallandale Beach Blvd.	15,157	14,592	13,999	14,583	1.00	1.00	14,583	14,500	14,500	3.3%	3.0%	3.3%

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
		Day 1	Day 2	Day 3	Average						Day 1	Day 2	Day 3
I-95	S of Hallandale Beach Blvd.								241,000	243,800			
	NB Total								*122,000*	*124,000*			
	NB General Purpose Lane								*109,500*	*112,000*			
	NB Express Lane								*12,500*	*12,000*			
	SB Total								*119,000*	*119,800*			
	SB General Purpose Lane								*102,800*	*103,700*			
	SB Express Lane								*16,200*	*16,100*			
I-95 at Ives Dairy Road	I-95 SB Off Ramp to Ives Dairy Road	24,991	25,495	26,915	25,800	1.00	1.00	25,800	26,000	33,200	3.6%	4.5%	4.1%
	I-95 SB On Ramp from Ives Dairy Road	17,277	17,490	17,564	17,444	1.00	1.00	17,444	17,500	16,800	2.8%	2.7%	2.7%
	I-95 NB On Ramp from EB Ives Dairy Road	7,220	7,288	7,300	7,269	1.00	1.00	7,269	7,300	29,900	2.6%	2.1%	2.1%
	I-95 NB On Ramp from WB Ives Dairy Road	19,930	20,301	20,834	20,355	1.00	1.00	20,355	20,500		7.3%	6.0%	6.4%
	I-95 NB Off Ramp to Ives Dairy Road	17,225	17,561	17,543	17,443	1.00	1.00	17,443	17,500	17,000	3.2%	3.7%	3.6%
I-95	S of Ives Dairy Road								222,200	214,500			
	NB Total								*111,700*	*111,100*			
	NB General Purpose Lane								*99,200*	*99,100*			
	NB Express Lane								*12,500*	*12,000*			
	SB Total								*110,500*	*103,400*			
	SB General Purpose Lane								*94,300*	*87,300*			
	SB Express Lane								*16,200*	*16,100*			

Table 6. Base Year (2021) Daily Counts Summary (Cont'd)

Interchange	Location	72-Hour Counts				Axle Correction Factor	Seasonal Factor	Calculated 2021 AADT	Rounded 2021 AADT	Balanced 2021 AADT	T Factor		
I-95 Express	NB S of I-595	16,443	17,692	16,885	17,007	1.00	1.00	17,007	17,000	16,600			
	SB S of I-595	21,745	21,661	21,594	21,667	1.00	1.00	21,667	21,500	21,400			
	SB N of Ives Dairy Road	21,318	21,573	21,605	21,499	1.00	1.00	21,499	16,200	16,100			
	SB Off Ramp Egress N of Ives Dairy Road	5,291	5,162	5,317	5,257	1.00	1.00	5,257	5,300	5,300			
	NB On Ramp Ingress N of Ives Dairy Road	4,610	4,229	5,015	4,618	1.00	1.00	4,618	4,600	4,600			
	NB N of Ives Dairy Road	11,786	12,677	12,703	12,389	1.00	1.00	12,389	12,500	12,000			

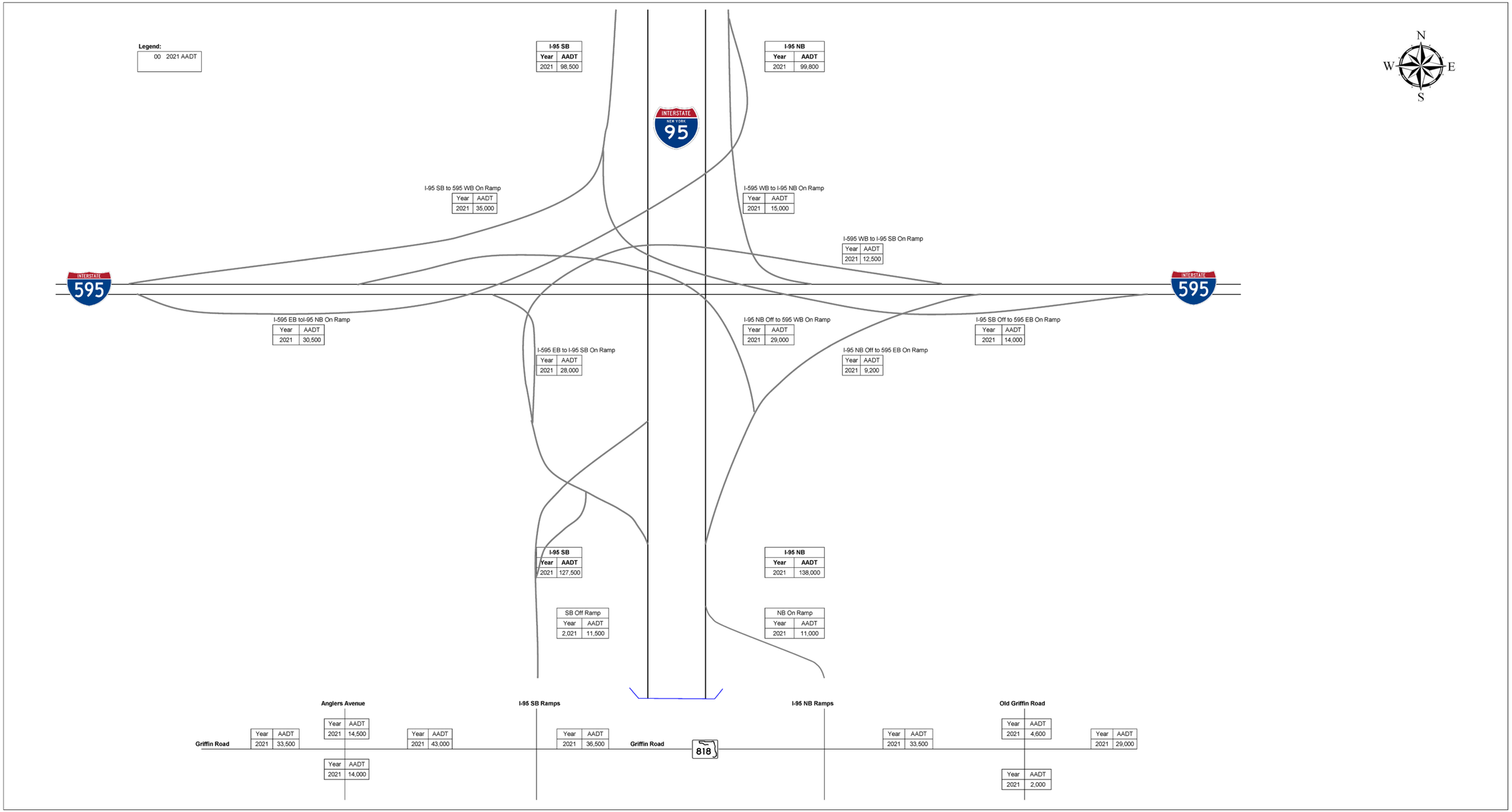


Figure 3. Base Year (2021) AADTs

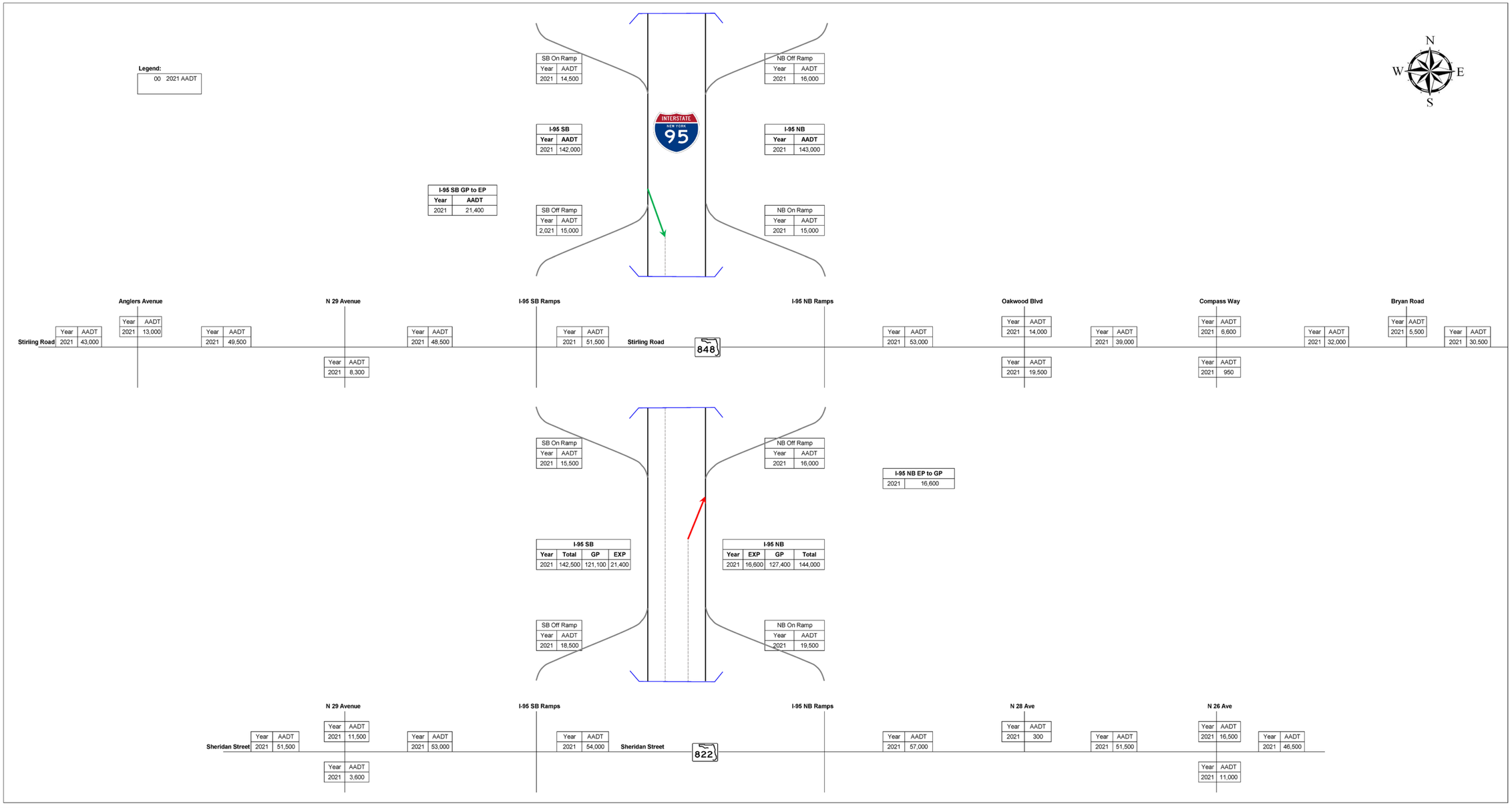


Figure 3. Base Year (2021) AADTs (Cont'd)

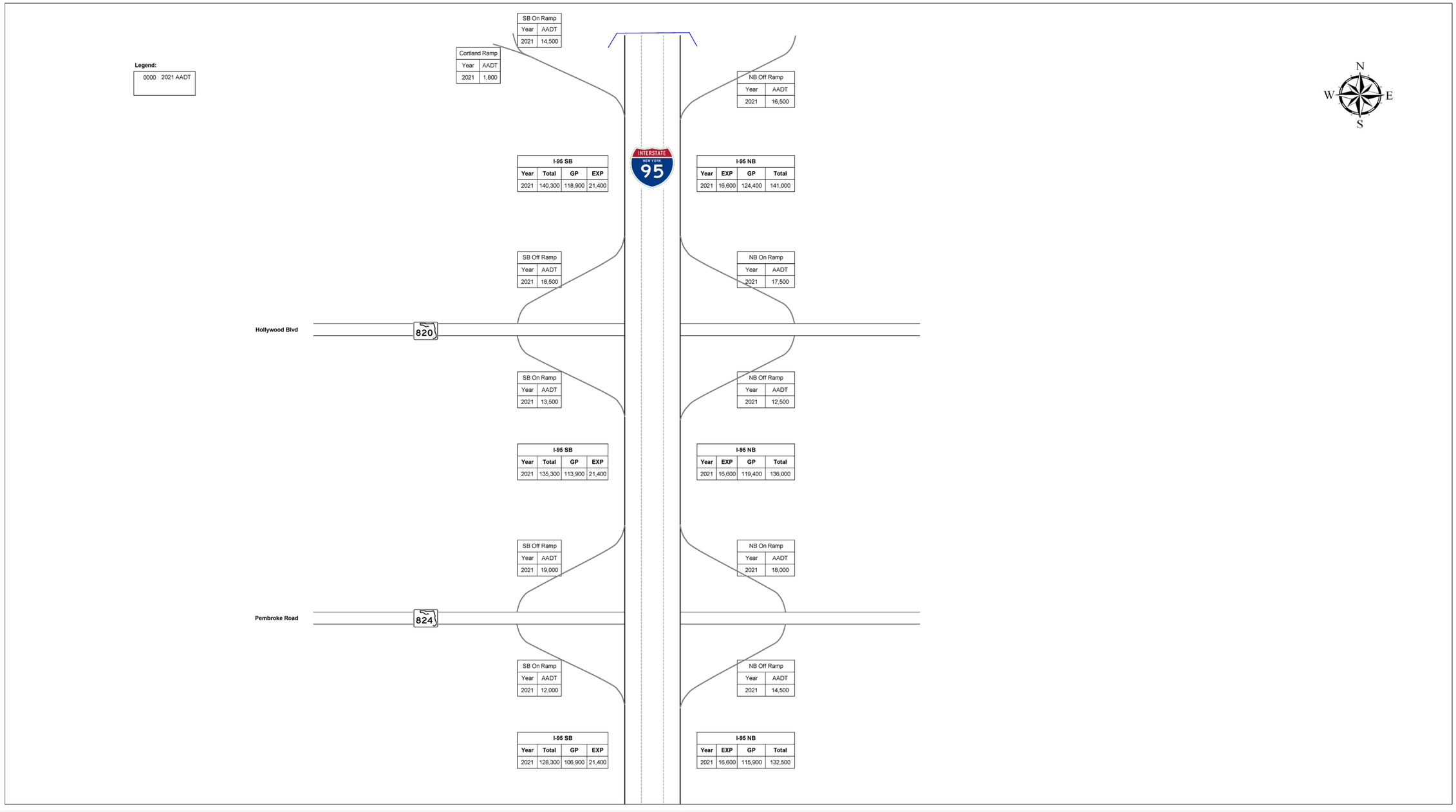


Figure 3. Base Year (2021) AADTs (Cont'd)

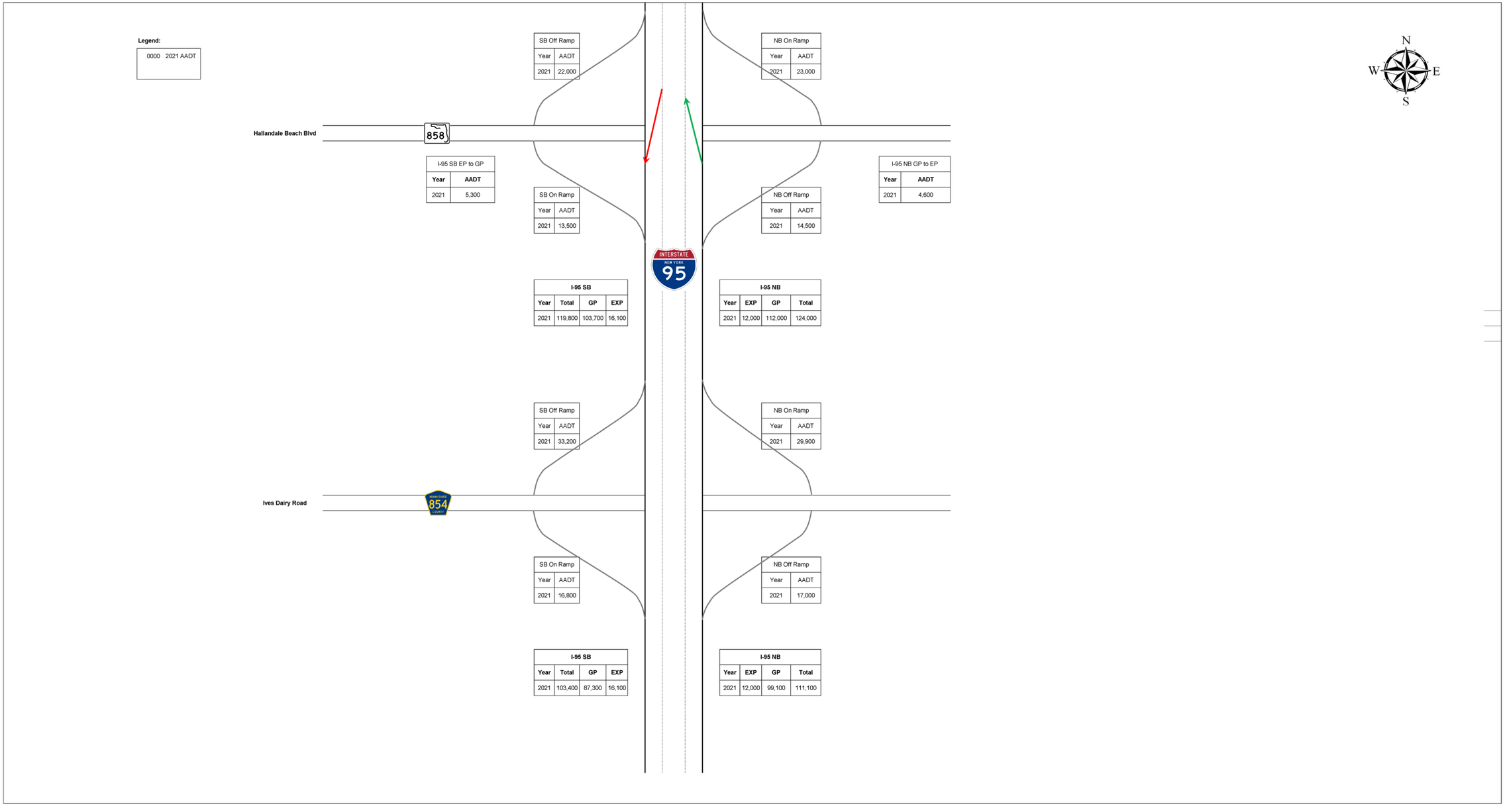


Figure 3. Base Year (2021) AADTs (Cont'd)

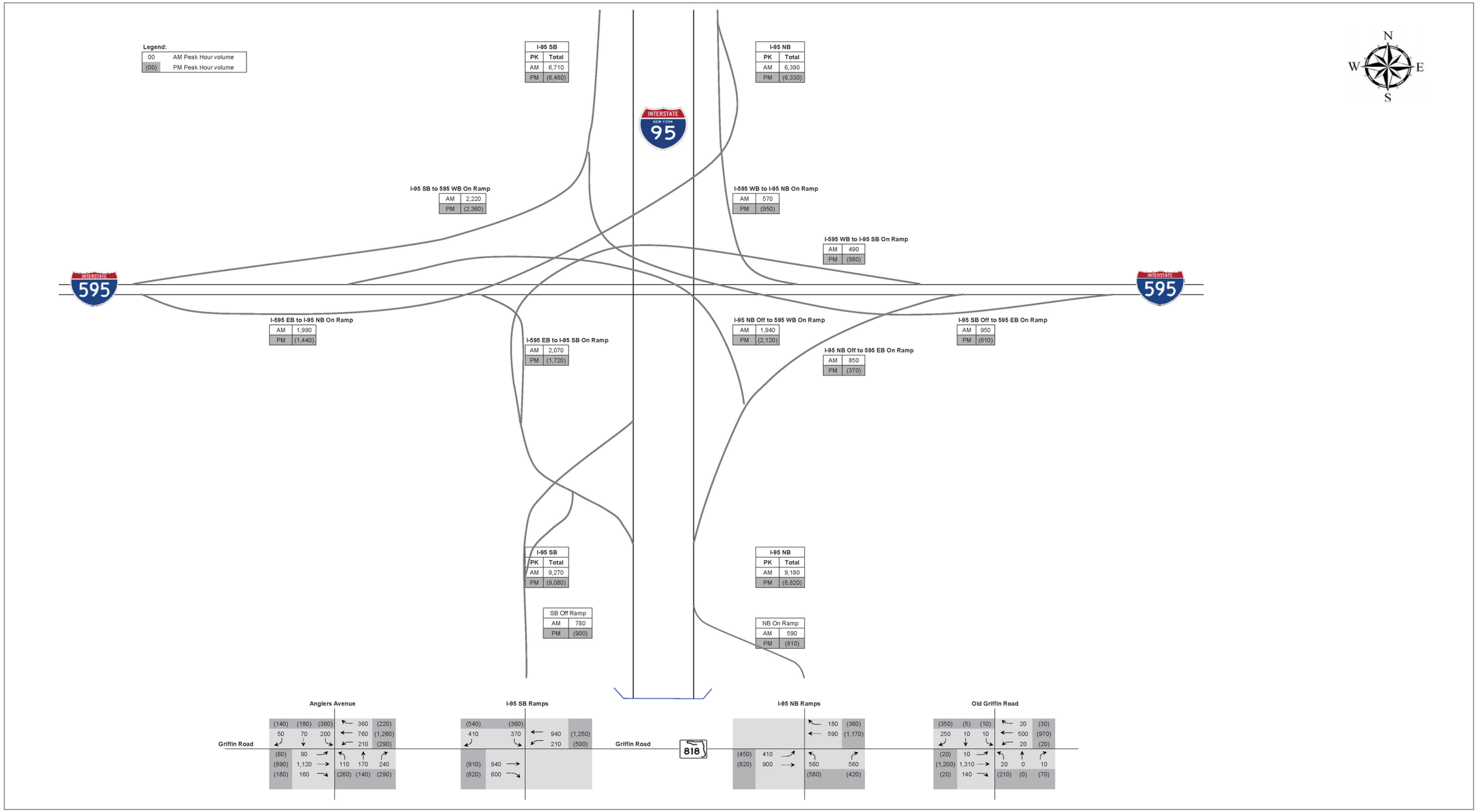


Figure 4. Base Year (2021) Peak Hour Volumes

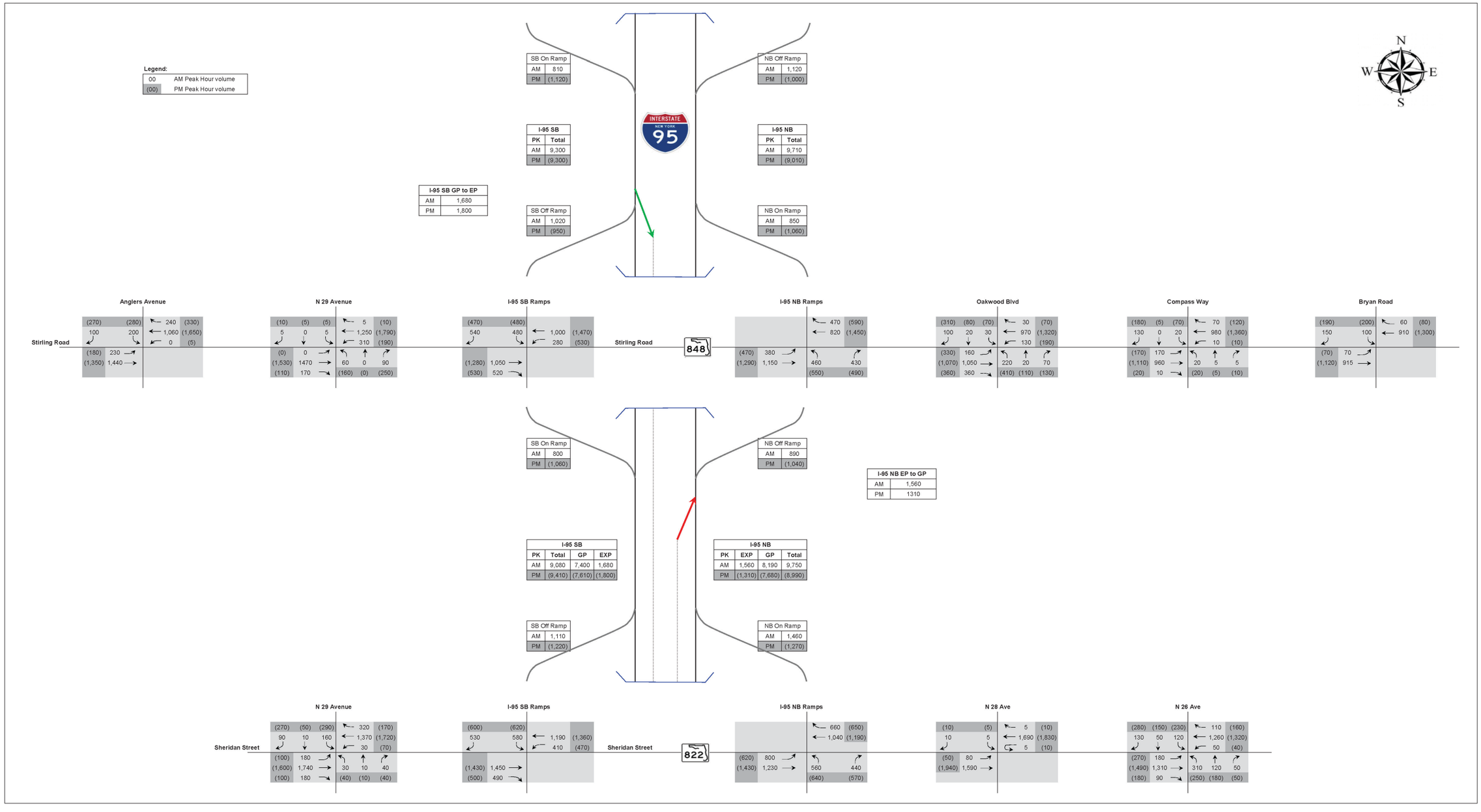


Figure 4. Base Year (2021) Peak Hour Volumes (Cont'd)

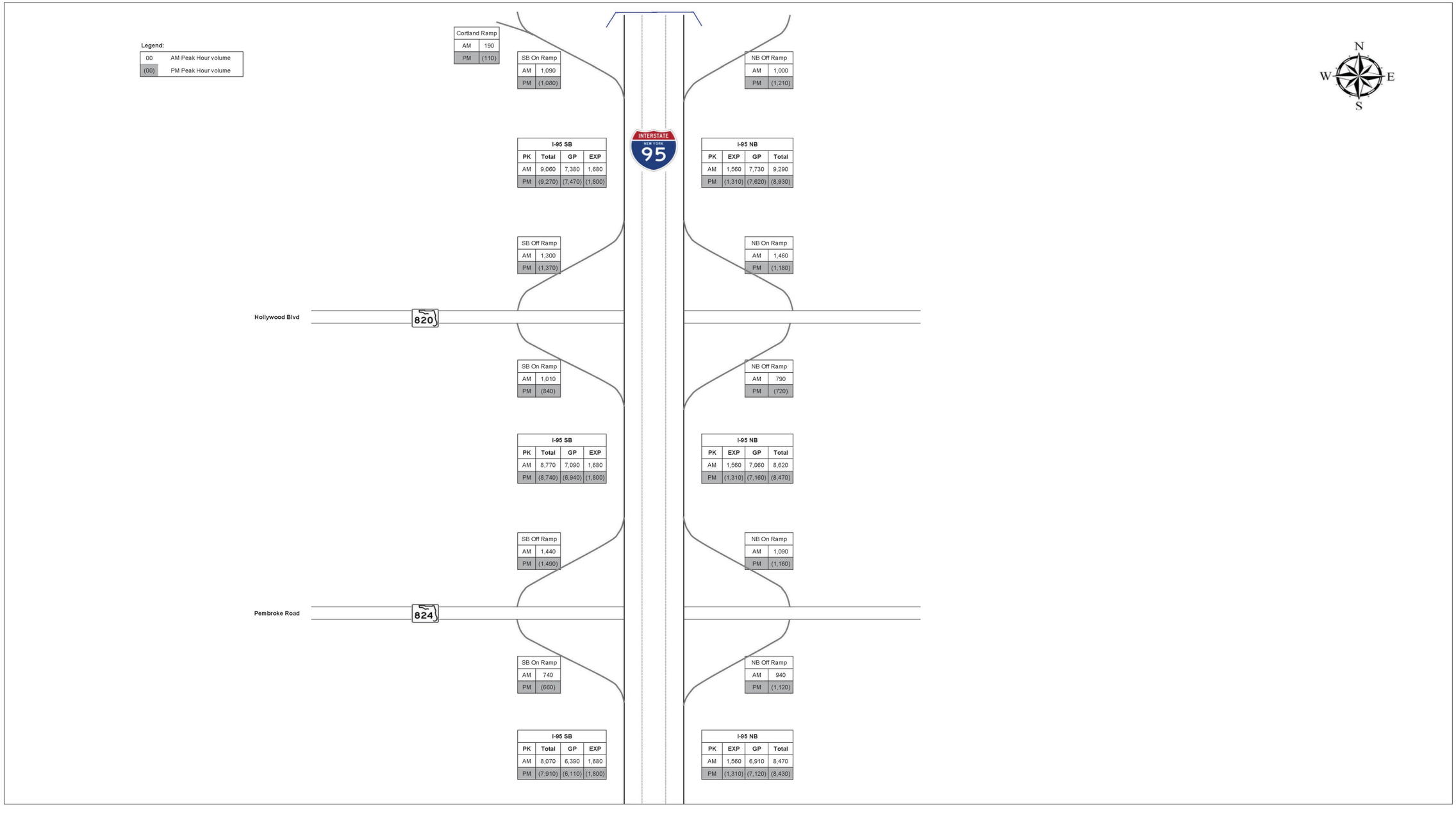


Figure 4. Base Year (2021) Peak Hour Volumes (Cont'd)

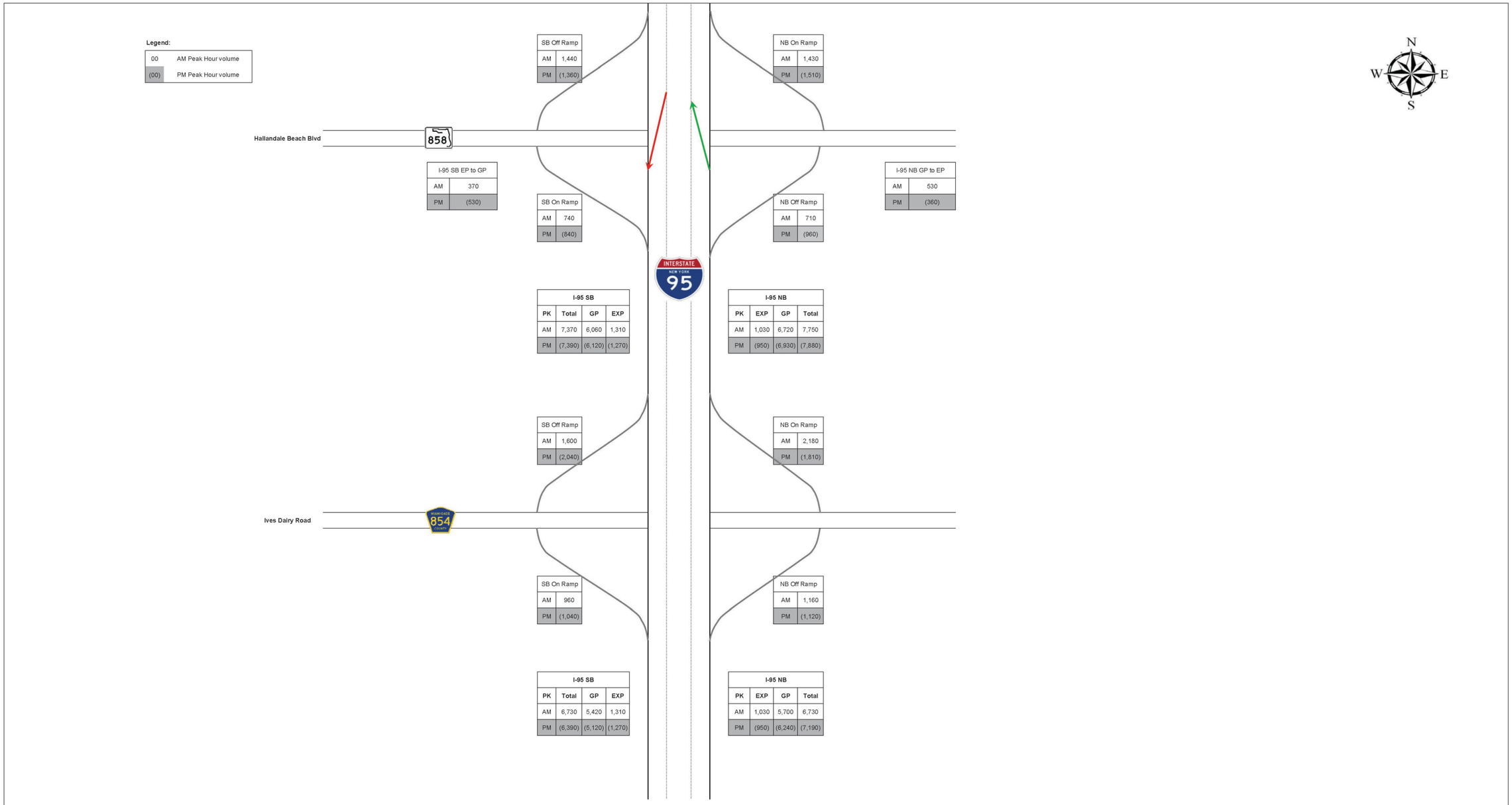


Figure 4. Base Year (2021) Peak Hour Volumes (Cont'd)

4. ORIGIN-DESTINATION ANALYSIS

To provide an understanding of the travel pattern along the corridor and provide information for PD&E study stage, StreetLight data was downloaded for 80 zones along I-95 from south of Ives Dairy Road in Miami-Dade County to north of Davie Boulevard in Broward County. The origin-destination (OD) locations are showed in **Figure 5** and summarized in **Table 7**.

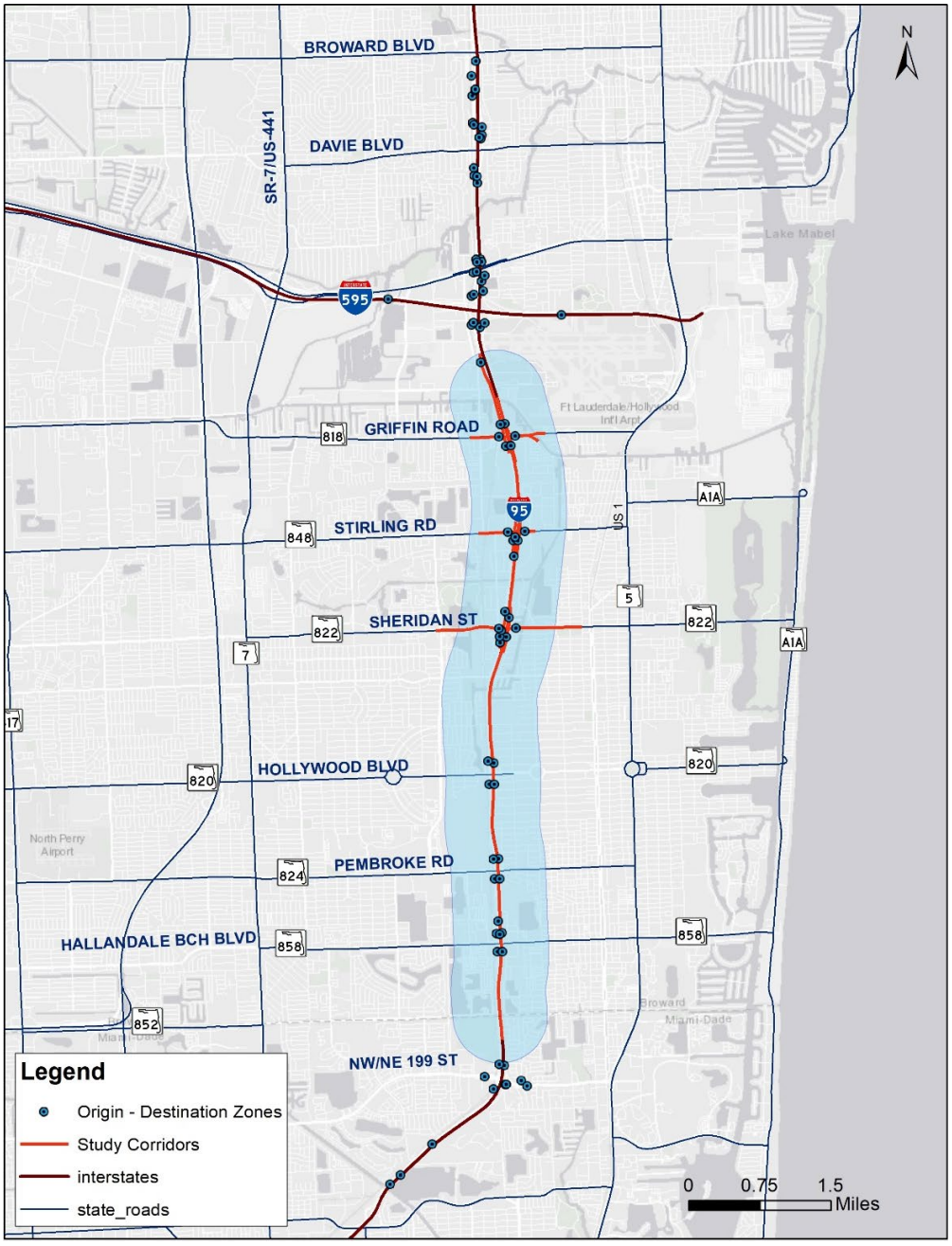


Figure 5. Origin-Destination Locations

Table 7. Origin-Destination Locations

Location	Origin-Destination Zones
Ives Dairy Road	1_Ives Dairy Rd_SB On Ramp
	1_Ives Dairy Rd_NB Off Ramp_1
	1_Ives Dairy Rd_NB Off Ramp_2
	1_Ives Dairy Rd_NB On Ramp
	1_Ives Dairy Rd_SB Off Ramp
	1_Ives Dairy Rd_Highland Lake Blvd_N
	1_Ives Dairy Rd_Highland Lake Blvd_E
	1_Ives Dairy Rd_Highland Lake Blvd_W
Hallandale Beach Blvd.	2_Hallandale Beach Blvd_SB On Ramp
	2_Hallandale Beach Blvd_NB Off Ramp
	2_Hallandale Beach Blvd_NB On Ramp
	2_Hallandale Beach Blvd_SB Off Ramp
Pembroke Road	3_Pembroke Rd_SB On Ramp
	3_Pembroke Rd_NB Off Ramp
	3_Pembroke Rd_NB On Ramp
	3_Pembroke Rd_SB Off Ramp
Hollywood Blvd.	4_Hollywood Blvd_SB On Ramp
	4_Hollywood Blvd_NB Off Ramp
	4_Hollywood Blvd_NB On Ramp
	4_Hollywood Blvd_SB Off Ramp

Location	Origin-Destination Zones
Sheridan Street	5_Sheridan St_SB On Ramp
	5_Sheridan St_NB Off Ramp
	5_Sheridan St_NB On Ramp
	5_Sheridan St_SB Off Ramp
	9_Additional_ Sheridan SB On Ramp 1
	9_Additional_ Sheridan SB On Ramp 2
	9_Sheridan St west of I-95 (Crossing Street)
	9_Sheridan St east of I-95 (Crossing Street)
Stirling Road	6_Stirling Rd_SB On Ramp
	6_Stirling Rd_NB Off Ramp
	6_Stirling Rd_NB On Ramp
	6_Stirling Rd_SB Off Ramp
	9_Sitrling Rd east of I-95 (Crossing Street)
	9_Sitrling Rd west of I-95 (Crossing Street)
Griffin Road	7_Griffin Rd_SB On Ramp
	7_Griffin Rd_NB Off Ramp
	7_Griffin Rd NB On Ramp
	7_Griffin Rd_SB Off Ramp
	9_Griffin Rd west of I-95 (Crossing Street)
	9_Griffin Rd east of I-95 (Crossing Street)

Table 7. Origin-Destination Locations (Cont'd)

Location	Origin-Destination Zones
I-595	8_I-95 SB Off Ramp
	8_I-595 WB to I-95 SB On Ramp
	8_I-95 NB to I-595 WB Off Ramp
	8_I-95 NB to I-595 EB Off Ramp
	8_I-95 NB to SR 84 Off Ramp
	8_I-595 WB to I-95 NB On Ramp
	8_I-595 EB to I-95 NB On Ramp
	8_SR 84 EB to I-95 NB On Ramp
	8_SR 84 WB to I-95 NB On Ramp
	8_ I-95 SB to SR 84 WB Off Ramp
	8_ I-95 SB to SR 84 EB Off Ramp
	8_ I-95 SB to I-595 Off Ramp
	8_Broward Blvd. to I-595 Ramp (SW 20th Ter)
	8_Broward Blvd. to I-95 SB On Ramp
	8_Broward Blvd. Tri-Rail Station to I-95 SB On Ramp
	8_I-95 SB to Davie Blvd Off Ramp
	8_ Davie Blvd. to I-595 Ramp
	8_Davie to I-95 SB On Ramp
	8_All SB to I-595 WB Ramp
	8_All SB to I-595 EB Ramp
	8_I-595 EB to I-95 SB On Ramp
	8_All NB to Davie Blvd. Ramp
	8_All NB to I-95 NB On Ramp
	8_I-95 NB to Davie Blvd. Off Ramp
	8_Davie Blvd. to I-95 NB On Ramp
	8_All NB to Broward Blvd. Ramp
	8_I-95 NB to Broward Blvd. Off Ramp
	8_I-95 NB to Broward Blvd. Tri-Rail Station Off Ramp
	8_SR 84 EB to I-95 SB On Ramp
	8_SB 84 WB to I-95 SB On Ramp
I-95 Express Ingress and Egress	10_I-95 SB Express Lane Ingress
	10_I-95 SB Express Lane Egress
	10_I-95 SB Express Lane Ingress (S)
	10_I-95 NB Express Lane Egress
	10_I-95 NB Express Lane Ingress
	10_I-95 NB Express Lane Egress (N)
I-95 Main Line	11_I-95 Total_N
	11_I-95 Total_S
	11_I-595 Total_E
	11_I-595 Total_W

All Streetlight Data was obtained for one month (September 2021). Only weekday daily data was selected for developing the traffic patterns along the study corridor. The origin-destination matrix for eighty StreetLight zones can be found in **Appendix D**. Eighteen StreetLight zones were selected to show the major flows from each crossing corridors as well as I-95. **Table 8** summarizes the origin-destination matrix for the selected zones.

Table 8. Origin-Destination Matrix

Origin / Destination Zones	I-95 S of Ives Dairy Rd	Ives Dairy Road East of I-95	Ives Dairy Road West of I-95	Hallandale Beach Blvd. On Ramps	Hallandale Beach Blvd. Off Ramps	Pembroke Rd On Ramps	Pembroke Rd Off Ramps	Hollywood Blvd. On Ramps	Hollywood Blvd. Off Ramps	Griffin Blvd. East of I-95	Griffin Blvd. West of I-95	Stirling Rd east of I-95	Stirling Rd west of I-95	Sheridan St East of I-95	Sheridan St West of I-95	I-595 East of I-95	I-595 West of I-95	I-95 North of Davie Rd
I-95 S of Ives Dairy Rd	-	11,613	4,651	1,112	11,507	1,205	7,371	612	6,812	3,286	2,638	2,079	2,053	3,254	3,131	4,153	5,673	26,288
Ives Dairy Road East of I-95	9,807	-	10,647	412	1,116	221	1,808	166	1,217	734	851	411	1,380	346	1,365	729	4,615	4,618
Ives Dairy Road West of I-95	6,192	10,363	-	246	1,016	95	557	85	776	213	177	297	172	438	406	279	649	1,208
Hallandale Beach Blvd. On Ramps	12,864	2,438	1,845	-	313	442	2,940	269	2,420	653	1,153	891	1,269	1,031	1,539	578	4,043	4,264
Hallandale Beach Blvd. Off Ramps	4,398	2,033	893	9,320	-	662	370	146	521	96	332	114	90	149	452	106	310	509
Pembroke Rd On Ramps	7,407	1,839	864	2,872	6,983	-	195	286	1,869	753	970	935	899	1,169	1,454	498	2,909	4,841
Pembroke Rd Off Ramps	2,141	777	402	1,647	3,660	7,043	-	281	425	111	197	141	113	217	223	93	356	542
Hollywood Blvd. On Ramps	7,321	1,452	867	1,661	4,120	1,667	4,464	-	232	586	940	1,288	918	1,153	1,258	587	4,240	5,193
Hollywood Blvd. Off Ramps	1,727	501	194	765	1,669	875	2,212	5,902	-	109	295	162	156	401	415	104	354	409
Griffin Rd East of I-95	2,256	393	208	232	596	225	646	251	673	-	6,206	637	704	183	452	709	1,693	1,850
Griffin Rd West of I-95	2,413	818	237	607	1,623	561	1,396	536	1,422	6,552	-	1,180	609	857	338	598	1,501	3,387
Stirling Rd east of I-95	1,926	274	282	313	930	306	1,090	337	1,439	668	1,266	-	8,669	608	1,094	281	2,716	2,509
Stirling Rd west of I-95	2,028	1,065	215	491	1,624	486	1,426	498	1,218	776	451	8,801	-	798	547	456	1,513	2,767
Sheridan St East of I-95	3,260	205	465	458	1,203	467	1,323	657	1,414	306	1,004	797	956	-	9,014	311	3,774	3,917
Sheridan St West of I-95	2,320	883	426	621	1,584	586	1,405	725	1,364	592	483	1,197	595	9,191	-	644	2,087	3,934
I-595 East of I-95	4,876	763	271	361	899	296	811	292	800	1,045	1,015	394	660	287	670	-	26,387	9,071
I-595 West of I-95	5,186	3,718	684	1,069	4,573	973	3,485	1,006	4,719	2,234	1,837	2,230	1,664	2,480	1,774	25,003	-	28,636
I-95 North of Davie Rd	26,482	3,690	1,403	1,655	5,320	1,269	5,409	1,282	5,560	2,092	3,564	2,319	3,106	3,049	3,683	10,054	26,014	-

The through traffic between I-95 south of Ives Dairy Road and I-95 north of Davie Road is about 26,000 for both directions.

For traffic started from I-95 south of Ives Dairy Road, the major destinations are Ives Diary Road east of I-95 (11,600), Hallandale Beach Boulevard Off Ramps (11,500), Pembroke Road Off Ramps (7,400), Hollywood Boulevard Off Ramps (6,800), and I-595 east (4,200) and west (5,700) of I-95.

For traffic started from Ives Dairy Road, about 10,500 vehicles stayed on Ives Dairy Road travelling to the east and west. Among the traffic started from Ives Dairy Road east of I-95, about 9,800 vehicles travelled to Miami along I-95, about 4,600 vehicles went to I-595 west of I-95, and about 4,600 vehicles travelled to I-95 North of Davie Road. Among the traffic started from Ives Dairy Road west of I-95, about 6,200 vehicles travelled to Miami along I-95.

For traffic getting on I-95 from Hallandale Beach Boulevard, about 13,000 vehicles travelled to Miami along I-95, about 4,000 vehicles went to I-595 west of I-95, and about 4,300 vehicles travelled to I-95 north of Davie Road.

For traffic getting on I-95 from Pembroke Road, there are about 7,400 vehicles travelling to Miami along I-95, about 7,000 vehicles getting off I-95 from Hallandale Beach Boulevard, and about 4,800 vehicles travelling to I-95 north of Davie Road.

For traffic getting on I-95 from Hollywood Boulevard, there are about 7,300 vehicles travelling to Miami along I-95, about 4,100 vehicles getting off I-95 from Hallandale Beach Boulevard, about 4,500 vehicles getting off I-95 from Pembroke Road, about 4,200 vehicles going to I-595 west of I-95, and about 5,200 vehicles travelling to I-95 north of Davie Road.

For traffic started from Griffin Road, the majority of traffic (6,200 – 6,600) stayed on Griffin Road travelling to the east and west, and about 2,300 – 2,400 vehicles travelled to Miami along I-95. About 1,900 vehicles from Griffin Road east of I-95 and about 3,400 vehicles from Griffin Road west of I-95 travelled to I-95 north of Davie Road.

For traffic started from Stirling Road, the majority of traffic (8,700 – 8,800) stayed on Stirling Road travelling to the east and west, and about 2,000 vehicles travelled to Miami along I-95 from both directions. Among the traffic started from Stirling Road east of I-95, about 2,700 vehicles went to I-595 west of I-95, and about 2,500 vehicles travelled to I-95 North of Davie Road. Among

the traffic started from Stirling Road west of I-95, about 1,600 vehicles got off I-95 from Hallandale Beach Boulevard, about 1,500 vehicles went to I-595 west of I-95, and about 2,800 vehicles travelled to I-95 north of Davie Road.

For traffic started from Sheridan Street, the majority of traffic (9,000 – 9,200) stayed on Sheridan Street travelling to the east and west. Among the traffic started from Sheridan Street east of I-95, about 3,300 vehicles went to I-95 South of Ives Diary Road, about 3,800 vehicles went to I-595 west of I-95, and about 3,900 vehicles travelled to I-95 north of Davie Road. Among the traffic started from Sheridan Street west of I-95, about 2,300 vehicles went to I-95 south of Ives Diary Road, about 2,000 vehicles got off I-95 from Hallandale Beach Boulevard, about 1,500 vehicles went to I-595 west of I-95, and about 3,900 vehicles travelled to I-95 north of Davie Road.

For traffic started from I-595 east of I-95, 26,400 vehicles travelled to I-595 west of I-95, 4,900 vehicles travelled to I-95 south of Ives Diary Road, and about 9,000 vehicles travelled to I-95 north of Davie Road.

For traffic started from I-595 west of I-95, 25,000 vehicles travelled to I-595 east of I-95, 5,200 vehicles travelled to I-95 south of Ives Diary Road, and about 28,600 vehicles travelled to I-95 north of Davie Road.

For traffic started from I-95 north of Davie Road, the major destinations are I-595 east (10,000) and west (26,000) of I-95, Hollywood Boulevard Off Ramps (5,600), Pembroke Road Off Ramps (5,400), and Hallandale Beach Boulevard Off Ramps (5,300).

5. TRAFFIC FORECAST

Various traffic forecast methods were evaluated in this study to identify the most reasonable growth rates along the study corridor. Table 9 summarizes three methods to estimate traffic growth rates that were explored in this study.

Table 9. Growth Rate Estimation Methods

Method	Description
Historical Trend	Growth rates are developed based on regression analyses of at least five years of most recent historical AADTs using FDOT Trend Analysis Spreadsheet. The count stations include: • 860027: SR 818 /Griffin Road - E of I-95 W of Old Griffin Road • 860032: SR 848 /Stirling Road - 700' E of SR 9/I-95 • 860034: SR 822 /Sheridan Street - E of SR 9/I-95 • 860076: SR 818 /Griffin Road - W of SR 9/I-95 • 860092: SR 848 /Stirling Road - W of SR 9/I-95 • 860133: SR 848 /Stirling Road - W of Ravenswood Road • 860331: SR 9/I-95, 0.1 Mile N of SR-858/Hallandale Beach Boulevard, Broward • 860631: Old Griffin Road - East of SR-818/Griffin Road (Dummy Site From EB 867319) • 861487: SR 9/I-95 - S of SR 858/Hallandale Beach Boulevard (Express Lanes) • 862454: SR 9/I-95 - S of SR 822/Sheridan Street • 862455: SR 9 / I-95 - S of SR 848/Stirling Road • 862456: SR 9 / I-95 - S of SR 818/Griffin Road • 862458: SR 9 / I-95 - S of SR 862/I-595 • 862487: SR 9/I-95 - S of SR 858/Hallandale Beach Boulevard • 865173: SR 822 / Sheridan Street - W of I-95 500' W of CSX R/R • 865299: SR 818 / Griffin Road - W of US 1 • 868124: Ravenswood Road, S of Griffin Road • 869349: N 29 Avenue, S of Stirling Road
Model Volume Growth	Growth rates are the annual compound growth rates in model AADTs from model base year (2015) to model forecast year (2045).
Socioeconomic Growth	Growth rates are the annual population/employment compound growth rates within the 2-mile buffer around study interchange from model base year (2015) to model forecast year (2045).

Three types of historical trend analyses were conducted: straight line growth, exponential growth and decaying exponential growth. For each location with historical counts, the type of trend analysis with the highest R-squared was selected to produce the final historical growth rate. Historical trend analysis results are presented in **Appendix C**. The historical AADT volumes for all the FDOT count stations are presented in **Appendix A-4**.

Model volume growth rates were calculated using the model AADTs on corresponding model links based on the outputs of the latest regional travel demand model – SERPM 8.513. The model base year is the model validation year 2015 with 2015 socioeconomic data and 2015 transportation network. The model future year is the regional LRTP horizon year of 2045. The 2045 No-Build network was developed in close coordination with FDOT District 4 and District 6 Project Managers and District 6 I-95 PD&E Project Team with support from District 4's I-95 PD&E from Hallandale Boulevard to Hollywood Boulevard Team. The 2045 No-Build network was built by incorporating the Locally Preferred Alternative (LPA) from the I-95 Corridor Planning Study and Golden Glade Interchange (GGI) Ultimate Design as provided by FDOT. The base year 2015 and future year 2045 model volumes along study corridor are presented in **Appendix B-1** and **Appendix B-2**, respectively.

The socioeconomic growth rates were calculated based on SERPM 8.513's population and employment data. For this study, it was noted that the growth patterns might be different between areas east and west of I-95. Therefore, growth rates for the 2-mile buffers east and west of I-95 were developed separately. For each interchange, population and employment growth rates from model base year (2015) to model forecast year (2045) were calculated for three types of buffer areas: micro analysis zones (MAZs) located within 2-mile from the road intersecting I-95, MAZs located no more than 2-mile west of I-95, and MAZs located no more than 2-mile east of I-95. The population and employment data used to calculate the socioeconomic growth rates are presented in **Appendix B-3**.

After reviewing the growth rates calculated using three different forecast methods and adjacent land uses along the corridor, the most reasonable growth rates were recommended. The highest estimated growth rate was usually recommended to develop traffic projections, with two exceptions: (1) If all estimated growth rates were smaller than 0.5%, then a minimal growth rate of 0.5% was applied; (2) If the highest growth rate is not supported by adjacent land use development projection (e.g., existing development is closed to capacity), then a lower growth rate that is more consistent with estimated socioeconomic growth rates was recommended. All calculated and recommended growth rates are summarized in **Table 10**. The recommended growth rates were used to estimate future AADTs for interim year (2030), design year (2045) and 2050 (**Table 11**). Future volumes on C/D ramps from Hallandale Beach Boulevard to N of Hollywood Boulevard were estimated based on the On/Off ramp volumes and future lane geometry. For ramps with express lanes, each forecasted ramp AADT from I-95/I-595 to I-595/I-95 was split into two volumes: the AADT of the ramp from I-95/I-595 general purpose lane to I-95/I-595 general

purpose lane and the AADT from I-95/I-595 express lane to I-95/I-595 express lane. The split percentages were calculated using the 2045 model volumes from SERPM 8.513. **Figure 6**, **Figure 7** and **Figure 8** illustrate 2030 AADTs, 2045 AADTs and 2050 AADTs, respectively.

Table 10. Traffic Growth Rates

Interchange	Location	SERPM Model 8.513			Historical Trend					Socioeconomic Growth Rates						Recommended Growth Rate
		Model Volumes		Growth Rate	FDOT Site	Historical Growth Rates				Along Road		W of I-95		E of I-95		
		2,015	2,045			Straight Line	Exponential	Decaying Exponential	Recommended	POP	EMP	POP	EMP	POP	EMP	
I-95	N of I-595	217,401	232,294	0.2%												0.5%
I-95 at I-595	I-95 SB Off Ramp to WB I-595 On Ramp	29,374	50,079	1.8%						**0.6%**	**1.1%**	**0.2%**	**1.2%**	**1.1%**	**1.1%**	0.5%
	I-95 SB Off Ramp to EB I-595 On Ramp	9,466	15,182	1.6%												0.5%
	I-595 EB Off Ramp to NB I-95 NB On Ramp	42,857	49,006	0.4%												0.5%
	I-595 WB Off Ramp to I-95 NB On Ramp	6,399	13,505	2.5%												0.5%
	I-95 NB Off Ramp to WB I-595	29,072	42,757	1.3%												0.5%
	I-95 NB Off Ramp to EB I-595	2,102	5,693	3.4%												0.5%
	I-595 EB Off Ramp to SB I-95	30,172	33,941	0.4%												0.5%
	I-595 WB Off Ramp to SB I-95	2,442	5,650	2.8%												0.5%
I-95	S of I-595	264,490	304,556	0.5%	862458	0.7%	0.7%	1.4%	0.7%							0.5%
Griffin Road at Anglers Ave	Anglers Avenue N of Griffin Road	16,988	24,358	1.2%						**1.4%**	**1.4%**	**0.6%**	**1.5%**	**2.9%**	**1.4%**	1.0%
	Anglers Avenue S of Griffin Road	19,619	44,658	2.8%	868124	3.0%	2.8%	3.2%	3.2%							2.4%
	Griffin Road W of Anglers Avenue	27,900	30,599	0.3%												1.4%
Griffin Road at I-95 SB Ramps	I-95 SB Off Ramp	10,840	15,780	1.3%												1.4%
	Griffin Road E of I-95 SB Ramps	44,917	62,763	1.1%												1.4%
	I-95 SB On Ramp	20,095	24,403	0.6%												1.4%
	Griffin Road W of I-95 SB Ramps	45,712	56,339	0.7%	860076	2.7%	2.5%	2.6%	2.7%							1.4%
Griffin Road at I-95 NB Ramps	I-95 NB On Ramp	10,311	15,662	1.4%												1.4%
	Griffin Road E of I-95 NB Ramps	49,684	69,759	1.1%	860027	3.3%	2.8%	2.8%	3.3%							1.4%
	I-95 NB Off Ramp	20,070	22,700	0.4%												1.4%
Griffin Road at Old Griffin Road	Old Griffin Road N of Griffin Road	1,715[2]	2,964	1.8%												1.0%
	Griffin Road E of Old Griffin Road	40,827	59,989	1.3%	865299	2.6%	2.3%	1.7%	2.6%							1.4%
	DCOTA Entrance S of Griffin Road	7,198	8,244	0.5%	860631	4.1%	3.5%	3.3%	4.1%							1.0%
I-95	S of Griffin Road	294,344	335,997	0.4%	862456	0.1%	0.1%	0.0%	0.1%							0.5%
Stirling Road at Anglers Ave	Anglers Avenue N of Stirling Road	16,555	41,051	3.1%						**1.2%**	**0.9%**	**0.7%**	**0.9%**	**1.6%**	**0.9%**	2.4%
	Stirling Road E of Anglers Avenue	43,305	50,256	0.5%												0.9%
	Stirling Road W of Anglers Avenue	43,656	53,876	0.7%	860133	-0.2%	-0.1%	-0.4%	-0.4%							0.9%
Stirling Road at N 29 Ave	Stirling Road E of N 29 Avenue	41,323	46,404	0.4%	860092	1.9%	1.9%	2.0%	2.0%							0.9%
	N 29 Avenue S of Stirling Road	19,704	26,983	1.1%	869349	2.0%	1.7%	1.9%	2.0%							1.0%
Stirling Road at I-95 SB Ramps	I-95 SB Off Ramp	18,832	23,391	0.7%												0.8%
	Stirling Road E of I-95 SB Ramps	43,584	56,818	0.9%												0.9%
	I-95 SB On Ramp	12,075	15,907	0.9%												0.8%
Stirling Road at I-95 NB Ramps	I-95 NB On Ramp	17,466	23,239	1.0%												0.9%
	Stirling Road E of I-95 NB Ramps	48,027	71,393	1.3%	860032	1.3%	1.2%	1.3%	1.3%							0.9%
	I-95 NB Off Ramp	12,989	15,527	0.6%												0.9%
Stirling Road at Oakwood Blvd	Oakwood Blvd N of Stirling Road	7,482	9,163	0.7%												0.9%
	Stirling Road E of Oakwood Blvd	25,499	43,914	1.8%												0.9%
	Oakwood Blvd S of Stirling Road	-	-	-												0.5%
Stirling Road at Compass Way	Compass Way N of Stirling Road	7,482	9,163	0.7%												0.9%
	Stirling Road E of Compass Way	25,499	43,914	1.8%												0.9%
	Compass Way S of Stirling Road	-	-	-												0.5%
Stirling Road at Bryan Road	Bryan Road N of Stirling Road	7,482	9,163	0.7%												0.9%
	Stirling Road E of Bryan Road	25,499	43,914	1.8%												0.9%

[2] Note: The grey colored SERPM volumes are from the TAZ connector volumes and for reference only.

Table 10. Traffic Growth Rates (Cont'd)

Interchange	Location	SERPM Model 8.513			Historical Trend					Socioeconomic Growth Rates						Recommended Growth Rate
		Model Volumes		Growth Rate	FDOT Site	Historical Growth Rates				Along Road		W of I-95		E of I-95		
		2,015	2,045			Straight Line	Exponential	Decaying Exponential	Recommended	POP	EMP	POP	EMP	POP	EMP	
I-95	S of Stirling Road	283,111	320,801	0.4%	862455	0.3%	0.3%	0.4%	0.3%							0.5%
Sheridan Street at N 29 Avenue	N 29 Avenue N of Sheridan Street	19,311	25,446	0.9%						0.8%	0.9%	0.6%	0.9%	0.9%	0.9%	1.0%
	Sheridan Street E of N 29 Avenue	53,077	64,256	0.6%												0.9%
	N 29 Avenue S of Sheridan Street	2,862	6,063	2.5%												0.9%
	Sheridan Street W of N 29 Avenue	44,258	54,632	0.7%	865173	0.5%	0.5%	0.5%	0.5%							0.9%
Sheridan Street at I-95 SB Ramps	I-95 SB Off Ramp	20,951	23,799	0.4%												0.5%
	Sheridan Street E of I-95 SB Ramps	64,628	78,824	0.7%												0.9%
	I-95 SB On Ramp	13,267	14,223	0.2%												0.5%
	CORTLAND Ramp to I-95 SB On Ramp	-	-	-												0.5%
Sheridan Street at I-95 NB Ramps	I-95 NB On Ramp	21,218	24,247	0.4%												0.5%
	Sheridan Street E of I-95 NB Ramps	76,345	95,882	0.8%	860034	1.3%	1.3%	1.3%	1.3%							0.9%
	I-95 NB Off Ramp	13,280	13,601	0.1%												0.5%
Sheridan Street at N 28 Avenue	N 28 Avenue N of Sheridan Street	-	-	-												0.5%
	Sheridan Street E of N 28 Avenue	67,593	84,811	0.8%												0.9%
Sheridan Street at N 26 Avenue	N 26 Avenue N of Sheridan Street	12,502	16,549	0.9%												0.5%
	Sheridan Street E of N 26 Avenue	61,965	75,446	0.7%												0.9%
	N 26 Avenue S of Sheridan Street	5,962	10,000	1.7%												0.5%
I-95	S of Sheridan Street	267,487	300,579	0.4%	862454	0.5%	0.5%	0.6%	0.5%							0.5%
I-95 at Hollywood Blvd	I-95 SB Off Ramp to Hollywood Blvd.	14,096	15,545	0.3%						0.7%	0.9%	0.1%	0.9%	0.9%	0.9%	0.5%
	I-95 SB On Ramp from Hollywood Blvd.	10,844	10,856	0.0%												0.5%
	I-95 NB On Ramp from Hollywood Blvd.	14,805	17,794	0.6%												0.9%
	I-95 NB Off Ramp to Hollywood Blvd.	10,088	14,169	1.1%												0.9%
I-95	S of Hollywood Blvd	259,519	273,257	0.2%												0.5%
I-95 at Pembroke Road	I-95 SB Off Ramp to Pembroke Road	14,801	21,231	1.2%						0.6%	0.9%	0.3%	0.9%	0.8%	0.9%	1.3%
	I-95 SB On Ramp from Pembroke Road	10,214	15,062	1.3%												1.3%
	I-95 NB On Ramp from Pembroke Road	15,581	19,007	0.7%												0.9%
	I-95 NB Off Ramp to Pembroke Road	9,725	14,556	1.4%												0.9%
I-95	S of Pembroke Road	249,076	267,036	0.2%	860331	1.5%	1.4%	1.4%	1.5%							0.5%
I-95 at Hallandale Beach Blvd.	I-95 SB Off Ramp to Hallandale Beach Blvd.	18,496	18,627	0.0%						0.8%	0.9%	0.4%	0.9%	1.1%	0.9%	0.5%
	I-95 SB On Ramp from Hallandale Beach Blvd.	16,207	19,355	0.6%												0.7%
	I-95 NB On Ramp from Hallandale Beach Blvd.	20,549	21,625	0.2%												0.5%
	I-95 NB Off Ramp to Hallandale Beach Blvd.	15,570	17,537	0.4%												0.5%
I-95	S of Hallandale Beach Blvd.	241,807	278,283	0.5%	862487+861487	2.0%	1.8%	1.6%	2.0%							0.5%
I-95 at Ives Dairy Road	I-95 SB Off Ramp to Ives Dairy Road	37,041	41,213	0.4%												0.5%
	I-95 SB On Ramp from Ives Dairy Road	20,453	23,654	0.5%												0.5%
	I-95 NB On Ramp	27,272	29,313	0.2%												0.5%
	I-95 NB Off Ramp to Ives Dairy Road	19,425	21,510	0.3%												0.5%
I-95	S of Ives Dairy Road	217,370	252,919	0.5%												0.5%
I-95 Express	NB S of I-595															0.5%
	SB S of I-595															0.5%
	SB N of Ives Dairy Road															0.5%
	SB Off Ramp Egress N of Ives Dairy Road															0.5%
	NB On Ramp Ingress N of Ives Dairy Road															0.5%
	NB N of Ives Dairy Road															0.5%

Table 11. AADT Forecast

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
I-95	N of I-595	198,300	208,000	223,600	228,800
	NB Total	*99,800*	*104,900*	*112,100*	*114,400*
	NB General Purpose Lane		*88,340*	*94,200*	*95,920*
	NB Express Lane		*16,560*	*17,900*	*18,480*
	SB Total	*98,500*	*103,100*	*111,500*	*114,400*
	SB General Purpose Lane		*83,500*	*90,600*	*93,000*
	SB Express Lane		*19,600*	*20,900*	*21,400*
I-95 at I-595	I-95 SB Off Ramp to WB I-595 On Ramp	35,000	36,500	39,500	40,500
	SB I-95 General Purpose Lane to WB I-595 General Purpose Lane		*35,940*	*38,900*	*39,880*
	SB I-95 Express Lane to WB I-595 Express Lane		*560*	*600*	*620*
	I-95 SB Off Ramp to EB I-595 On Ramp	14,000	14,500	15,800	16,200
	I-595 EB Off Ramp to NB I-95 NB On Ramp	30,500	32,000	34,500	35,000
	EB I-595 General Purpose Lane to NB I-95 General Purpose Lane		*28,400*	*30,600*	*31,000*
	EB I-595 Express Lane to NB I-95 Express Lane		*3,600*	*3,900*	*4,000*
	I-595 WB Off Ramp to I-95 NB On Ramp	15,000	15,500	17,000	17,500
	I-95 NB Off Ramp to WB I-595	29,000	30,500	32,500	33,500
	NB I-95 General Purpose Lane to WB I-595 General Purpose Lane		*29,760*	*31,700*	*32,680*
	NB I-95 Express Lane to WB I-595 Express Lane		*740*	*800*	*820*
	I-95 NB Off Ramp to EB I-595	9,200	9,600	10,400	10,600
	I-595 EB Off Ramp to SB I-95	28,000	29,500	31,500	32,500
	EB I-595 General Purpose Lane to SB I-95 General Purpose Lane		*26,600*	*28,400*	*29,300*
	EB I-595 Express Lane to SB I-95 Express Lane		*2,900*	*3,100*	*3,200*
	I-595 WB Off Ramp to SB I-95	12,500	13,000	14,000	14,500
I-95	S of I-595	265,500	277,600	296,000	302,900
	NB Total	*138,000*	*145,000*	*155,000*	*158,500*
	NB General Purpose Lane		*127,700*	*136,300*	*139,200*
	NB Express Lane		*17,300*	*18,700*	*19,300*
	SB Total	*127,500*	*132,600*	*141,000*	*144,400*
	SB General Purpose Lane		*110,100*	*117,000*	*119,800*
	SB Express Lane		*22,500*	*24,000*	*24,600*
Griffin Road at Anglers Ave	Anglers Avenue N of Griffin Road	14,500	16,000	18,500	19,500
	Anglers Avenue S of Griffin Road	14,000	17,500	24,500	28,000
	Griffin Road W of Anglers Avenue	33,500	38,000	47,000	50,000

Table 11. AADT Forecast (Cont'd)

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
Griffin Road at I-95 SB Ramps	I-95 SB Off Ramp	11,500	13,000	16,000	17,000
	Griffin Road E of I-95 SB Ramps	36,500	41,500	51,000	54,500
	I-95 SB On Ramp	14,500	16,500	20,000	21,500
	Griffin Road W of I-95 SB Ramps	43,000	48,500	60,000	64,500
Griffin Road at I-95 NB Ramps	I-95 NB On Ramp	11,000	12,500	15,500	16,500
	Griffin Road E of I-95 NB Ramps	33,500	38,000	47,000	50,000
	I-95 NB Off Ramp	16,000	18,000	22,500	24,000
Griffin Road at Old Griffin Road	Old Griffin Road N of Griffin Road	4,600	5,000	5,800	6,100
	Griffin Road E of Old Griffin Road	29,000	33,000	40,500	43,500
	DCOTA Entrance S of Griffin Road	2,000	2,200	2,500	2,700
I-95	S of Griffin Road	285,000	299,600	323,000	331,900
	NB Total	*143,000*	*150,500*	*162,000*	*166,000*
	NB General Purpose Lane		*133,200*	*143,300*	*146,700*
	NB Express Lane		*17,300*	*18,700*	*19,300*
	SB Total	*142,000*	*149,100*	*161,000*	*165,900*
	SB General Purpose Lane		*126,600*	*137,000*	*141,300*
	SB Express Lane		*22,500*	*24,000*	*24,600*
Stirling Road at Anglers Ave	Anglers Avenue N of Stirling Road	13,000	16,000	23,000	26,000
	Stirling Road E of Anglers Avenue	49,500	53,500	61,500	64,000
	Stirling Road W of Anglers Avenue	43,000	46,500	53,500	56,000
Stirling Road at N 29 Ave	Stirling Road E of N 29 Avenue	48,500	52,500	60,000	63,000
	N 29 Avenue S of Stirling Road	8,300	9,100	10,500	11,000
Stirling Road at I-95 SB Ramps	I-95 SB Off Ramp	15,000	16,000	18,000	19,000
	Stirling Road E of I-95 SB Ramps	51,500	56,000	64,000	67,000
	I-95 SB On Ramp	15,500	16,500	19,000	19,500
Stirling Road at I-95 NB Ramps	I-95 NB On Ramp	15,000	16,500	18,500	19,500
	Stirling Road E of I-95 NB Ramps	53,000	57,500	65,500	68,500
	I-95 NB Off Ramp	16,000	17,500	20,000	20,500
Stirling Road at Oakwood Blvd	Oakwood Blvd N of Stirling Road	14,000	15,000	17,500	18,000
	Stirling Road E of Oakwood Blvd	39,000	42,500	48,500	50,500
	Oakwood Blvd S of Stirling Road	19,500	20,500	22,000	22,500

Table 11. AADT Forecast (Cont'd)

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
Stirling Road at Compass Way	Compass Way N of Stirling Road	6,600	7,200	8,200	8,600
	Stirling Road E of Compass Way	32,000	34,500	39,500	41,500
	Compass Way S of Stirling Road	950	1,000	1,070	1,100
Stirling Road at Bryan Road	Bryan Road N of Stirling Road	5,500	6,000	6,800	7,100
	Stirling Road E of Bryan Road	30,500	33,000	38,000	39,500
I-95	S of Stirling Road	286,500	301,100	325,500	333,400
	NB Total	*144,000*	*151,500*	*163,500*	*167,000*
	NB General Purpose Lane	*127,400*	*134,200*	*144,800*	*147,700*
	NB Express Lane	*16,600*	*17,300*	*18,700*	*19,300*
	SB Total	*142,500*	*149,600*	*162,000*	*166,400*
	SB General Purpose Lane	*121,100*	*127,100*	*138,000*	*141,800*
	SB Express Lane	*21,400*	*22,500*	*24,000*	*24,600*
Sheridan Street at N 29 Avenue	N 29 Avenue N of Sheridan Street	11,500	12,500	14,500	15,500
	Sheridan Street E of N 29 Avenue	53,000	57,500	65,500	68,500
	N 29 Avenue S of Sheridan Street	3,600	3,900	4,500	4,700
	Sheridan Street W of N 29 Avenue	51,500	56,000	64,000	67,000
Sheridan Street at I-95 SB Ramps	I-95 SB Off Ramp	18,500	19,500	21,000	21,500
	Sheridan Street E of I-95 SB Ramps	54,000	58,500	67,000	70,000
	I-95 SB On Ramp	14,500	15,000	16,500	17,000
	CORTLAND Ramp to I-95 SB On Ramp	1,800	1,900	2,000	2,100
Sheridan Street at I-95 NB Ramps	I-95 NB On Ramp	19,500	20,500	22,000	22,500
	Sheridan Street E of I-95 NB Ramps	57,000	62,000	70,500	74,000
	I-95 NB Off Ramp	16,500	17,500	18,500	19,000
Sheridan Street at N 28 Avenue	N 28 Avenue N of Sheridan Street	300	310	340	350
	Sheridan Street E of N 28 Avenue	51,500	56,000	64,000	67,000
Sheridan Street at N 26 Avenue	N 26 Avenue N of Sheridan Street	16,500	17,500	18,500	19,000
	Sheridan Street E of N 26 Avenue	46,500	50,500	57,500	60,500
	N 26 Avenue S of Sheridan Street	11,000	11,500	12,500	12,700

Table 11. AADT Forecast (Cont'd)

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
I-95	S of Sheridan Street	281,300	295,500	319,500	327,500
	NB Total	*141,000*	*148,500*	*160,000*	*163,500*
	NB General Purpose Lane	*124,400*	*131,200*	*141,300*	*144,200*
	NB Express Lane	*16,600*	*17,300*	*18,700*	*19,300*
	SB Total	*140,300*	*147,000*	*159,500*	*164,000*
	SB General Purpose Lane	*118,900*	*124,500*	*135,500*	*139,400*
	SB Express Lane	*21,400*	*22,500*	*24,000*	*24,600*
I-95 at Hollywood Blvd.	I-95 SB Off Ramp to Hollywood Blvd.	18,500	19,500	21,000	21,500
	I-95 SB On Ramp from Hollywood Blvd.	13,500	14,000	15,000	15,500
	I-95 NB On Ramp from Hollywood Blvd.	17,500	19,000	21,500	22,500
	I-95 NB Off Ramp to Hollywood Blvd.	12,500	13,500	15,500	16,000
	I-95 NB On Ramp after NB C/D Ramp		38,500	44,000	46,000
	I-95 SB Off Ramp before SB C/D Ramp		41,000	47,000	49,000
I-95	S of Hollywood Blvd	271,300	230,000	243,500	248,000
	NB Total	*136,000*	*110,000*	*116,000*	*117,500*
	NB General Purpose Lane	*119,400*	*92,700*	*97,300*	*98,200*
	NB Express Lane	*16,600*	*17,300*	*18,700*	*19,300*
	SB Total	*135,300*	*120,000*	*127,500*	*130,500*
	SB General Purpose Lane	*113,900*	*97,500*	*103,500*	*105,900*
	SB Express Lane	*21,400*	*22,500*	*24,000*	*24,600*
I-95 at Pembroke Road	I-95 SB Off Ramp to Pembroke Road	19,000	21,500	26,000	27,500
	I-95 SB On Ramp from Pembroke Road	12,000	13,500	16,500	17,500
	I-95 NB On Ramp from Pembroke Road	18,000	19,500	22,500	23,500
	I-95 NB Off Ramp to Pembroke Road	14,500	15,500	18,000	19,000
	NB C/D Ramp		33,000	38,000	39,500
	SB C/D Ramp		21,500	26,000	27,500
I-95	S of Pembroke Road	260,800	230,000	243,500	248,000
	NB Total	*132,500*	*110,000*	*116,000*	*117,500*
	NB General Purpose Lane	*115,900*	*92,700*	*97,300*	*98,200*
	NB Express Lane	*16,600*	*17,300*	*18,700*	*19,300*
	SB Total	*128,300*	*120,000*	*127,500*	*130,500*
	SB General Purpose Lane	*106,900*	*97,500*	*103,500*	*105,900*
	SB Express Lane	*21,400*	*22,500*	*24,000*	*24,600*

Table 11. AADT Forecast (Cont'd)

Interchange	Location	2021 AADT	2030 AADT	2045 AADT	2050 AADT
I-95 at Hallandale Beach Blvd.	I-95 SB Off Ramp to Hallandale Beach Blvd.	22,000	23,000	25,000	25,500
	I-95 SB On Ramp from Hallandale Beach Blvd.	13,500	14,500	16,000	16,500
	I-95 NB On Ramp from Hallandale Beach Blvd.	23,000	24,000	26,000	26,500
	I-95 NB Off Ramp to Hallandale Beach Blvd.	14,500	15,000	16,500	17,000
	NB C/D ramp		29,000	33,500	35,000
	SB C/D Ramp		13,500	16,500	17,500
I-95	S of Hallandale Beach Blvd.	243,800	255,000	275,000	282,000
	NB Total	*124,000*	*130,000*	*140,000*	*143,000*
	NB General Purpose Lane	*112,000*	*117,500*	*126,500*	*129,000*
	NB Express Lane	*12,000*	*12,500*	*13,500*	*14,000*
	SB Total	*119,800*	*125,000*	*135,000*	*139,000*
	SB General Purpose Lane	*103,700*	*108,000*	*117,000*	*120,500*
	SB Express Lane	*16,100*	*17,000*	*18,000*	*18,500*
I-95 at Ives Dairy Road	I-95 SB Off Ramp to Ives Dairy Road	33,200	34,500	37,500	38,500
	I-95 SB On Ramp from Ives Dairy Road	16,800	17,500	19,000	19,500
	I-95 NB On Ramp	29,900	31,500	33,500	34,500
	I-95 NB Off Ramp to Ives Dairy Road	17,000	18,000	19,000	19,500
I-95	S of Ives Dairy Road	214,500	224,500	242,000	248,000
	NB Total	*111,100*	*116,500*	*125,500*	*128,000*
	NB General Purpose Lane	*99,100*	*104,000*	*112,000*	*114,000*
	NB Express Lane	*12,000*	*12,500*	*13,500*	*14,000*
	SB Total	*103,400*	*108,000*	*116,500*	*120,000*
	SB General Purpose Lane	*87,300*	*91,000*	*98,500*	*101,500*
	SB Express Lane	*16,100*	*17,000*	*18,000*	*18,500*
I-95 Express	NB S of I-595	16,600	17,300	18,700	19,300
	SB S of I-595	21,400	22,500	24,000	24,600
	SB N of Ives Dairy Road	16,100	17,000	18,000	18,500
	SB Off Ramp Egress N of Ives Dairy Road	5,300	5,500	6,000	6,100
	NB On Ramp Ingress N of Ives Dairy Road	4,600	4,800	5,200	5,300
	NB N of Ives Dairy Road	12,000	12,500	13,500	14,000

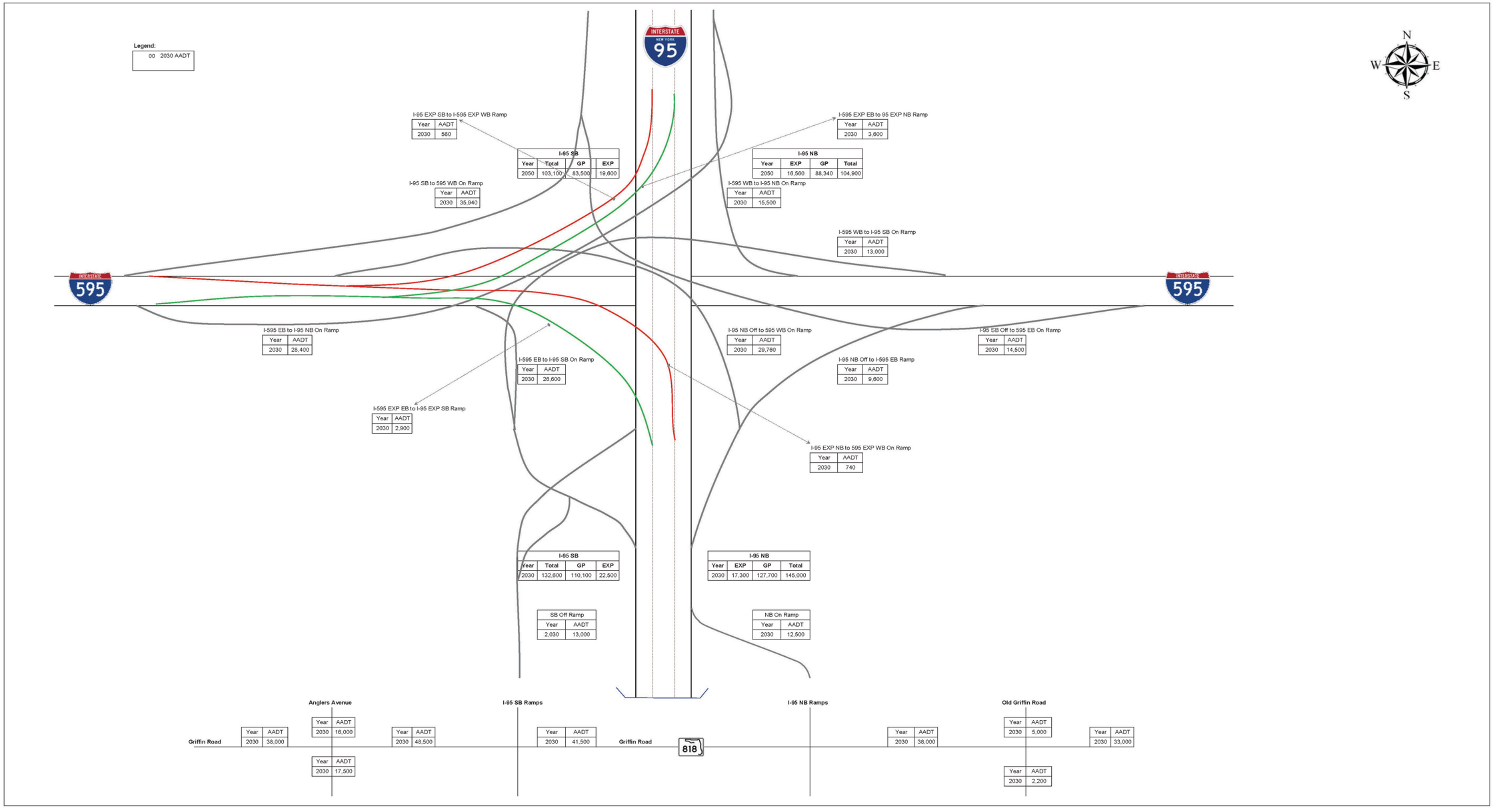


Figure 6. Interim Year (2030) AADTs

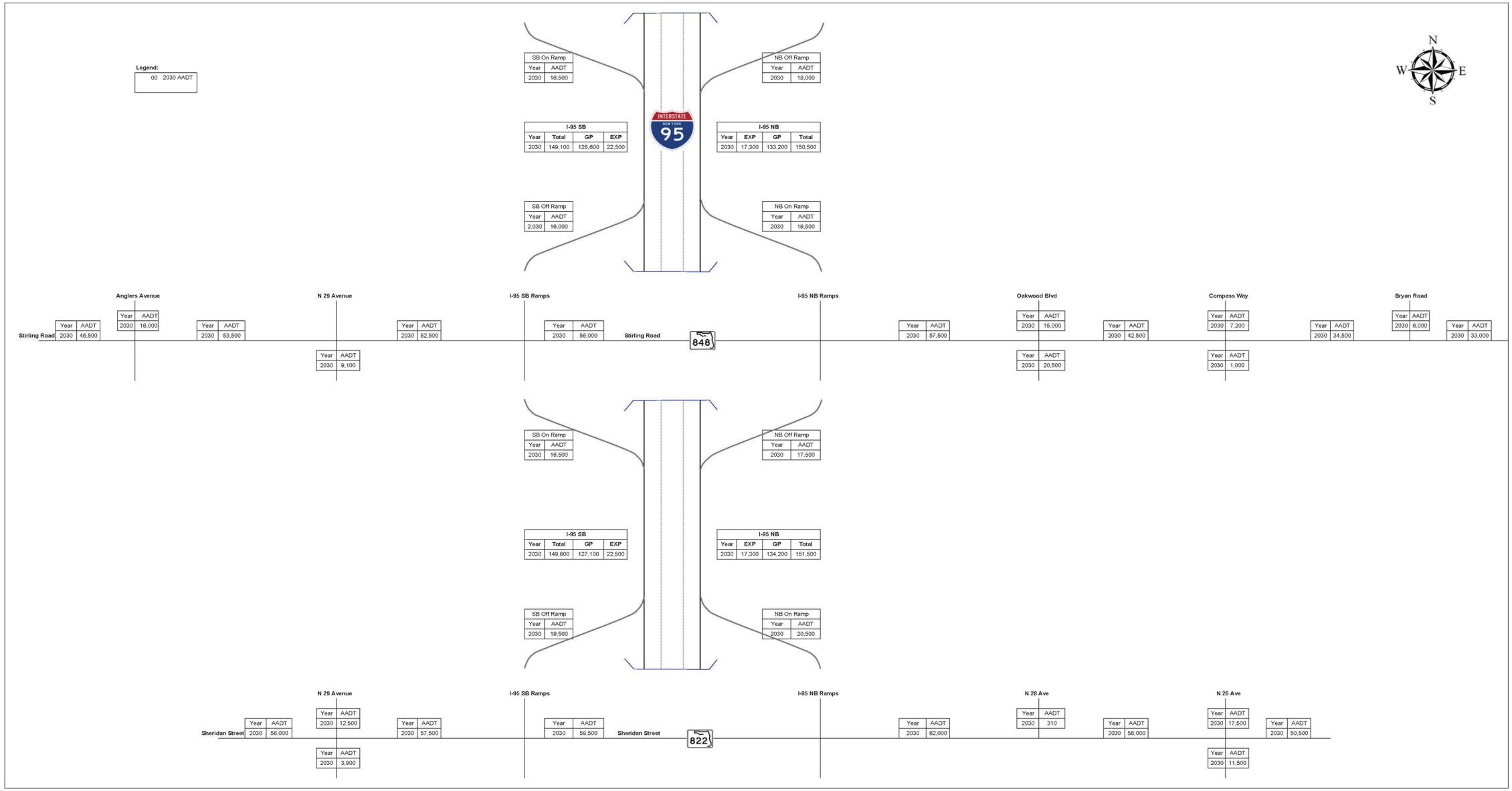


Figure 6. Interim Year (2030) AADTs (Cont'd)

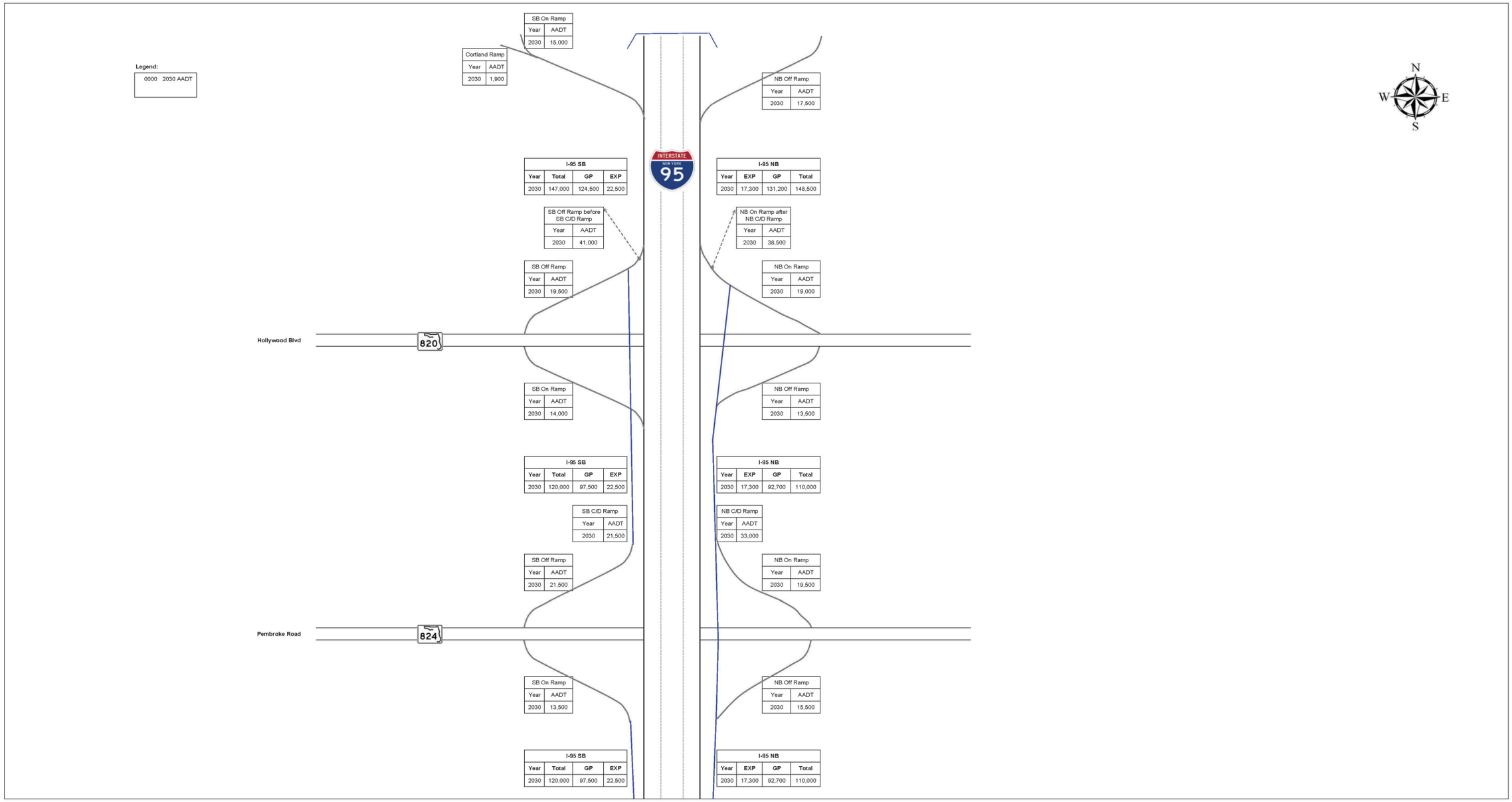


Figure 6. Interim Year (2030) AADTs (Cont'd)

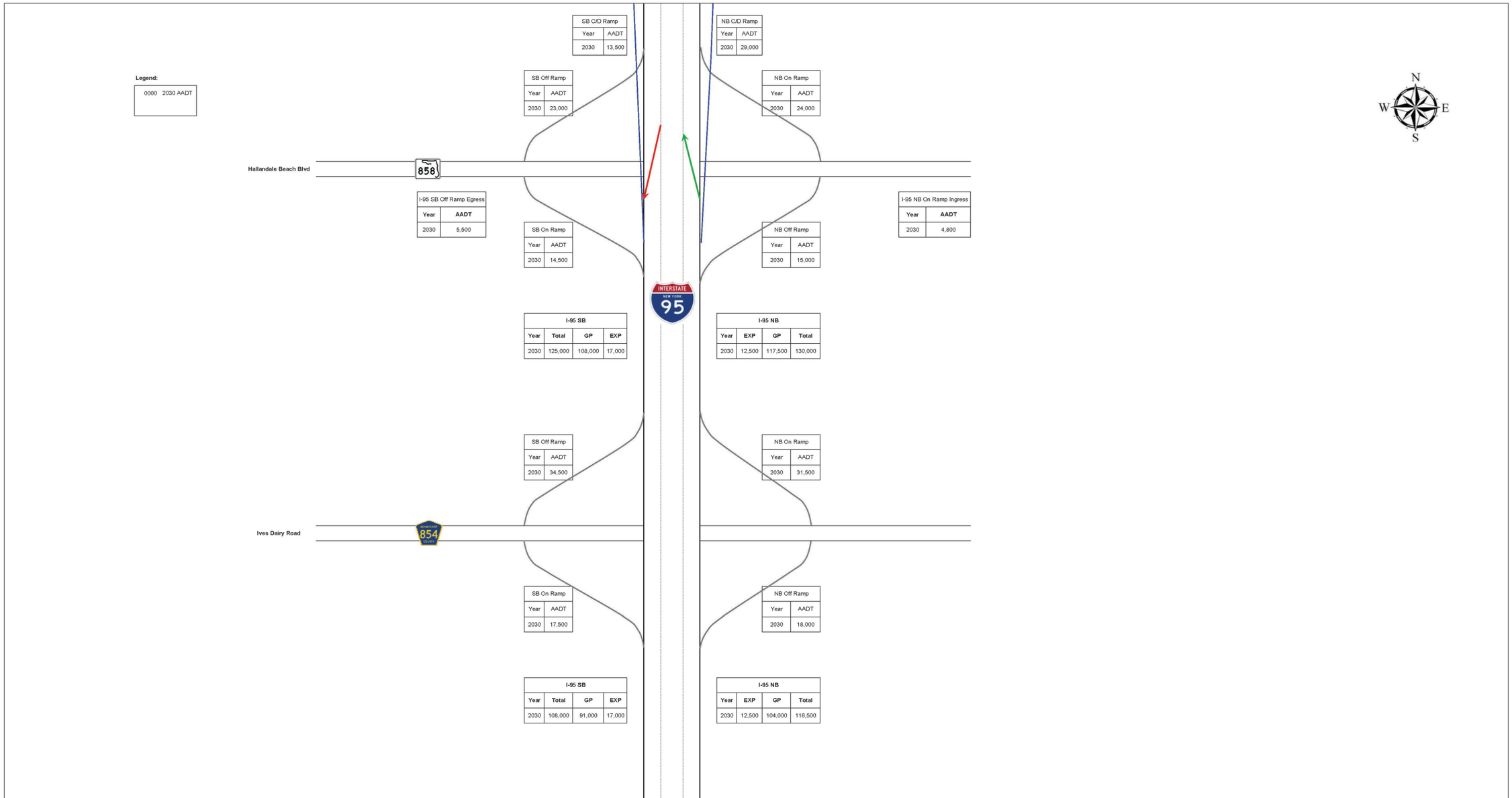


Figure 6. Interim Year (2030) AADTs (Cont'd)

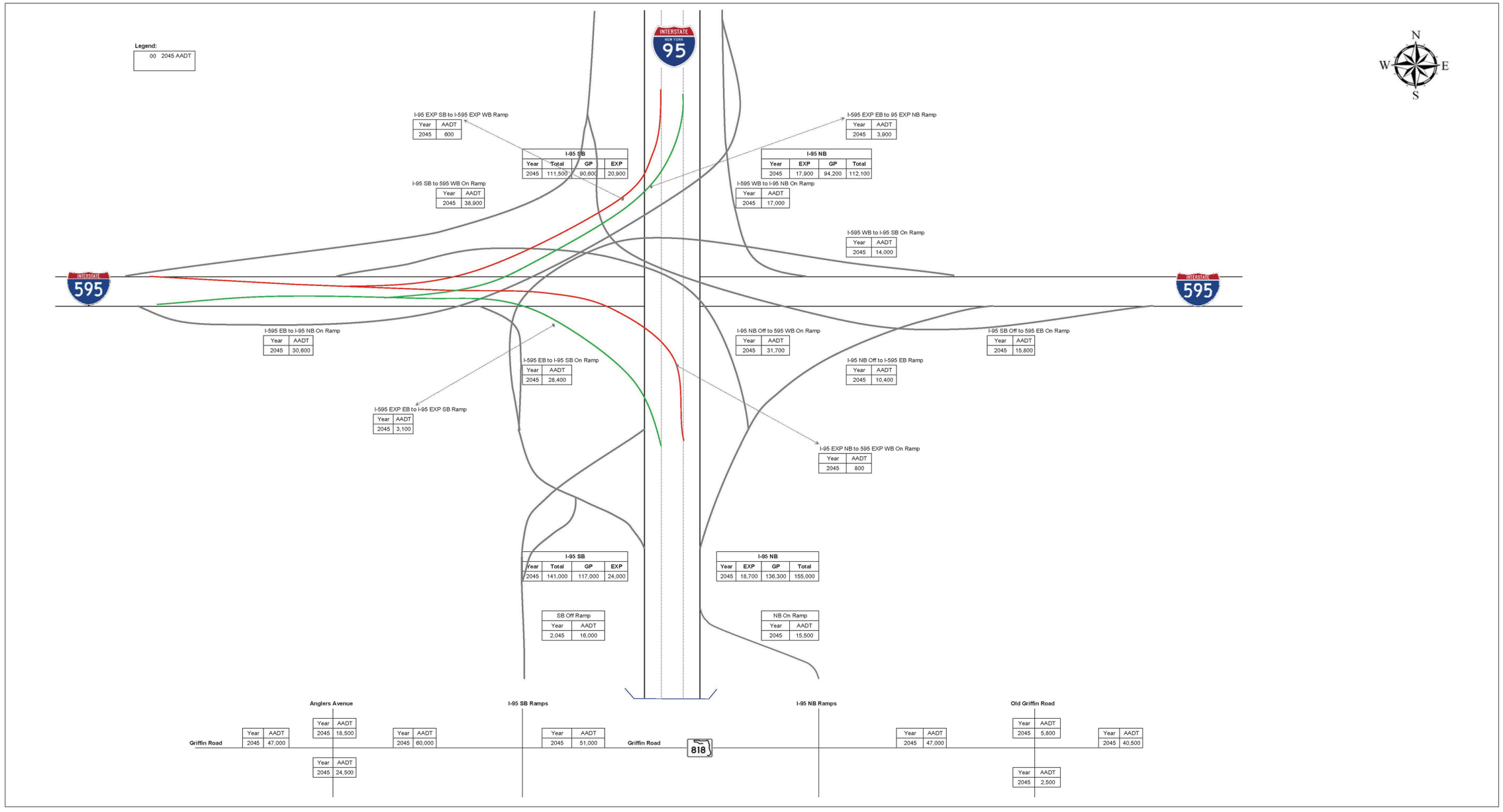


Figure 7. Design Year (2045) AADTs

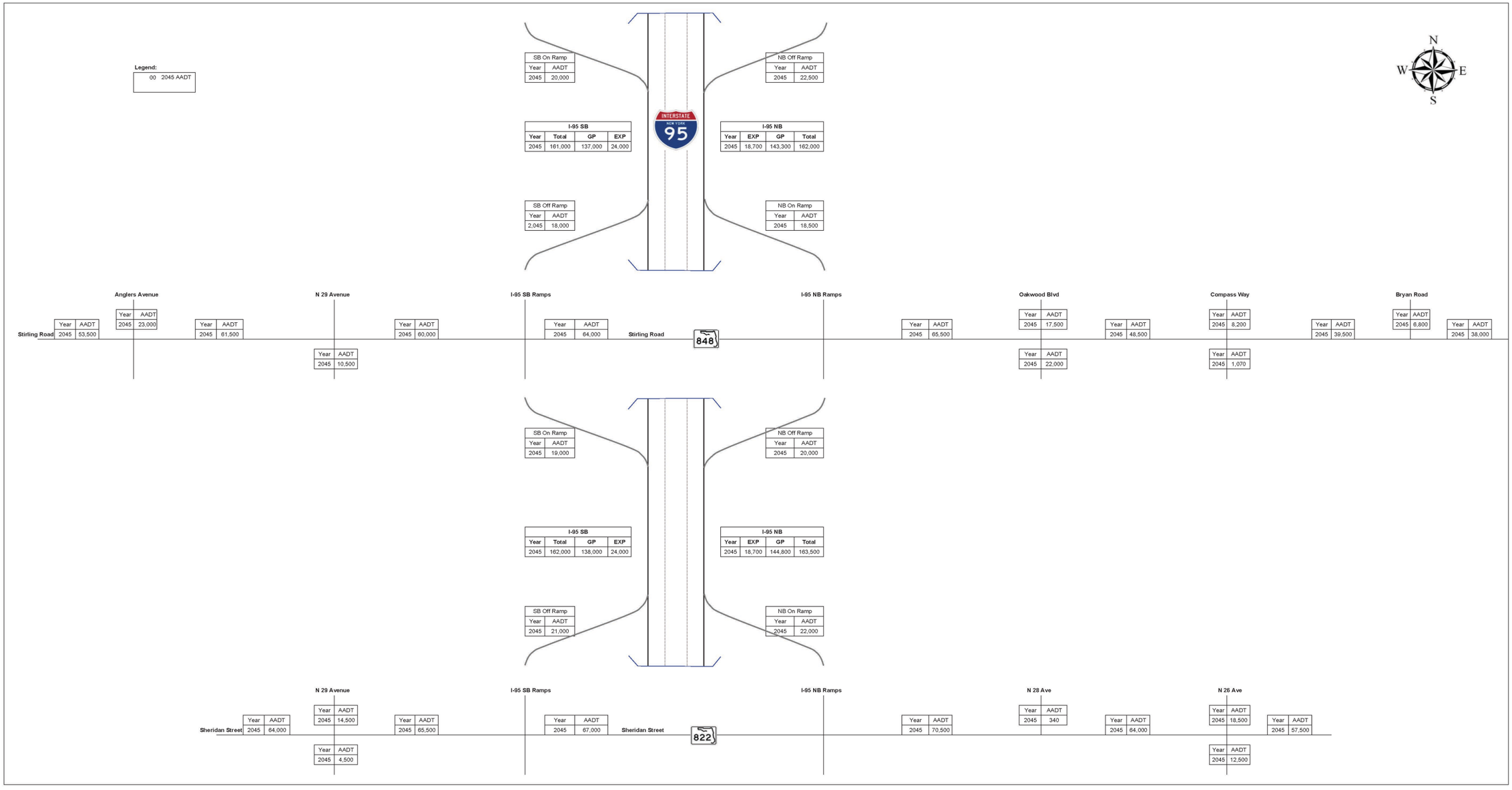


Figure 7. Design Year (2045) AADTs (Cont'd)

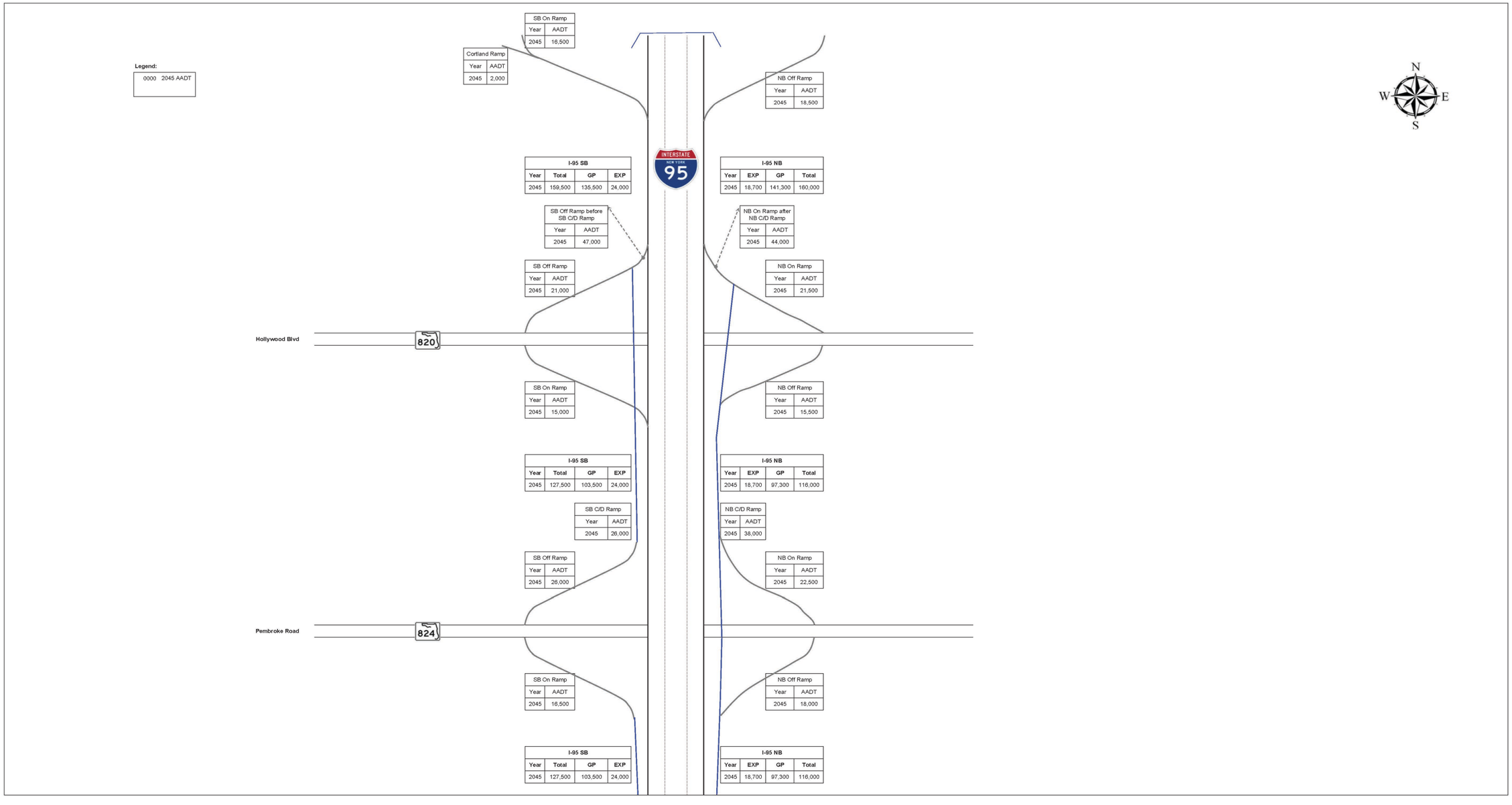


Figure 7. Design Year (2045) AADTs (Cont'd)

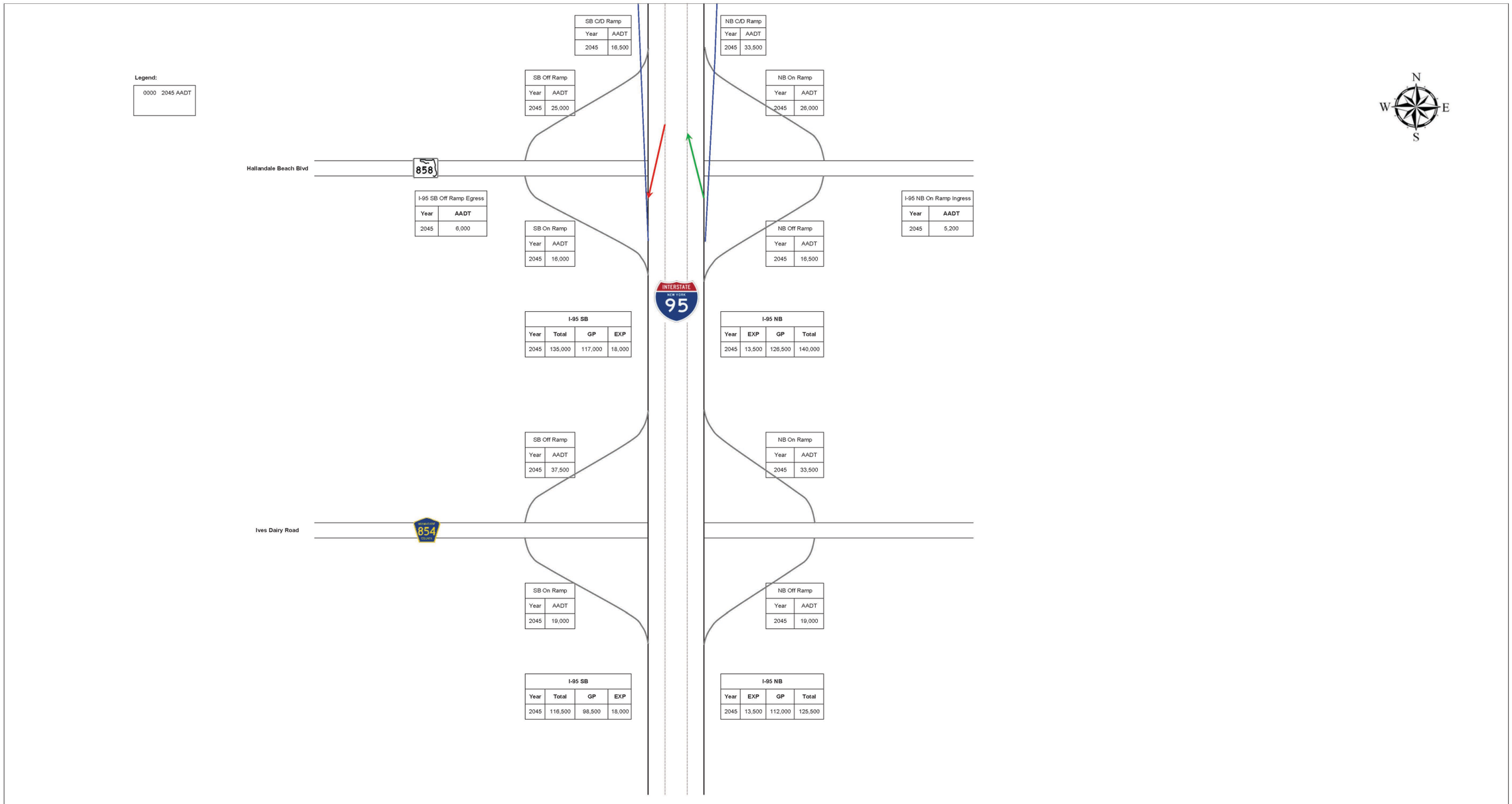


Figure 7. Design Year (2045) AADTs (Cont'd)

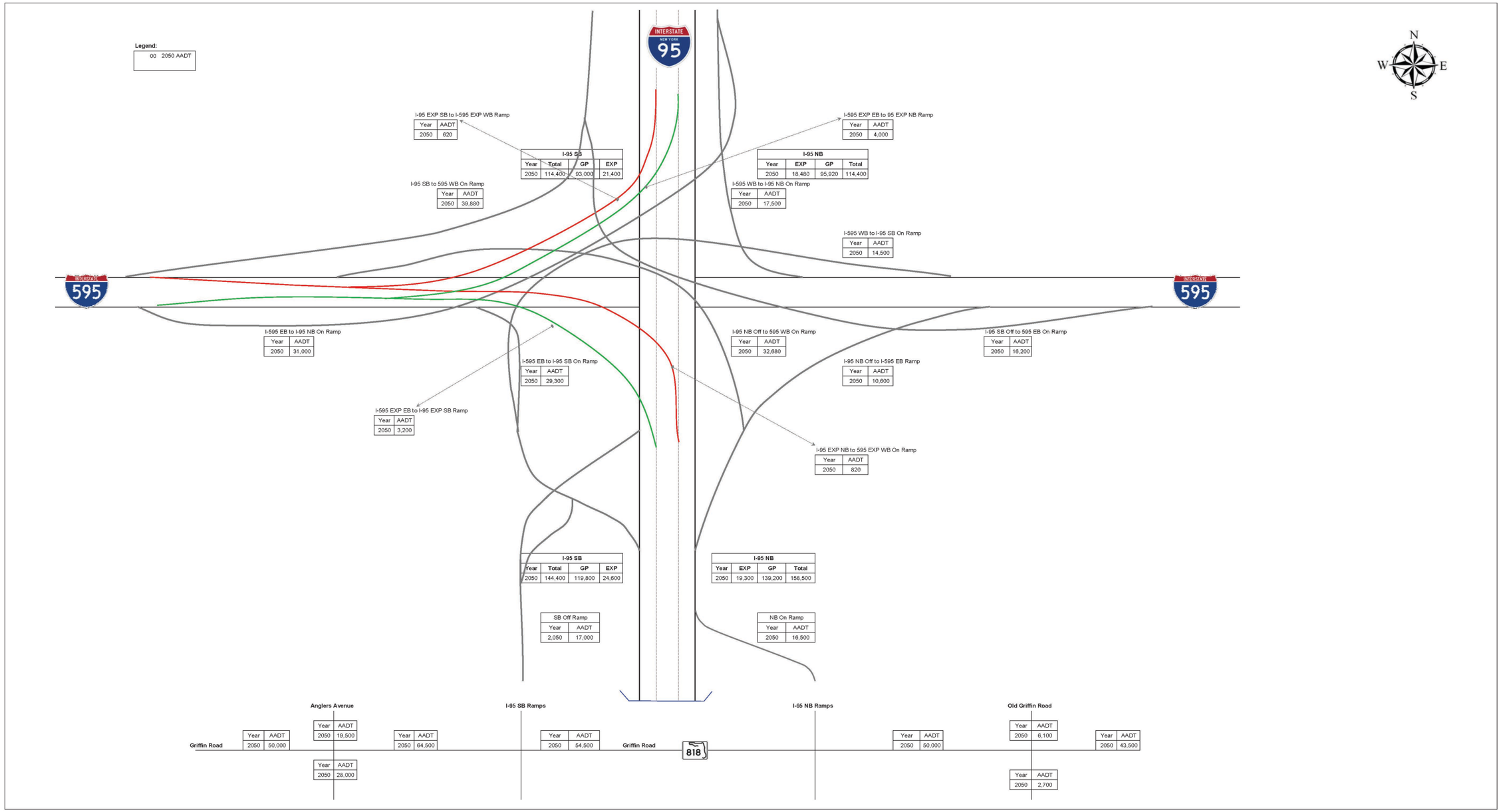


Figure 8. 2050 AADTs

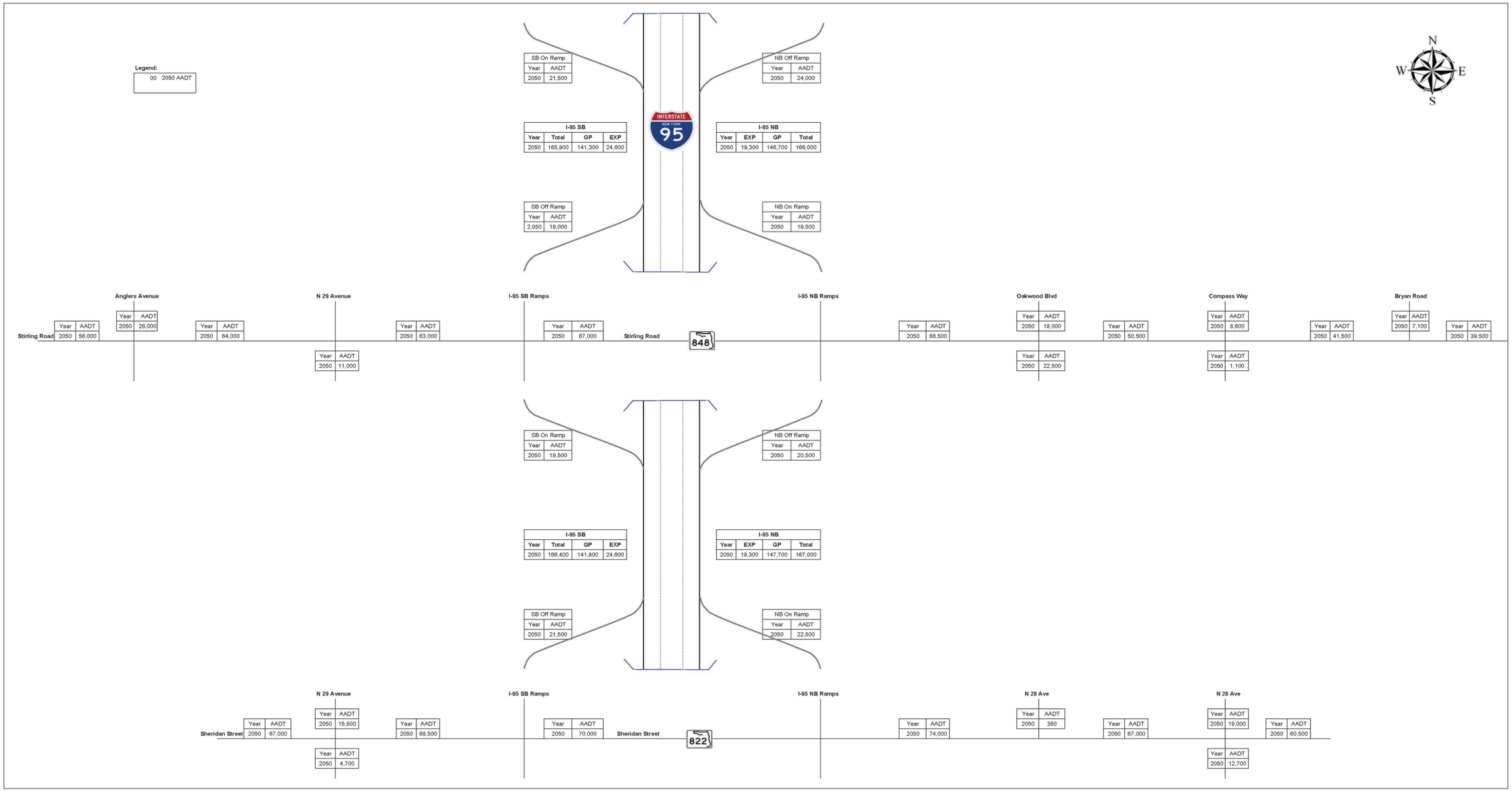


Figure 8. 2050 AADTs (Cont'd)

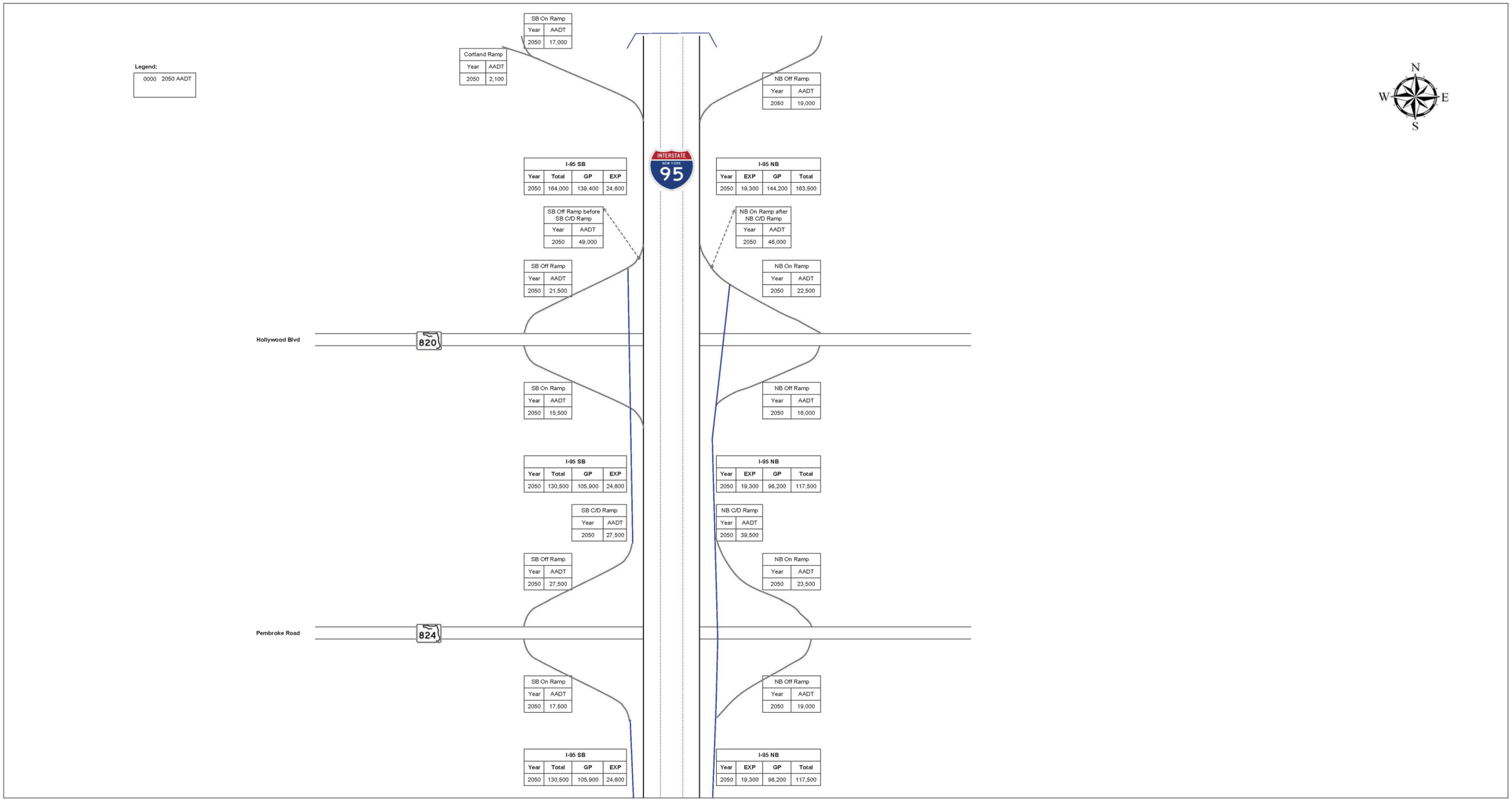


Figure 8. 2050 AADTs (Cont'd)

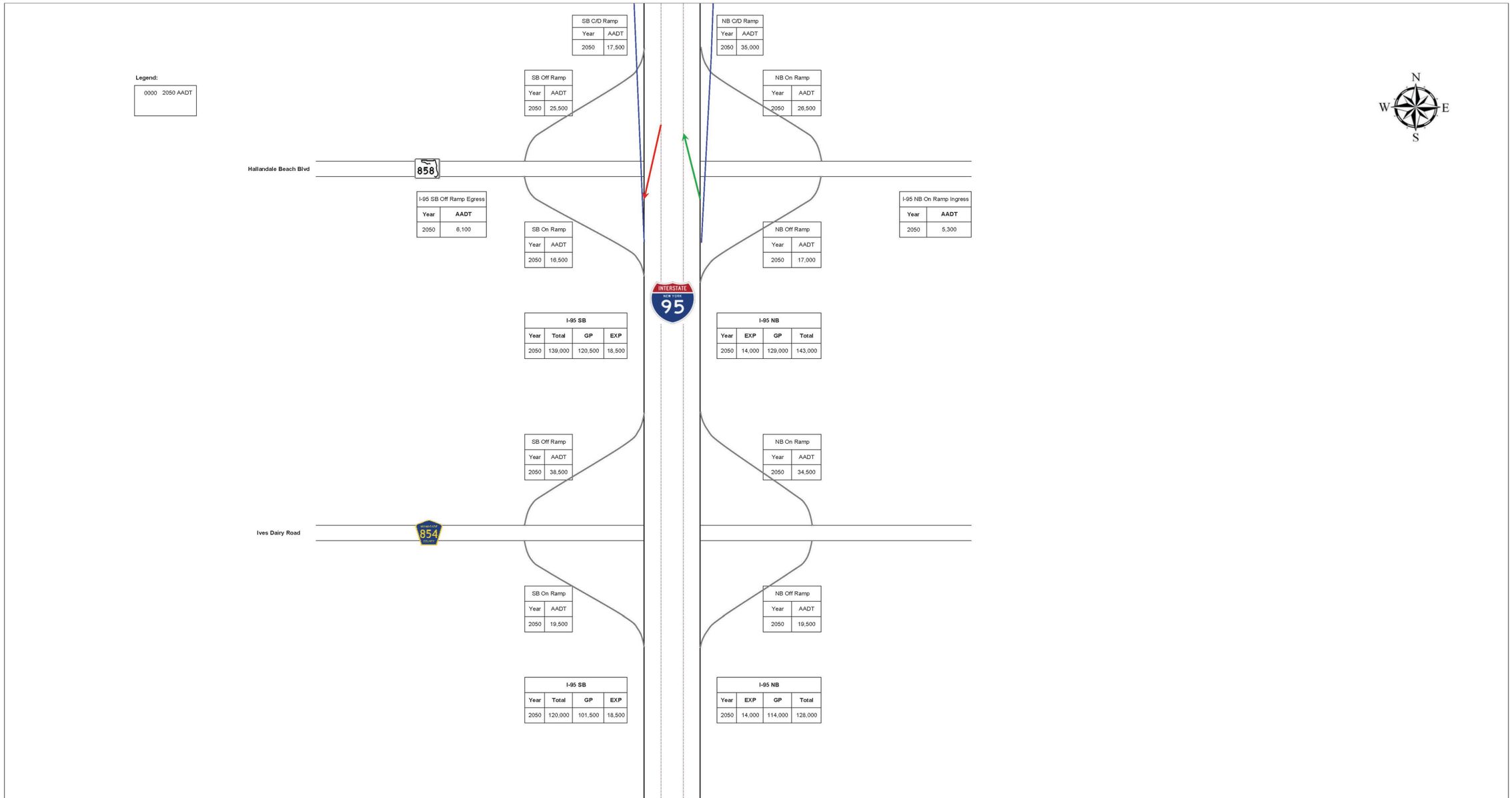


Figure 8. 2050 AADTs (Cont'd)

APPENDIX A
TRAFFIC DATA COLLECTION

Appendix A-1
Full Intersection Counts

Sheridan Street Corridor

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12A- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

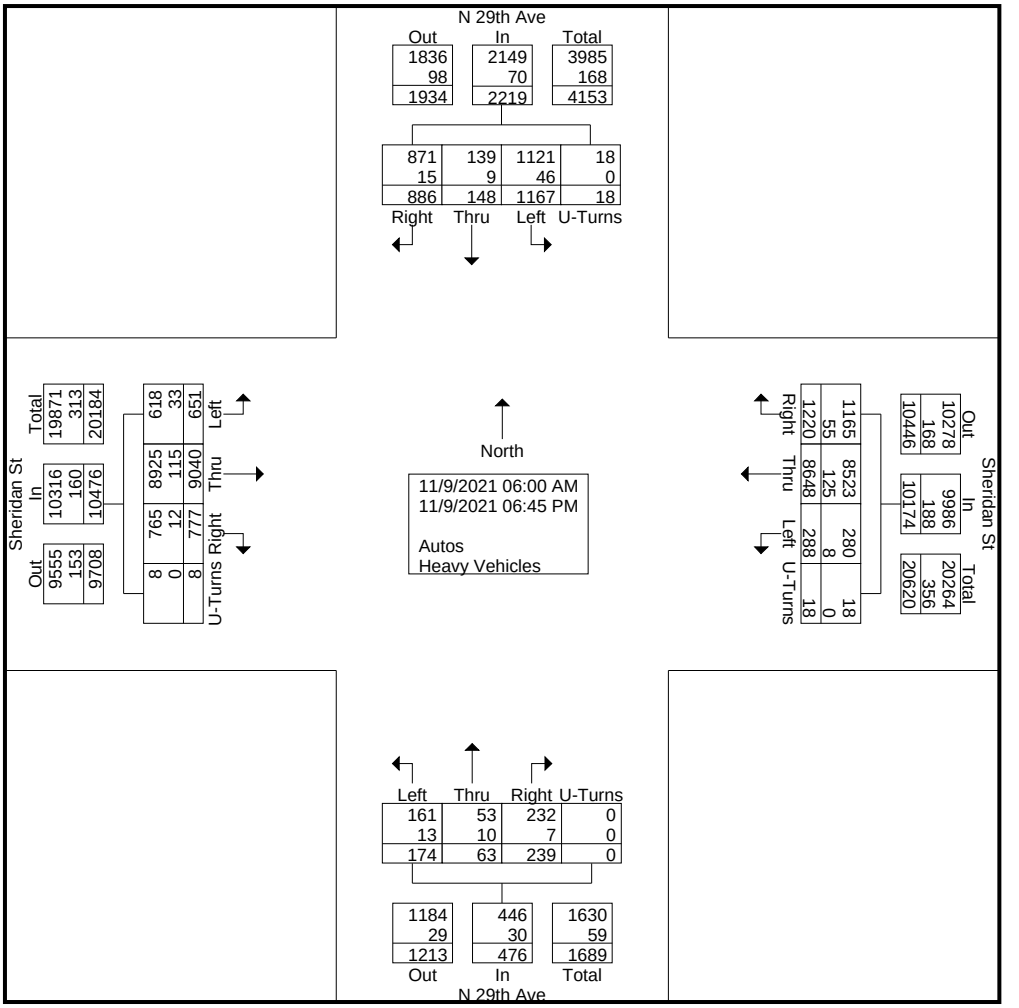
	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	9	131	27	167	0	9	118	25	152	0	4	0	8	12	0	15	1	10	26	357
06:15 AM	0	16	232	37	285	1	4	154	36	195	0	3	1	5	9	0	23	0	14	37	526
06:30 AM	0	14	289	29	332	0	5	195	26	226	0	3	1	12	16	1	22	1	10	34	608
06:45 AM	0	28	371	38	437	2	8	243	59	312	0	6	0	12	18	0	15	1	21	37	804
Total	0	67	1023	131	1221	3	26	710	146	885	0	16	2	37	55	1	75	3	55	134	2295
07:00 AM	0	30	387	43	460	0	3	269	47	319	0	2	2	17	21	0	27	4	28	59	859
07:15 AM	1	38	487	36	562	2	10	343	73	428	0	6	5	15	26	0	25	2	24	51	1067
07:30 AM	0	33	455	69	557	1	7	387	71	466	0	3	0	13	16	0	46	6	21	73	1112
07:45 AM	0	61	456	37	554	1	6	391	84	482	0	10	4	8	22	0	36	4	25	65	1123
Total	1	162	1785	185	2133	4	26	1390	275	1695	0	21	11	53	85	0	134	16	98	248	4161
08:00 AM	1	41	511	40	593	0	6	308	65	379	0	5	4	9	18	0	50	3	26	79	1069
08:15 AM	0	44	480	36	560	3	11	356	90	460	0	9	2	9	20	1	33	2	22	58	1098
08:30 AM	0	32	422	30	484	0	13	378	75	466	0	7	6	7	20	1	60	4	29	94	1064
08:45 AM	0	29	309	27	365	0	6	332	93	431	0	10	6	8	24	3	53	9	24	89	909
Total	1	146	1722	133	2002	3	36	1374	323	1736	0	31	18	33	82	5	196	18	101	320	4140
*** BREAK ***																					
04:00 PM	0	21	377	23	421	0	16	404	39	459	0	3	3	11	17	1	50	6	45	102	999
04:15 PM	0	26	433	29	488	1	6	428	40	475	0	5	2	7	14	1	62	4	38	105	1082
04:30 PM	0	25	409	23	457	1	20	439	37	497	0	8	5	15	28	0	73	12	63	148	1130
04:45 PM	0	22	389	28	439	0	12	471	47	530	0	11	6	8	25	0	60	10	52	122	1116
Total	0	94	1608	103	1805	2	54	1742	163	1961	0	27	16	41	84	2	245	32	198	477	4327
05:00 PM	0	24	439	26	489	0	14	443	36	493	0	13	1	9	23	1	97	19	89	206	1211
05:15 PM	0	32	431	28	491	3	17	412	25	457	0	11	4	17	32	0	80	18	68	166	1146
05:30 PM	0	28	404	25	457	1	18	430	41	490	0	13	3	6	22	0	78	11	59	148	1117
05:45 PM	2	24	416	22	464	0	20	479	42	541	0	3	1	8	12	2	45	3	48	98	1115
Total	2	108	1690	101	1901	4	69	1764	144	1981	0	40	9	40	89	3	300	51	264	618	4589
06:00 PM	2	18	349	37	406	2	17	431	42	492	0	6	2	9	17	0	88	15	56	159	1074
06:15 PM	0	14	313	25	352	0	13	476	36	525	0	12	1	13	26	0	34	8	46	88	991
06:30 PM	0	26	275	35	336	0	24	404	44	472	0	8	0	7	15	5	52	4	34	95	918
06:45 PM	2	16	275	27	320	0	23	357	47	427	0	13	4	6	23	2	43	1	34	80	850
Total	4	74	1212	124	1414	2	77	1668	169	1916	0	39	7	35	81	7	217	28	170	422	3833
Grand Total	8	651	9040	777	10476	18	288	8648	1220	10174	0	174	63	239	476	18	1167	148	886	2219	23345
Apprch %	0.1	6.2	86.3	7.4		0.2	2.8	85	12		0	36.6	13.2	50.2		0.8	52.6	6.7	39.9		
Total %	0	2.8	38.7	3.3	44.9	0.1	1.2	37	5.2	43.6	0	0.7	0.3	1	2	0.1	5	0.6	3.8	9.5	
Autos	8	618	8925	765	10316	18	280	8523	1165	9986	0	161	53	232	446	18	1121	139	871	2149	22897
% Autos	100	94.9	98.7	98.5	98.5	100	97.2	98.6	95.5	98.2	0	92.5	84.1	97.1	93.7	100	96.1	93.9	98.3	96.8	98.1
Heavy Vehicles	0	33	115	12	160	0	8	125	55	188	0	13	10	7	30	0	46	9	15	70	448
% Heavy Vehicles	0	5.1	1.3	1.5	1.5	0	2.8	1.4	4.5	1.8	0	7.5	15.9	2.9	6.3	0	3.9	6.1	1.7	3.2	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12A- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



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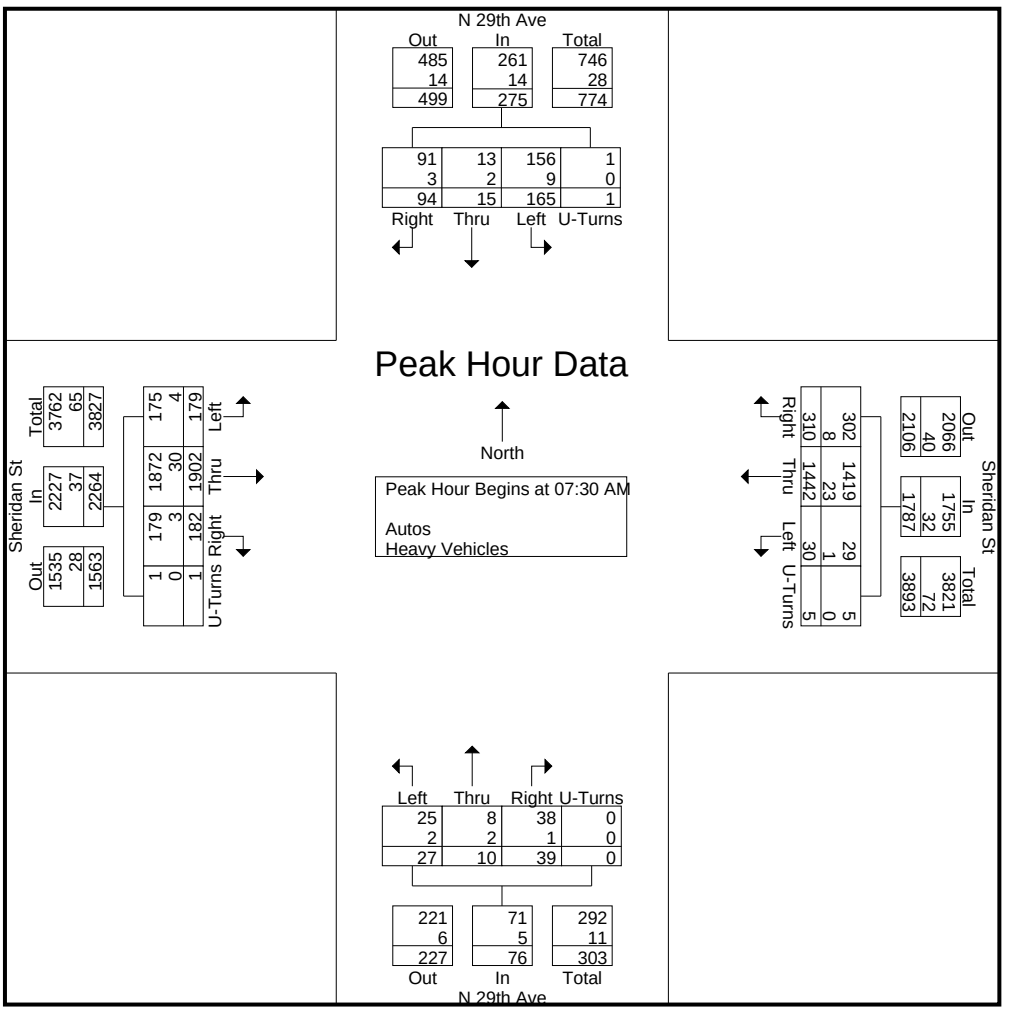
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	33	455	**69**	557	1	7	387	71	466	0	3	0	**13**	16	0	46	**6**	21	73	1112
07:45 AM	0	**61**	456	37	554	1	6	**391**	84	**482**	0	**10**	**4**	8	**22**	0	36	4	25	65	**1123**
08:00 AM	**1**	41	**511**	40	**593**	0	6	308	65	379	0	5	4	9	18	0	**50**	3	**26**	**79**	1069
08:15 AM	0	44	480	36	560	**3**	**11**	356	**90**	460	0	9	2	9	20	**1**	33	2	22	58	1098
Total Volume	1	179	1902	182	2264	5	30	1442	310	1787	0	27	10	39	76	1	165	15	94	275	4402
% App. Total	0	7.9	84	8		0.3	1.7	80.7	17.3		0	35.5	13.2	51.3		0.4	60	5.5	34.2		
PHF	.250	.734	.931	.659	.954	.417	.682	.922	.861	.927	.000	.675	.625	.750	.864	.250	.825	.625	.904	.870	.980
Autos	1	175	1872	179	2227	5	29	1419	302	1755	0	25	8	38	71	1	156	13	91	261	4314
% Autos	100	97.8	98.4	98.4	98.4	100	96.7	98.4	97.4	98.2	0	92.6	80.0	97.4	93.4	100	94.5	86.7	96.8	94.9	98.0
Heavy Vehicles	0	4	30	3	37	0	1	23	8	32	0	2	2	1	5	0	9	2	3	14	88
% Heavy Vehicles	0	2.2	1.6	1.6	1.6	0	3.3	1.6	2.6	1.8	0	7.4	20.0	2.6	6.6	0	5.5	13.3	3.2	5.1	2.0



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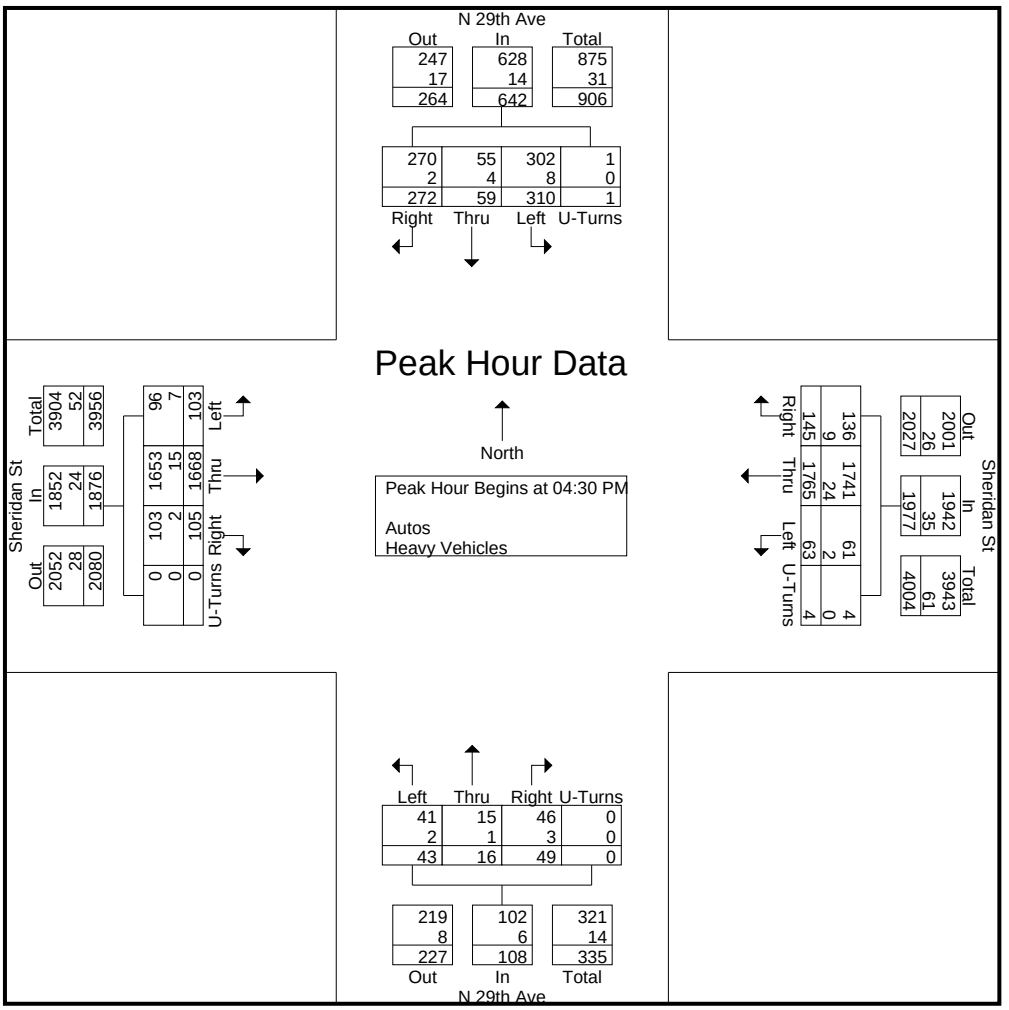
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	25	409	23	457	1	**20**	439	37	497	0	8	5	15	28	0	73	12	63	148	1130
04:45 PM	0	22	389	**28**	439	0	12	**471**	**47**	**530**	0	11	**6**	8	25	0	60	10	52	122	1116
05:00 PM	0	24	**439**	26	489	0	14	443	36	493	0	**13**	1	9	23	**1**	**97**	**19**	**89**	**206**	**1211**
05:15 PM	0	**32**	431	28	**491**	**3**	17	412	25	457	0	11	4	**17**	**32**	0	80	18	68	166	1146
Total Volume	0	103	1668	105	1876	4	63	1765	145	1977	0	43	16	49	108	1	310	59	272	642	4603
% App. Total	0	5.5	88.9	5.6		0.2	3.2	89.3	7.3		0	39.8	14.8	45.4		0.2	48.3	9.2	42.4		
PHF	.000	.805	.950	.938	.955	.333	.788	.937	.771	.933	.000	.827	.667	.721	.844	.250	.799	.776	.764	.779	.950
Autos	0	96	1653	103	1852	4	61	1741	136	1942	0	41	15	46	102	1	302	55	270	628	4524
% Autos	0	93.2	99.1	98.1	98.7	100	96.8	98.6	93.8	98.2	0	95.3	93.8	93.9	94.4	100	97.4	93.2	99.3	97.8	98.3
Heavy Vehicles	0	7	15	2	24	0	2	24	9	35	0	2	1	3	6	0	8	4	2	14	79
% Heavy Vehicles	0	6.8	0.9	1.9	1.3	0	3.2	1.4	6.2	1.8	0	4.7	6.3	6.1	5.6	0	2.6	6.8	0.7	2.2	1.7



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File Name : 12A- N29th Ave & Sheridan St
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Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	4	2	6	0	1	0	0	1	0	2	0	0	2	9
06:15 AM	0	1	4	2	7	0	0	1	2	3	0	0	0	1	1	0	4	0	2	6	17
06:30 AM	0	1	11	0	12	0	1	5	1	7	0	0	1	0	1	0	3	0	1	4	24
06:45 AM	0	0	8	0	8	0	1	3	3	7	0	1	0	1	2	0	2	1	1	4	21
Total	0	2	23	2	27	0	2	13	8	23	0	2	1	2	5	0	11	1	4	16	71
07:00 AM	0	1	3	1	5	0	0	7	0	7	0	0	0	0	0	0	1	0	1	2	14
07:15 AM	0	0	3	0	3	0	0	15	3	18	0	0	1	0	1	0	1	0	1	2	24
07:30 AM	0	1	11	1	13	0	0	3	2	5	0	0	0	0	0	0	2	1	0	3	21
07:45 AM	0	0	4	1	5	0	1	6	3	10	0	1	2	0	3	0	0	0	1	1	19
Total	0	2	21	3	26	0	1	31	8	40	0	1	3	0	4	0	4	1	3	8	78
08:00 AM	0	1	10	0	11	0	0	6	1	7	0	0	0	0	0	0	4	0	2	6	24
08:15 AM	0	2	5	1	8	0	0	8	2	10	0	1	0	1	2	0	3	1	0	4	24
08:30 AM	0	1	9	0	10	0	1	8	0	9	0	1	0	0	1	0	2	0	2	4	24
08:45 AM	0	0	8	0	8	0	0	10	3	13	0	1	1	0	2	0	6	0	1	7	30
Total	0	4	32	1	37	0	1	32	6	39	0	3	1	1	5	0	15	1	5	21	102
*** BREAK ***																					
04:00 PM	0	1	3	1	5	0	0	9	5	14	0	1	1	0	2	0	0	1	0	1	22
04:15 PM	0	2	6	0	8	0	0	3	3	6	0	0	0	0	0	0	3	0	1	4	18
04:30 PM	0	2	5	2	9	0	2	5	2	9	0	0	0	2	2	0	4	0	0	4	24
04:45 PM	0	3	5	0	8	0	0	9	1	10	0	1	1	1	3	0	2	1	1	4	25
Total	0	8	19	3	30	0	2	26	11	39	0	2	2	3	7	0	9	2	2	13	89
05:00 PM	0	0	3	0	3	0	0	4	2	6	0	0	0	0	0	0	0	1	0	1	10
05:15 PM	0	2	2	0	4	0	0	6	4	10	0	1	0	0	1	0	2	2	1	5	20
05:30 PM	0	2	3	1	6	0	0	6	3	9	0	2	1	0	3	0	1	0	0	1	19
05:45 PM	0	3	2	0	5	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	7
Total	0	7	10	1	18	0	0	17	10	27	0	3	1	0	4	0	3	3	1	7	56
06:00 PM	0	1	2	0	3	0	1	1	2	4	0	0	0	0	0	0	1	0	0	1	8
06:15 PM	0	3	5	1	9	0	0	3	2	5	0	2	1	1	4	0	0	1	0	1	19
06:30 PM	0	6	1	0	7	0	0	0	6	6	0	0	0	0	0	0	2	0	0	2	15
06:45 PM	0	0	2	1	3	0	1	2	2	5	0	0	1	0	1	0	1	0	0	1	10
Total	0	10	10	2	22	0	2	6	12	20	0	2	2	1	5	0	4	1	0	5	52
Grand Total	0	33	115	12	160	0	8	125	55	188	0	13	10	7	30	0	46	9	15	70	448
Apprch %	0	20.6	71.9	7.5		0	4.3	66.5	29.3		0	43.3	33.3	23.3		0	65.7	12.9	21.4		
Total %	0	7.4	25.7	2.7	35.7	0	1.8	27.9	12.3	42	0	2.9	2.2	1.6	6.7	0	10.3	2	3.3	15.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

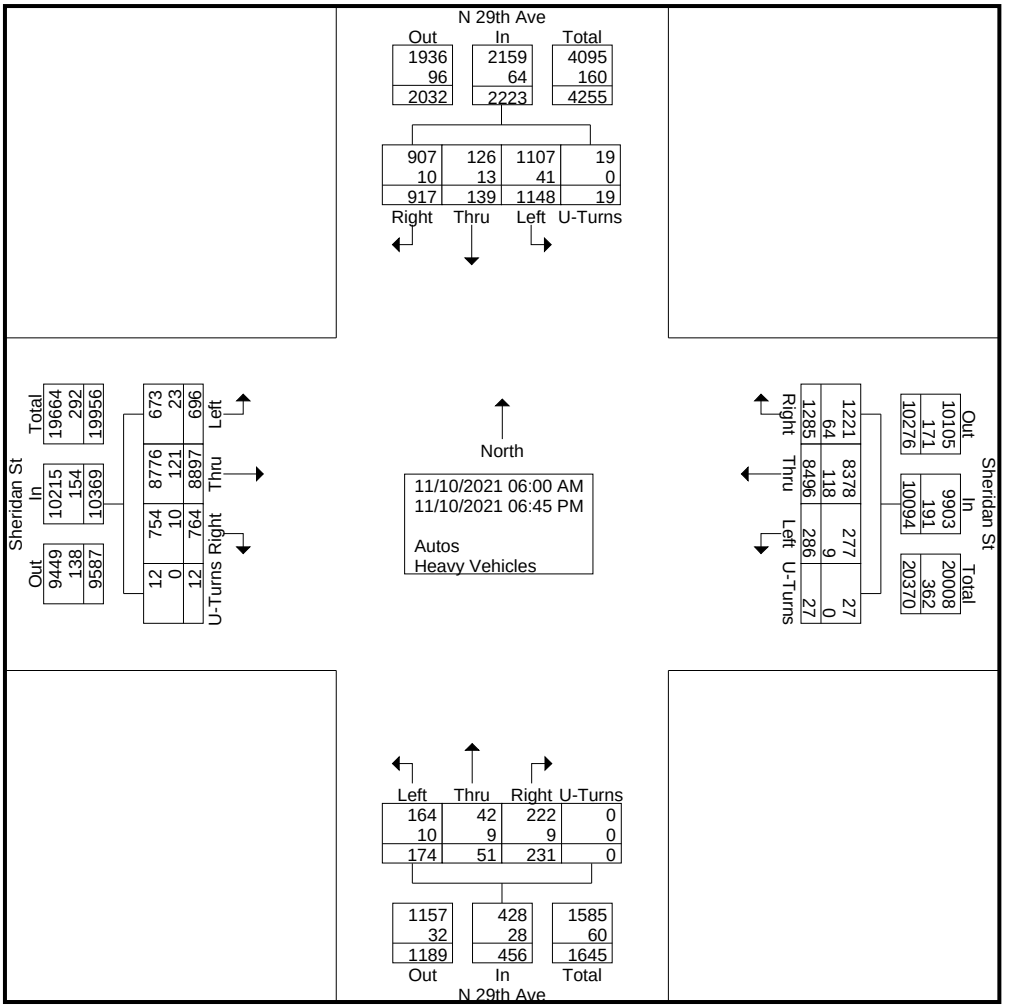
	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	8	145	26	179	0	4	109	28	141	0	2	1	4	7	0	19	1	12	32	359
06:15 AM	1	11	254	50	316	0	5	163	28	196	0	3	3	8	14	1	25	0	8	34	560
06:30 AM	1	17	275	40	333	0	8	159	38	205	0	7	1	6	14	0	23	2	14	39	591
06:45 AM	0	30	313	34	377	0	6	255	44	305	0	8	3	10	21	1	18	3	10	32	735
Total	2	66	987	150	1205	0	23	686	138	847	0	20	8	28	56	2	85	6	44	137	2245
07:00 AM	0	20	372	43	435	0	4	277	56	337	0	6	0	6	12	0	32	1	24	57	841
07:15 AM	1	32	553	42	628	4	8	323	50	385	0	3	6	17	26	1	47	1	19	68	1107
07:30 AM	0	23	458	49	530	0	7	409	72	488	0	3	3	14	20	0	23	3	20	46	1084
07:45 AM	0	55	457	53	565	2	10	342	94	448	0	6	2	9	17	0	35	3	18	56	1086
Total	1	130	1840	187	2158	6	29	1351	272	1658	0	18	11	46	75	1	137	8	81	227	4118
08:00 AM	1	57	489	53	600	1	7	346	92	446	0	7	3	12	22	1	42	4	20	67	1135
08:15 AM	0	50	460	58	568	3	7	337	71	418	0	7	0	13	20	1	51	5	28	85	1091
08:30 AM	0	50	372	28	450	2	9	318	90	419	0	8	4	11	23	0	46	3	32	81	973
08:45 AM	1	46	422	30	499	4	6	343	85	438	0	4	2	12	18	1	36	4	34	75	1030
Total	2	203	1743	169	2117	10	29	1344	338	1721	0	26	9	48	83	3	175	16	114	308	4229
*** BREAK ***																					
04:00 PM	0	27	400	22	449	0	20	383	35	438	0	6	4	8	18	0	55	6	59	120	1025
04:15 PM	0	27	405	17	449	1	12	380	35	428	0	5	0	4	9	1	57	12	54	124	1010
04:30 PM	1	19	322	17	359	2	16	436	46	500	0	16	3	11	30	0	85	11	64	160	1049
04:45 PM	1	42	405	22	470	0	18	399	54	471	0	10	1	11	22	0	61	10	54	125	1088
Total	2	115	1532	78	1727	3	66	1598	170	1837	0	37	8	34	79	1	258	39	231	529	4172
05:00 PM	0	22	430	27	479	2	9	480	59	550	0	8	1	9	18	0	80	18	79	177	1224
05:15 PM	1	22	399	24	446	0	11	458	55	524	0	11	3	11	25	1	76	11	79	167	1162
05:30 PM	1	23	372	15	411	2	14	495	37	548	0	10	3	5	18	1	68	11	58	138	1115
05:45 PM	1	28	390	29	448	2	22	448	58	530	0	12	2	15	29	2	61	4	56	123	1130
Total	3	95	1591	95	1784	6	56	1881	209	2152	0	41	9	40	90	4	285	44	272	605	4631
06:00 PM	0	16	273	31	320	0	15	440	37	492	0	8	1	8	17	3	74	8	59	144	973
06:15 PM	2	30	296	16	344	1	24	484	55	564	0	9	1	13	23	1	68	4	52	125	1056
06:30 PM	0	25	304	22	351	0	26	356	20	402	0	6	2	8	16	1	34	11	28	74	843
06:45 PM	0	16	331	16	363	1	18	356	46	421	0	9	2	6	17	3	32	3	36	74	875
Total	2	87	1204	85	1378	2	83	1636	158	1879	0	32	6	35	73	8	208	26	175	417	3747
Grand Total	12	696	8897	764	10369	27	286	8496	1285	10094	0	174	51	231	456	19	1148	139	917	2223	23142
Apprch %	0.1	6.7	85.8	7.4		0.3	2.8	84.2	12.7		0	38.2	11.2	50.7		0.9	51.6	6.3	41.3		
Total %	0.1	3	38.4	3.3	44.8	0.1	1.2	36.7	5.6	43.6	0	0.8	0.2	1	2	0.1	5	0.6	4	9.6	
Autos	12	673	8776	754	10215	27	277	8378	1221	9903	0	164	42	222	428	19	1107	126	907	2159	22705
% Autos	100	96.7	98.6	98.7	98.5	100	96.9	98.6	95	98.1	0	94.3	82.4	96.1	93.9	100	96.4	90.6	98.9	97.1	98.1
Heavy Vehicles	0	23	121	10	154	0	9	118	64	191	0	10	9	9	28	0	41	13	10	64	437
% Heavy Vehicles	0	3.3	1.4	1.3	1.5	0	3.1	1.4	5	1.9	0	5.7	17.6	3.9	6.1	0	3.6	9.4	1.1	2.9	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



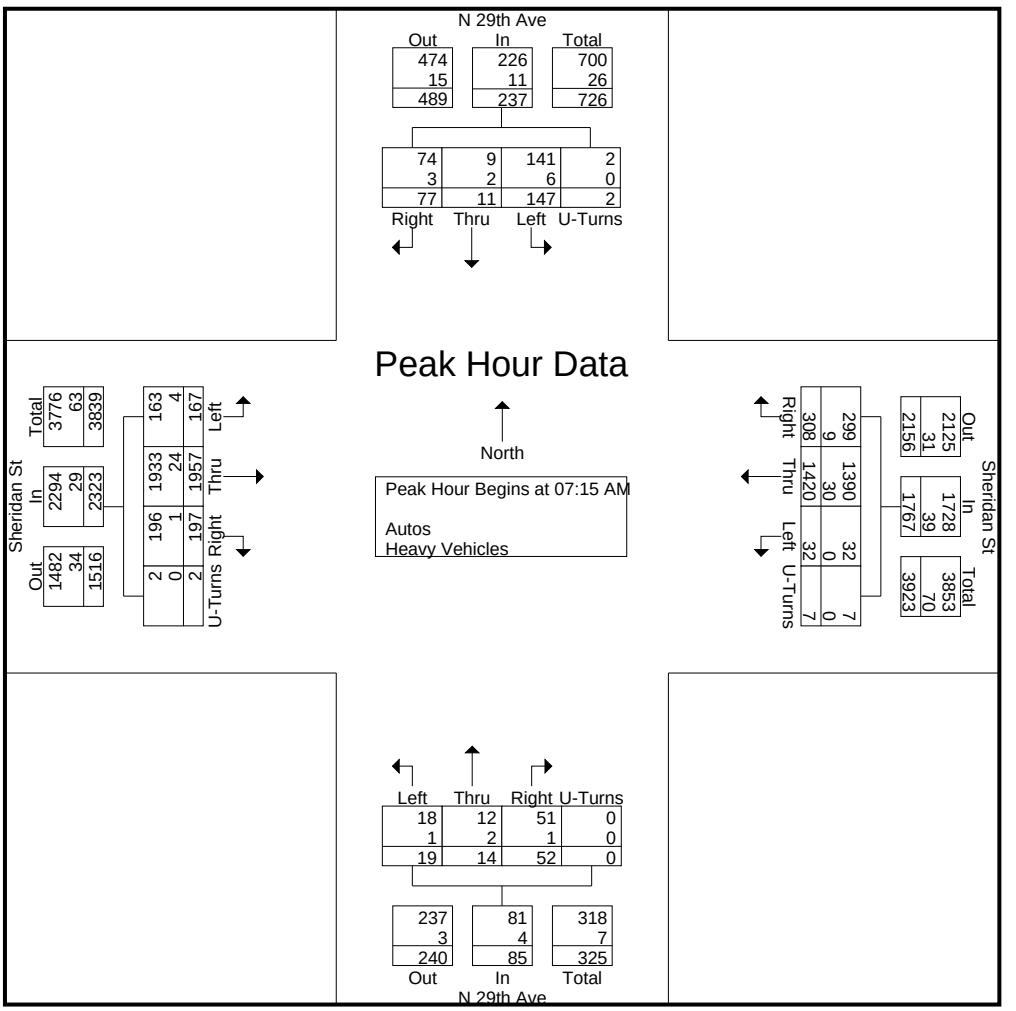
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	32	**553**	42	**628**	**4**	8	323	50	385	0	3	**6**	**17**	**26**	**1**	**47**	1	19	**68**	1107
07:30 AM	0	23	458	49	530	0	7	**409**	72	**488**	0	3	3	14	20	0	23	3	**20**	46	1084
07:45 AM	0	55	457	**53**	565	2	**10**	342	**94**	448	0	6	2	9	17	0	35	3	18	56	1086
08:00 AM	1	**57**	489	53	600	1	7	346	92	446	0	**7**	3	12	22	1	42	**4**	20	67	**1135**
Total Volume	2	167	1957	197	2323	7	32	1420	308	1767	0	19	14	52	85	2	147	11	77	237	4412
% App. Total	0.1	7.2	84.2	8.5		0.4	1.8	80.4	17.4		0	22.4	16.5	61.2		0.8	62	4.6	32.5		
PHF	.500	.732	.885	.929	.925	.438	.800	.868	.819	.905	.000	.679	.583	.765	.817	.500	.782	.688	.963	.871	.972
Autos	2	163	1933	196	2294	7	32	1390	299	1728	0	18	12	51	81	2	141	9	74	226	4329
% Autos	100	97.6	98.8	99.5	98.8	100	100	97.9	97.1	97.8	0	94.7	85.7	98.1	95.3	100	95.9	81.8	96.1	95.4	98.1
Heavy Vehicles	0	4	24	1	29	0	0	30	9	39	0	1	2	1	4	0	6	2	3	11	83
% Heavy Vehicles	0	2.4	1.2	0.5	1.2	0	0	2.1	2.9	2.2	0	5.3	14.3	1.9	4.7	0	4.1	18.2	3.9	4.6	1.9



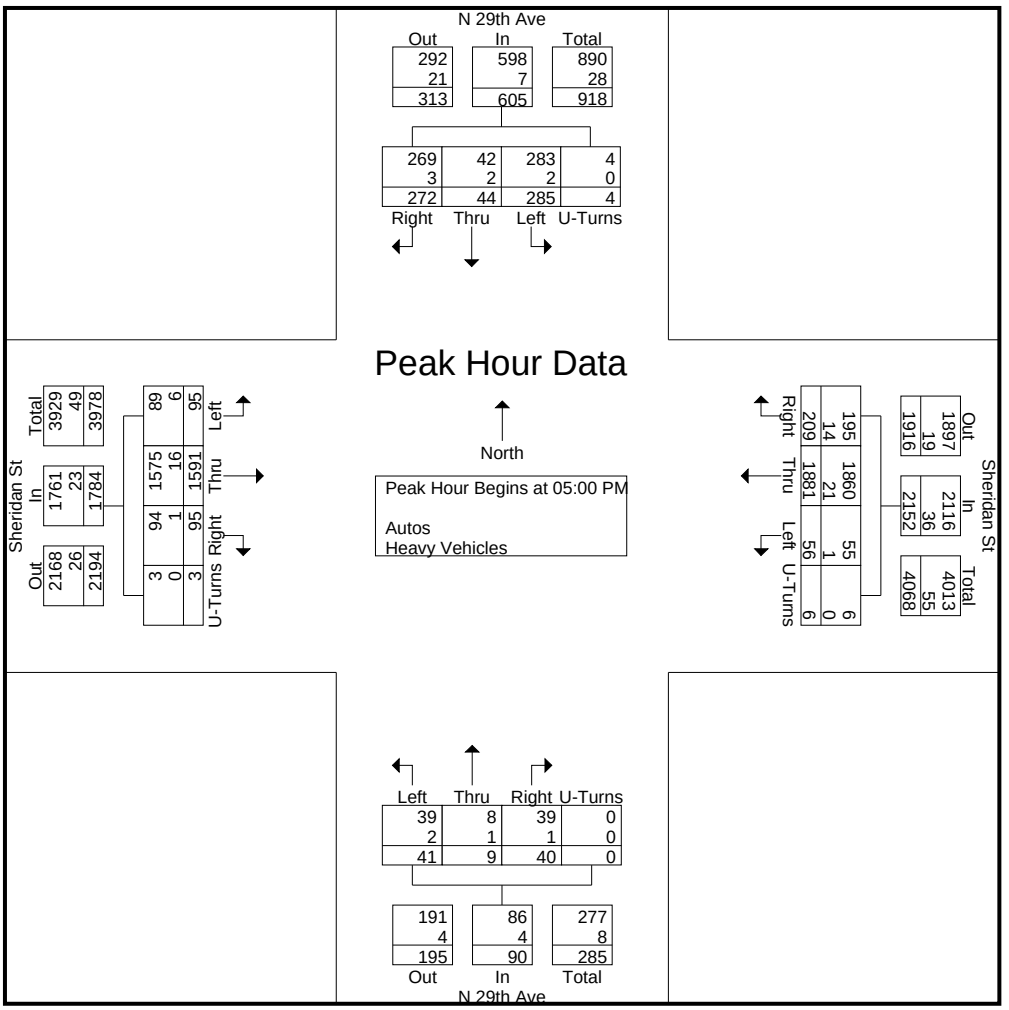
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	22	**430**	27	**479**	**2**	9	480	**59**	**550**	0	8	1	9	18	0	**80**	**18**	**79**	**177**	**1224**
05:15 PM	**1**	22	399	24	446	0	11	458	55	524	0	11	**3**	11	25	1	76	11	79	167	1162
05:30 PM	1	23	372	15	411	2	14	**495**	37	548	0	10	3	5	18	1	68	11	58	138	1115
05:45 PM	1	**28**	390	**29**	448	2	**22**	448	58	530	0	**12**	2	**15**	**29**	**2**	61	4	56	123	1130
Total Volume	3	95	1591	95	1784	6	56	1881	209	2152	0	41	9	40	90	4	285	44	272	605	4631
% App. Total	0.2	5.3	89.2	5.3		0.3	2.6	87.4	9.7		0	45.6	10	44.4		0.7	47.1	7.3	45		
PHF	.750	.848	.925	.819	.931	.750	.636	.950	.886	.978	.000	.854	.750	.667	.776	.500	.891	.611	.861	.855	.946
Autos	3	89	1575	94	1761	6	55	1860	195	2116	0	39	8	39	86	4	283	42	269	598	4561
% Autos	100	93.7	99.0	98.9	98.7	100	98.2	98.9	93.3	98.3	0	95.1	88.9	97.5	95.6	100	99.3	95.5	98.9	98.8	98.5
Heavy Vehicles	0	6	16	1	23	0	1	21	14	36	0	2	1	1	4	0	2	2	3	7	70
% Heavy Vehicles	0	6.3	1.0	1.1	1.3	0	1.8	1.1	6.7	1.7	0	4.9	11.1	2.5	4.4	0	0.7	4.5	1.1	1.2	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12B- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	0	2	0	0	4	0	4	0	1	0	0	1	0	2	0	0	2	9
06:15 AM	0	0	4	2	6	0	2	2	1	5	0	0	1	1	2	0	4	0	0	4	17
06:30 AM	0	0	7	0	7	0	0	4	2	6	0	0	0	1	1	0	6	0	1	7	21
06:45 AM	0	0	5	0	5	0	0	5	1	6	0	1	0	0	1	0	1	1	0	2	14
Total	0	0	18	2	20	0	2	15	4	21	0	2	1	2	5	0	13	1	1	15	61
07:00 AM	0	0	8	1	9	0	0	2	4	6	0	0	0	0	0	0	1	0	0	1	16
07:15 AM	0	0	6	0	6	0	0	14	1	15	0	0	1	0	1	0	1	0	1	2	24
07:30 AM	0	2	4	0	6	0	0	3	2	5	0	0	0	0	0	0	1	2	1	4	15
07:45 AM	0	1	3	1	5	0	0	6	3	9	0	1	1	0	2	0	0	0	1	1	17
Total	0	3	21	2	26	0	0	25	10	35	0	1	2	0	3	0	3	2	3	8	72
08:00 AM	0	1	11	0	12	0	0	7	3	10	0	0	0	1	1	0	4	0	0	4	27
08:15 AM	0	0	13	0	13	0	0	10	3	13	0	0	0	0	0	0	1	2	1	4	30
08:30 AM	0	0	5	2	7	0	2	6	5	13	0	1	1	2	4	0	2	0	0	2	26
08:45 AM	0	2	5	0	7	0	0	12	4	16	0	0	0	0	0	0	1	0	2	3	26
Total	0	3	34	2	39	0	2	35	15	52	0	1	1	3	5	0	8	2	3	13	109
*** BREAK ***																					
04:00 PM	0	0	6	0	6	0	0	3	0	3	0	2	1	0	3	0	3	2	0	5	17
04:15 PM	0	2	6	0	8	0	0	7	1	8	0	0	0	0	0	0	2	1	0	3	19
04:30 PM	0	1	4	0	5	0	1	4	1	6	0	0	1	0	1	0	2	0	0	2	14
04:45 PM	0	1	4	1	6	0	1	3	6	10	0	1	1	2	4	0	2	1	0	3	23
Total	0	4	20	1	25	0	2	17	8	27	0	3	3	2	8	0	9	4	0	13	73
05:00 PM	0	2	3	0	5	0	0	4	4	8	0	0	0	0	0	0	2	1	0	3	16
05:15 PM	0	1	5	0	6	0	0	5	2	7	0	0	0	0	0	0	0	0	3	3	16
05:30 PM	0	2	3	1	6	0	1	7	3	11	0	2	1	0	3	0	0	1	0	1	21
05:45 PM	0	1	5	0	6	0	0	5	5	10	0	0	0	1	1	0	0	0	0	0	17
Total	0	6	16	1	23	0	1	21	14	36	0	2	1	1	4	0	2	2	3	7	70
06:00 PM	0	0	1	1	2	0	0	4	2	6	0	0	1	0	1	0	3	0	0	3	12
06:15 PM	0	2	1	0	3	0	0	0	3	3	0	1	0	0	1	0	0	1	0	1	8
06:30 PM	0	3	6	0	9	0	1	1	3	5	0	0	0	0	0	0	1	0	0	1	15
06:45 PM	0	2	4	1	7	0	1	0	5	6	0	0	0	1	1	0	2	1	0	3	17
Total	0	7	12	2	21	0	2	5	13	20	0	1	1	1	3	0	6	2	0	8	52
Grand Total	0	23	121	10	154	0	9	118	64	191	0	10	9	9	28	0	41	13	10	64	437
Apprch %	0	14.9	78.6	6.5		0	4.7	61.8	33.5		0	35.7	32.1	32.1		0	64.1	20.3	15.6		
Total %	0	5.3	27.7	2.3	35.2	0	2.1	27	14.6	43.7	0	2.3	2.1	2.1	6.4	0	9.4	3	2.3	14.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12C- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

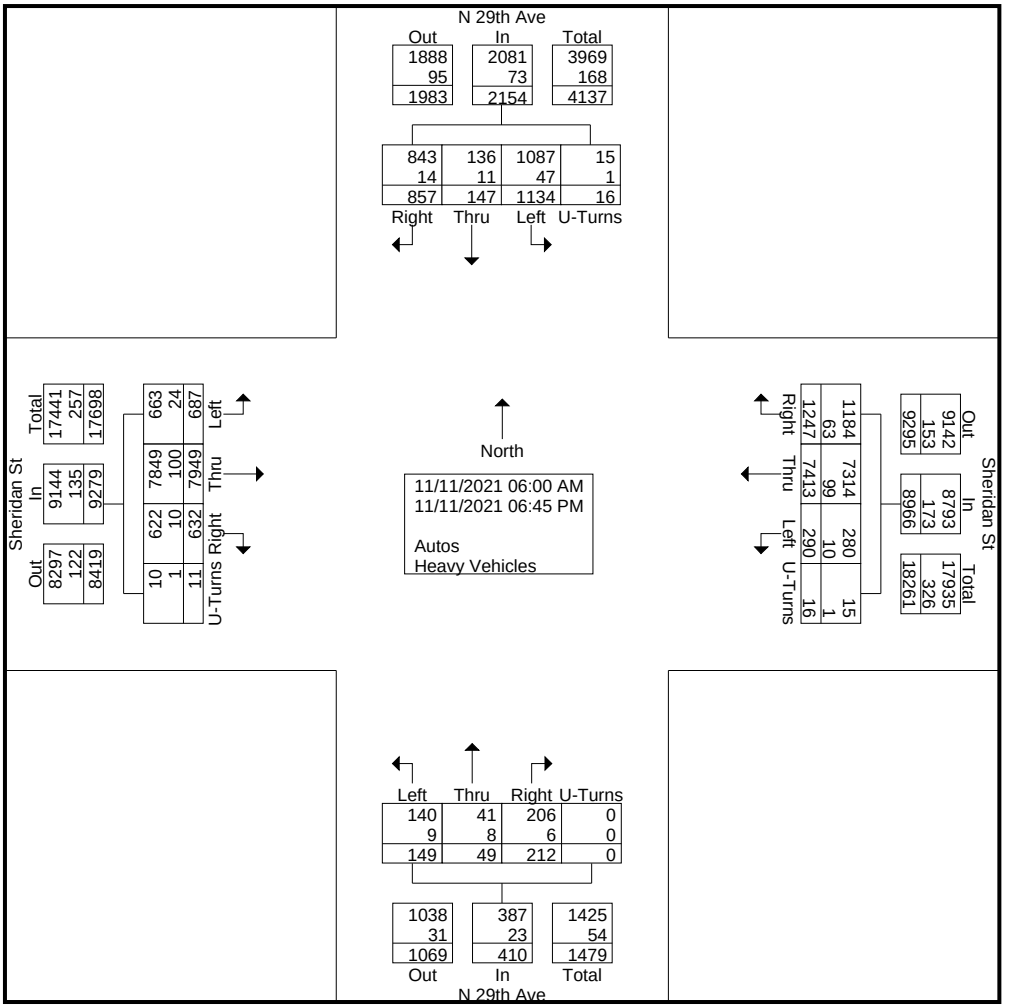
	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	9	112	18	140	1	14	87	21	123	0	1	1	8	10	0	15	2	12	29	302
06:15 AM	0	7	191	30	228	1	3	120	19	143	0	4	2	3	9	0	20	0	10	30	410
06:30 AM	0	15	211	20	246	2	4	140	35	181	0	2	1	9	12	0	16	0	9	25	464
06:45 AM	2	25	243	26	296	0	4	191	47	242	0	3	2	2	7	0	19	2	13	34	579
Total	3	56	757	94	910	4	25	538	122	689	0	10	6	22	38	0	70	4	44	118	1755
07:00 AM	0	23	284	21	328	0	1	204	35	240	0	2	1	3	6	0	24	2	13	39	613
07:15 AM	0	24	376	29	429	0	4	193	59	256	0	2	1	8	11	2	29	2	19	52	748
07:30 AM	1	35	342	39	417	0	11	314	64	389	0	4	1	13	18	0	29	1	14	44	868
07:45 AM	0	44	387	36	467	0	6	327	93	426	0	1	1	3	5	2	36	1	21	60	958
Total	1	126	1389	125	1641	0	22	1038	251	1311	0	9	4	27	40	4	118	6	67	195	3187
08:00 AM	0	44	293	52	389	0	7	281	81	369	0	10	2	9	21	1	47	3	26	77	856
08:15 AM	0	52	395	28	475	0	10	275	94	379	0	10	1	15	26	0	39	2	27	68	948
08:30 AM	1	58	369	32	460	0	7	298	99	404	0	7	2	10	19	0	54	1	37	92	975
08:45 AM	0	61	347	33	441	1	11	345	110	467	0	2	3	14	19	0	38	8	32	78	1005
Total	1	215	1404	145	1765	1	35	1199	384	1619	0	29	8	48	85	1	178	14	122	315	3784
*** BREAK ***																					
04:00 PM	1	38	441	23	503	0	23	361	47	431	0	4	2	10	16	1	61	5	44	111	1061
04:15 PM	0	16	283	19	318	1	14	365	31	411	0	11	4	8	23	1	65	6	54	126	878
04:30 PM	2	23	405	23	453	0	18	384	35	437	0	6	2	14	22	0	60	7	47	114	1026
04:45 PM	0	30	423	15	468	2	9	396	51	458	0	15	5	7	27	2	81	15	48	146	1099
Total	3	107	1552	80	1742	3	64	1506	164	1737	0	36	13	39	88	4	267	33	193	497	4064
05:00 PM	0	31	476	16	523	0	17	402	58	477	0	8	2	13	23	0	94	24	84	202	1225
05:15 PM	0	23	472	26	521	0	16	409	35	460	0	8	1	9	18	1	60	12	71	144	1143
05:30 PM	1	14	309	29	353	1	21	457	43	522	0	13	3	9	25	1	74	8	62	145	1045
05:45 PM	2	21	394	19	436	1	6	351	53	411	0	6	2	8	16	2	34	3	47	86	949
Total	3	89	1651	90	1833	2	60	1619	189	1870	0	35	8	39	82	4	262	47	264	577	4362
06:00 PM	0	41	382	29	452	2	15	394	42	453	0	8	3	5	16	0	72	6	47	125	1046
06:15 PM	0	13	248	19	280	1	28	395	37	461	0	7	5	14	26	1	69	17	51	138	905
06:30 PM	0	20	322	31	373	0	23	381	36	440	0	5	0	7	12	1	56	8	38	103	928
06:45 PM	0	20	244	19	283	3	18	343	22	386	0	10	2	11	23	1	42	12	31	86	778
Total	0	94	1196	98	1388	6	84	1513	137	1740	0	30	10	37	77	3	239	43	167	452	3657
Grand Total	11	687	7949	632	9279	16	290	7413	1247	8966	0	149	49	212	410	16	1134	147	857	2154	20809
Apprch %	0.1	7.4	85.7	6.8		0.2	3.2	82.7	13.9		0	36.3	12	51.7		0.7	52.6	6.8	39.8		
Total %	0.1	3.3	38.2	3	44.6	0.1	1.4	35.6	6	43.1	0	0.7	0.2	1	2	0.1	5.4	0.7	4.1	10.4	
Autos	10	663	7849	622	9144	15	280	7314	1184	8793	0	140	41	206	387	15	1087	136	843	2081	20405
% Autos	90.9	96.5	98.7	98.4	98.5	93.8	96.6	98.7	94.9	98.1	0	94	83.7	97.2	94.4	93.8	95.9	92.5	98.4	96.6	98.1
Heavy Vehicles	1	24	100	10	135	1	10	99	63	173	0	9	8	6	23	1	47	11	14	73	404
% Heavy Vehicles	9.1	3.5	1.3	1.6	1.5	6.2	3.4	1.3	5.1	1.9	0	6	16.3	2.8	5.6	6.2	4.1	7.5	1.6	3.4	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12C- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



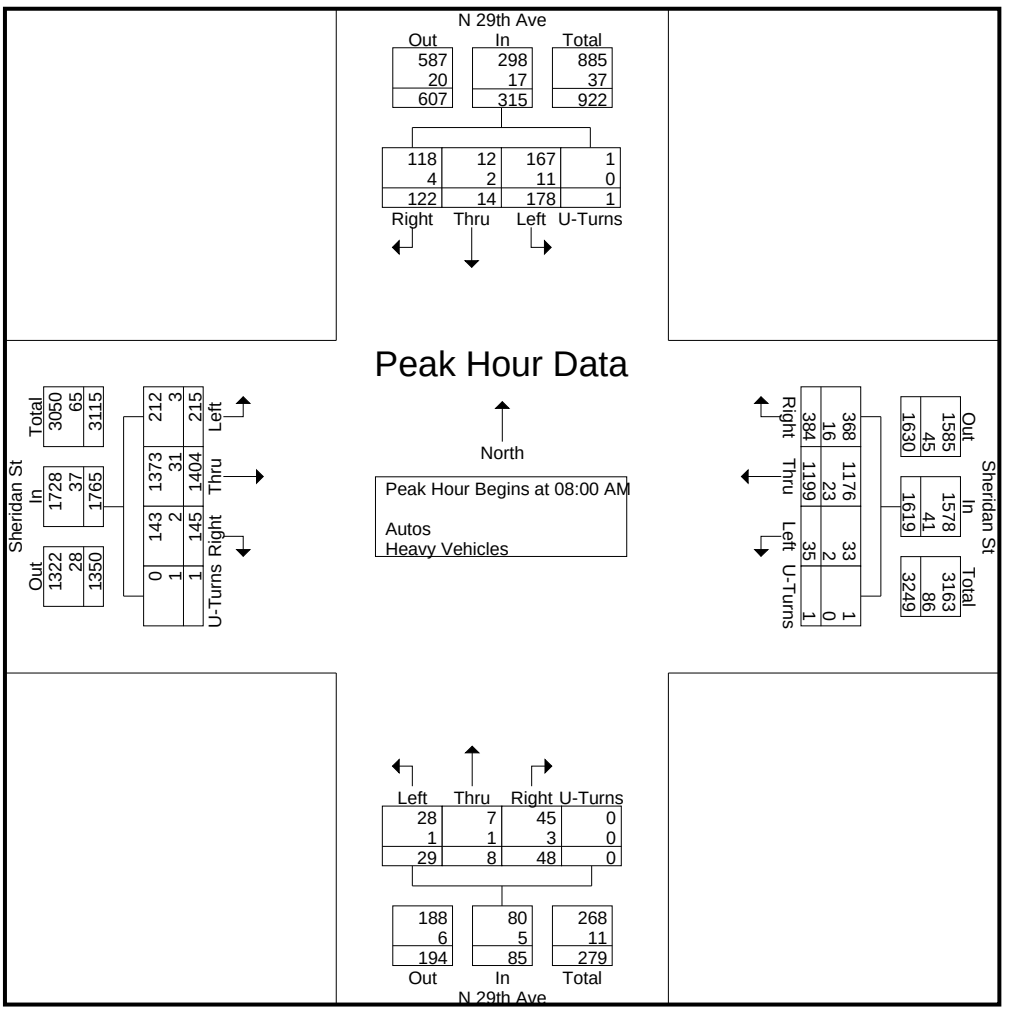
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12C- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	44	293	**52**	389	0	7	281	81	369	0	**10**	2	9	21	**1**	47	3	26	77	856
08:15 AM	0	52	**395**	28	**475**	0	10	275	94	379	0	10	1	**15**	**26**	0	39	2	27	68	948
08:30 AM	**1**	58	369	32	460	0	7	298	99	404	0	7	2	10	19	0	**54**	1	**37**	**92**	975
08:45 AM	0	**61**	347	33	441	**1**	**11**	**345**	**110**	**467**	0	2	**3**	14	19	0	38	**8**	32	78	**1005**
Total Volume	1	215	1404	145	1765	1	35	1199	384	1619	0	29	8	48	85	1	178	14	122	315	3784
% App. Total	0.1	12.2	79.5	8.2		0.1	2.2	74.1	23.7		0	34.1	9.4	56.5		0.3	56.5	4.4	38.7		
PHF	.250	.881	.889	.697	.929	.250	.795	.869	.873	.867	.000	.725	.667	.800	.817	.250	.824	.438	.824	.856	.941
Autos	0	212	1373	143	1728	1	33	1176	368	1578	0	28	7	45	80	1	167	12	118	298	3684
% Autos	0	98.6	97.8	98.6	97.9	100	94.3	98.1	95.8	97.5	0	96.6	87.5	93.8	94.1	100	93.8	85.7	96.7	94.6	97.4
Heavy Vehicles	1	3	31	2	37	0	2	23	16	41	0	1	1	3	5	0	11	2	4	17	100
% Heavy Vehicles	100	1.4	2.2	1.4	2.1	0	5.7	1.9	4.2	2.5	0	3.4	12.5	6.3	5.9	0	6.2	14.3	3.3	5.4	2.6



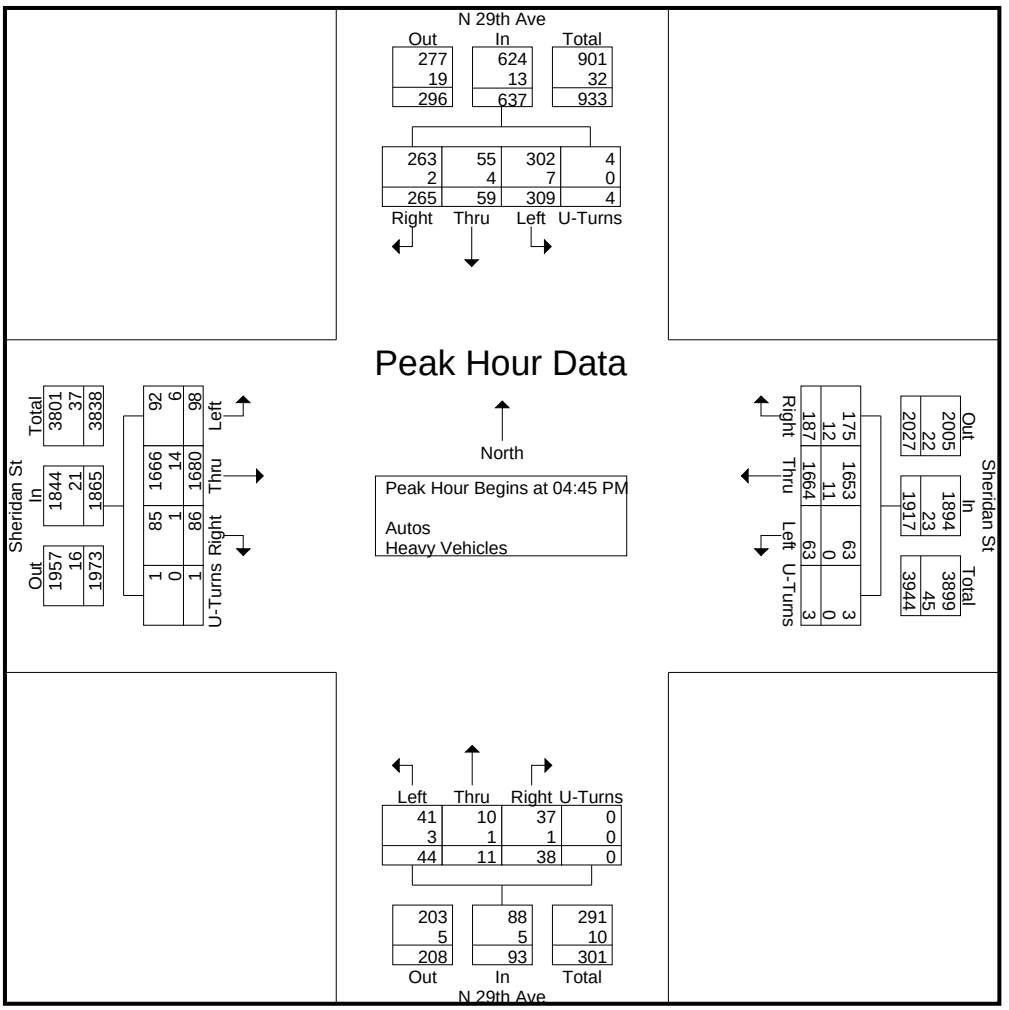
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12C- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	30	423	15	468	**2**	9	396	51	458	0	**15**	**5**	7	**27**	**2**	81	15	48	146	1099
05:00 PM	0	**31**	**476**	16	**523**	0	17	402	**58**	477	0	8	2	**13**	23	0	**94**	**24**	**84**	**202**	**1225**
05:15 PM	0	23	472	26	521	0	16	409	35	460	0	8	1	9	18	1	60	12	71	144	1143
05:30 PM	**1**	14	309	**29**	353	1	**21**	**457**	43	**522**	0	13	3	9	25	1	74	8	62	145	1045
Total Volume	1	98	1680	86	1865	3	63	1664	187	1917	0	44	11	38	93	4	309	59	265	637	4512
% App. Total	0.1	5.3	90.1	4.6		0.2	3.3	86.8	9.8		0	47.3	11.8	40.9		0.6	48.5	9.3	41.6		
PHF	.250	.790	.882	.741	.891	.375	.750	.910	.806	.918	.000	.733	.550	.731	.861	.500	.822	.615	.789	.788	.921
Autos	1	92	1666	85	1844	3	63	1653	175	1894	0	41	10	37	88	4	302	55	263	624	4450
% Autos	100	93.9	99.2	98.8	98.9	100	100	99.3	93.6	98.8	0	93.2	90.9	97.4	94.6	100	97.7	93.2	99.2	98.0	98.6
Heavy Vehicles	0	6	14	1	21	0	0	11	12	23	0	3	1	1	5	0	7	4	2	13	62
% Heavy Vehicles	0	6.1	0.8	1.2	1.1	0	0	0.7	6.4	1.2	0	6.8	9.1	2.6	5.4	0	2.3	6.8	0.8	2.0	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 12C- N29th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	2	4	0	6	0	1	0	0	1	0	0	0	0	0	7
06:15 AM	0	0	2	1	3	0	0	4	0	4	0	0	1	1	2	0	1	0	0	1	10
06:30 AM	0	1	5	0	6	1	1	4	2	8	0	0	0	0	0	0	2	0	1	3	17
06:45 AM	0	0	1	0	1	0	0	3	2	5	0	1	0	0	1	0	2	1	1	4	11
Total	0	1	8	1	10	1	3	15	4	23	0	2	1	1	4	0	5	1	2	8	45
07:00 AM	0	1	7	1	9	0	0	5	1	6	0	0	0	0	0	0	1	0	0	1	16
07:15 AM	0	0	4	0	4	0	0	3	5	8	0	0	1	0	1	0	6	0	0	6	19
07:30 AM	0	0	3	0	3	0	1	6	2	9	0	1	0	0	1	0	2	1	0	3	16
07:45 AM	0	0	6	1	7	0	0	10	5	15	0	0	1	0	1	1	2	0	2	5	28
Total	0	1	20	2	23	0	1	24	13	38	0	1	2	0	3	1	11	1	2	15	79
08:00 AM	0	1	4	0	5	0	0	7	6	13	0	0	0	0	0	0	0	1	2	3	21
08:15 AM	0	0	7	0	7	0	0	4	6	10	0	0	0	1	1	0	4	1	1	6	24
08:30 AM	1	1	11	2	15	0	2	7	0	9	0	1	1	2	4	0	2	0	1	3	31
08:45 AM	0	1	9	0	10	0	0	5	4	9	0	0	0	0	0	0	5	0	0	5	24
Total	1	3	31	2	37	0	2	23	16	41	0	1	1	3	5	0	11	2	4	17	100
*** BREAK ***																					
04:00 PM	0	0	7	0	7	0	0	5	2	7	0	1	1	0	2	0	1	0	0	1	17
04:15 PM	0	2	3	0	5	0	1	3	2	6	0	0	0	0	0	0	7	1	1	9	20
04:30 PM	0	1	8	2	11	0	0	11	2	13	0	0	0	0	0	0	0	0	1	1	25
04:45 PM	0	1	6	0	7	0	0	4	4	8	0	1	1	1	3	0	5	3	0	8	26
Total	0	4	24	2	30	0	1	23	10	34	0	2	2	1	5	0	13	4	2	19	88
05:00 PM	0	4	1	0	5	0	0	3	6	9	0	0	0	0	0	0	1	0	0	1	15
05:15 PM	0	0	5	0	5	0	0	3	2	5	0	1	0	0	1	0	0	0	1	1	12
05:30 PM	0	1	2	1	4	0	0	1	0	1	0	1	0	0	1	0	1	1	1	3	9
05:45 PM	0	1	2	0	3	0	0	0	5	5	0	0	1	0	1	0	0	0	0	0	9
Total	0	6	10	1	17	0	0	7	13	20	0	2	1	0	3	0	2	1	2	5	45
06:00 PM	0	3	4	1	8	0	0	1	1	2	0	0	1	0	1	0	1	0	1	2	13
06:15 PM	0	2	0	0	2	0	1	4	1	6	0	1	0	1	2	0	2	1	1	4	14
06:30 PM	0	1	3	0	4	0	0	2	4	6	0	0	0	0	0	0	2	0	0	2	12
06:45 PM	0	3	0	1	4	0	2	0	1	3	0	0	0	0	0	0	0	1	0	1	8
Total	0	9	7	2	18	0	3	7	7	17	0	1	1	1	3	0	5	2	2	9	47
Grand Total	1	24	100	10	135	1	10	99	63	173	0	9	8	6	23	1	47	11	14	73	404
Apprch %	0.7	17.8	74.1	7.4		0.6	5.8	57.2	36.4		0	39.1	34.8	26.1		1.4	64.4	15.1	19.2		
Total %	0.2	5.9	24.8	2.5	33.4	0.2	2.5	24.5	15.6	42.8	0	2.2	2	1.5	5.7	0.2	11.6	2.7	3.5	18.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

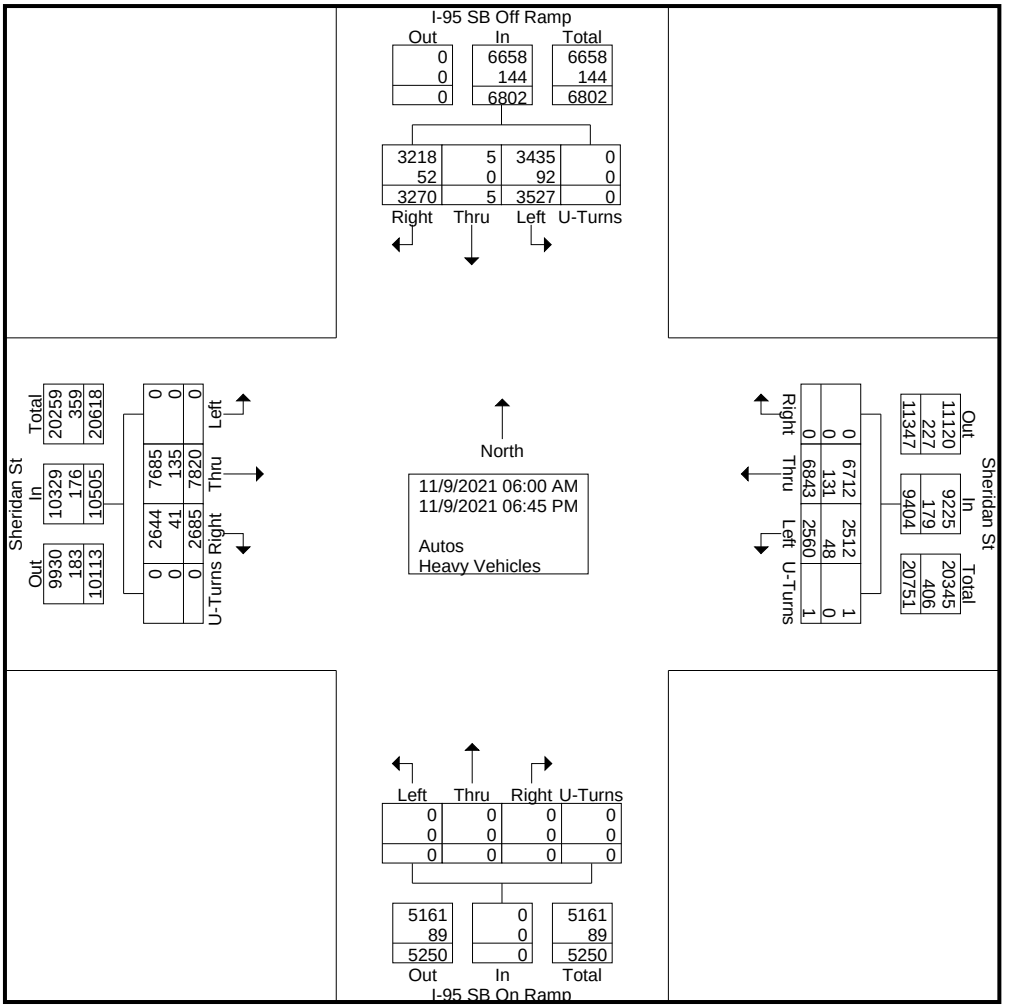
	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	126	39	165	0	59	75	0	134	0	0	0	0	0	0	45	0	71	116	415
06:15 AM	0	0	177	81	258	0	99	105	0	204	0	0	0	0	0	0	45	0	103	148	610
06:30 AM	0	0	225	104	329	0	106	107	0	213	0	0	0	0	0	0	114	1	99	214	756
06:45 AM	0	0	287	110	397	0	119	208	0	327	0	0	0	0	0	0	119	0	104	223	947
Total	0	0	815	334	1149	0	383	495	0	878	0	0	0	0	0	0	323	1	377	701	2728
07:00 AM	0	0	309	116	425	0	104	199	0	303	0	0	0	0	0	0	163	0	129	292	1020
07:15 AM	0	0	398	159	557	0	147	282	0	429	0	0	0	0	0	0	178	0	128	306	1292
07:30 AM	0	0	394	127	521	0	97	297	0	394	0	0	0	0	0	0	141	0	168	309	1224
07:45 AM	0	0	376	141	517	0	118	337	0	455	0	0	0	0	0	0	146	0	129	275	1247
Total	0	0	1477	543	2020	0	466	1115	0	1581	0	0	0	0	0	0	628	0	554	1182	4783
08:00 AM	0	0	440	141	581	0	91	275	0	366	0	0	0	0	0	0	157	1	120	278	1225
08:15 AM	0	0	406	138	544	0	114	317	0	431	0	0	0	0	0	0	175	0	132	307	1282
08:30 AM	0	0	340	122	462	0	104	342	0	446	0	0	0	0	0	0	149	0	121	270	1178
08:45 AM	0	0	300	78	378	0	88	304	0	392	0	0	0	0	0	0	167	0	122	289	1059
Total	0	0	1486	479	1965	0	397	1238	0	1635	0	0	0	0	0	0	648	1	495	1144	4744
*** BREAK ***																					
04:00 PM	0	0	321	118	439	0	113	313	0	426	0	0	0	0	0	0	159	1	149	309	1174
04:15 PM	0	0	402	99	501	0	123	334	0	457	0	0	0	0	0	0	128	0	152	280	1238
04:30 PM	0	0	344	134	478	0	107	332	0	439	0	0	0	0	0	0	171	0	143	314	1231
04:45 PM	0	0	342	117	459	0	109	358	0	467	0	0	0	0	0	0	182	0	167	349	1275
Total	0	0	1409	468	1877	0	452	1337	0	1789	0	0	0	0	0	0	640	1	611	1252	4918
05:00 PM	0	0	418	167	585	0	96	308	0	404	0	0	0	0	0	0	173	0	170	343	1332
05:15 PM	0	0	379	127	506	0	86	284	0	370	0	0	0	0	0	0	162	0	171	333	1209
05:30 PM	0	0	356	126	482	0	124	363	0	487	0	0	0	0	0	0	154	0	156	310	1279
05:45 PM	0	0	339	94	433	0	120	378	0	498	0	0	0	0	0	0	173	0	147	320	1251
Total	0	0	1492	514	2006	0	426	1333	0	1759	0	0	0	0	0	0	662	0	644	1306	5071
06:00 PM	0	0	296	92	388	0	97	340	0	437	0	0	0	0	0	0	160	1	163	324	1149
06:15 PM	0	0	322	96	418	1	125	349	0	475	0	0	0	0	0	0	156	0	153	309	1202
06:30 PM	0	0	272	81	353	0	99	333	0	432	0	0	0	0	0	0	143	1	140	284	1069
06:45 PM	0	0	251	78	329	0	115	303	0	418	0	0	0	0	0	0	167	0	133	300	1047
Total	0	0	1141	347	1488	1	436	1325	0	1762	0	0	0	0	0	0	626	2	589	1217	4467
Grand Total	0	0	7820	2685	10505	1	2560	6843	0	9404	0	0	0	0	0	0	3527	5	3270	6802	26711
Apprch %	0	0	74.4	25.6		0	27.2	72.8	0		0	0	0	0		0	51.9	0.1	48.1		
Total %	0	0	29.3	10.1	39.3	0	9.6	25.6	0	35.2	0	0	0	0	0	0	13.2	0	12.2	25.5	
Autos	0	0	7685	2644	10329	1	2512	6712	0	9225	0	0	0	0	0	0	3435	5	3218	6658	26212
% Autos	0	0	98.3	98.5	98.3	100	98.1	98.1	0	98.1	0	0	0	0	0	0	97.4	100	98.4	97.9	98.1
Heavy Vehicles	0	0	135	41	176	0	48	131	0	179	0	0	0	0	0	0	92	0	52	144	499
% Heavy Vehicles	0	0	1.7	1.5	1.7	0	1.9	1.9	0	1.9	0	0	0	0	0	0	2.6	0	1.6	2.1	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



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JOB NO.: 2021012.001
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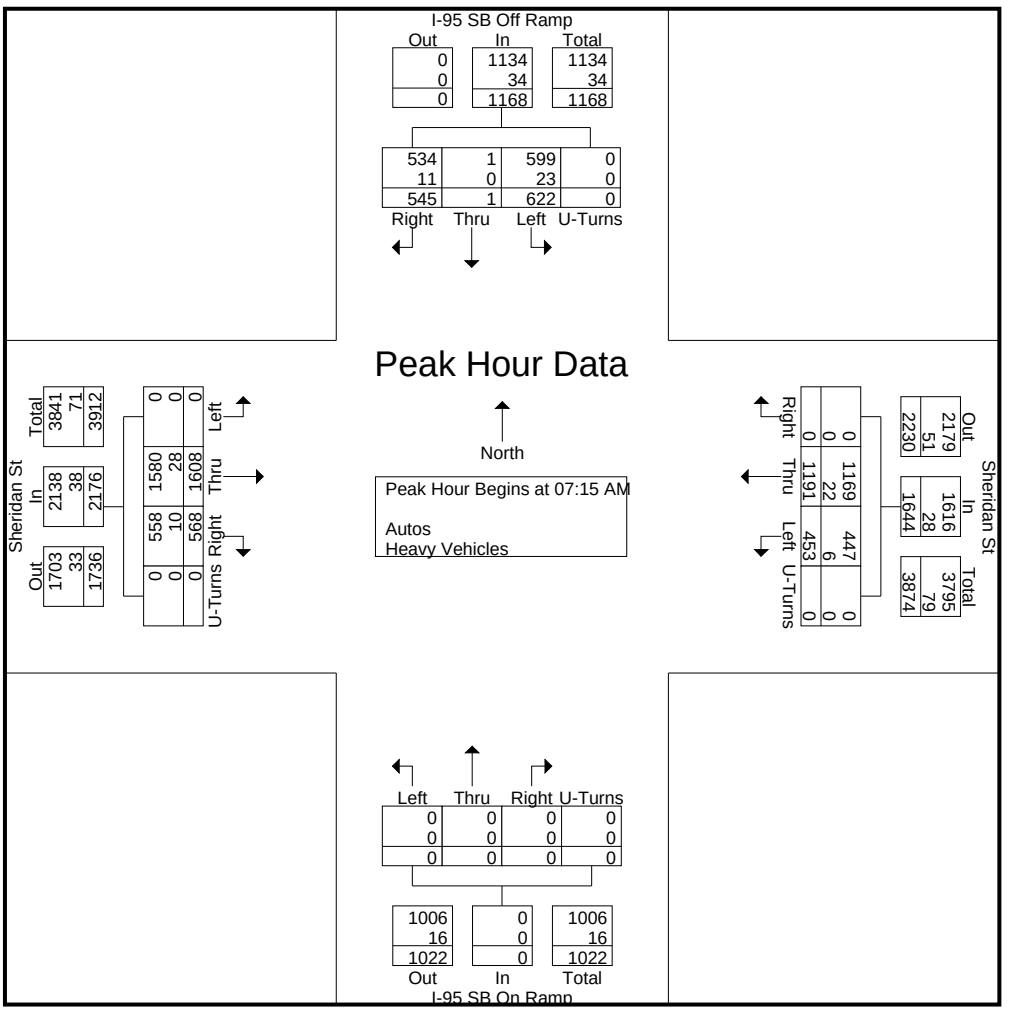
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	398	**159**	557	0	**147**	282	0	429	0	0	0	0	0	0	**178**	0	128	306	**1292**
07:30 AM	0	0	394	127	521	0	97	297	0	394	0	0	0	0	0	0	141	0	**168**	**309**	1224
07:45 AM	0	0	376	141	517	0	118	**337**	0	**455**	0	0	0	0	0	0	146	0	129	275	1247
08:00 AM	0	0	**440**	141	**581**	0	91	275	0	366	0	0	0	0	0	0	157	**1**	120	278	1225
Total Volume	0	0	1608	568	2176	0	453	1191	0	1644	0	0	0	0	0	0	622	1	545	1168	4988
% App. Total	0	0	73.9	26.1		0	27.6	72.4	0		0	0	0	0		0	53.3	0.1	46.7		
PHF	.000	.000	.914	.893	.936	.000	.770	.884	.000	.903	.000	.000	.000	.000	.000	.000	.874	.250	.811	.945	.965
Autos	0	0	1580	558	2138	0	447	1169	0	1616	0	0	0	0	0	0	599	1	534	1134	4888
% Autos	0	0	98.3	98.2	98.3	0	98.7	98.2	0	98.3	0	0	0	0	0	0	96.3	100	98.0	97.1	98.0
Heavy Vehicles	0	0	28	10	38	0	6	22	0	28	0	0	0	0	0	0	23	0	11	34	100
% Heavy Vehicles	0	0	1.7	1.8	1.7	0	1.3	1.8	0	1.7	0	0	0	0	0	0	3.7	0	2.0	2.9	2.0



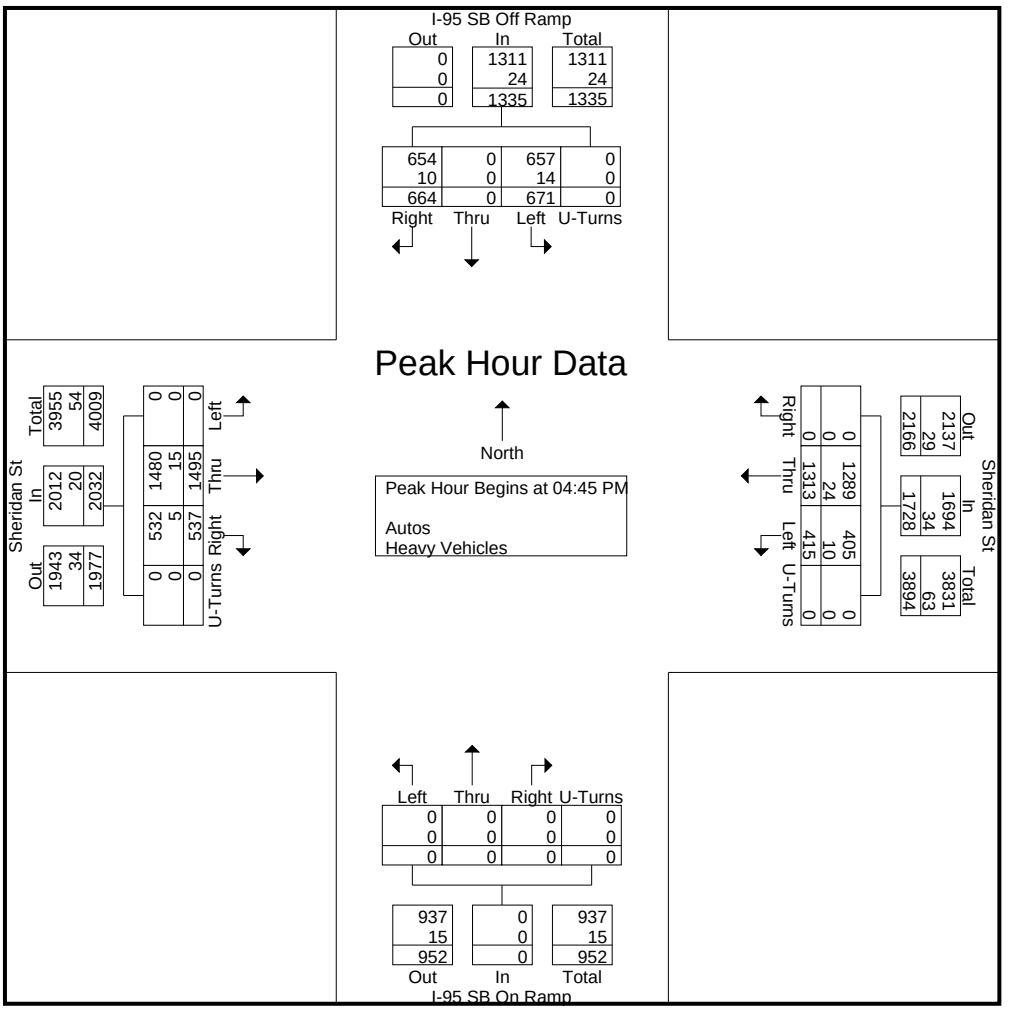
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	342	117	459	0	109	358	0	467	0	0	0	0	0	0	**182**	0	167	**349**	1275
05:00 PM	0	0	**418**	**167**	**585**	0	96	308	0	404	0	0	0	0	0	0	173	0	170	343	**1332**
05:15 PM	0	0	379	127	506	0	86	284	0	370	0	0	0	0	0	0	162	0	**171**	333	1209
05:30 PM	0	0	356	126	482	0	**124**	**363**	0	**487**	0	0	0	0	0	0	154	0	156	310	1279
Total Volume	0	0	1495	537	2032	0	415	1313	0	1728	0	0	0	0	0	0	671	0	664	1335	5095
% App. Total	0	0	73.6	26.4		0	24	76	0		0	0	0	0		0	50.3	0	49.7		
PHF	.000	.000	.894	.804	.868	.000	.837	.904	.000	.887	.000	.000	.000	.000	.000	.000	.922	.000	.971	.956	.956
Autos	0	0	1480	532	2012	0	405	1289	0	1694	0	0	0	0	0	0	657	0	654	1311	5017
% Autos	0	0	99.0	99.1	99.0	0	97.6	98.2	0	98.0	0	0	0	0	0	0	97.9	0	98.5	98.2	98.5
Heavy Vehicles	0	0	15	5	20	0	10	24	0	34	0	0	0	0	0	0	14	0	10	24	78
% Heavy Vehicles	0	0	1.0	0.9	1.0	0	2.4	1.8	0	2.0	0	0	0	0	0	0	2.1	0	1.5	1.8	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13A- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	1	2	0	0	2	0	2	0	0	0	0	0	0	2	0	3	5	9
06:15 AM	0	0	6	1	7	0	1	2	0	3	0	0	0	0	0	0	2	0	1	3	13
06:30 AM	0	0	13	3	16	0	4	5	0	9	0	0	0	0	0	0	2	0	2	4	29
06:45 AM	0	0	9	3	12	0	1	4	0	5	0	0	0	0	0	0	5	0	1	6	23
Total	0	0	29	8	37	0	6	13	0	19	0	0	0	0	0	0	11	0	7	18	74
07:00 AM	0	0	2	2	4	0	2	6	0	8	0	0	0	0	0	0	6	0	1	7	19
07:15 AM	0	0	4	0	4	0	5	11	0	16	0	0	0	0	0	0	6	0	4	10	30
07:30 AM	0	0	8	6	14	0	0	4	0	4	0	0	0	0	0	0	5	0	2	7	25
07:45 AM	0	0	2	2	4	0	0	4	0	4	0	0	0	0	0	0	6	0	2	8	16
Total	0	0	16	10	26	0	7	25	0	32	0	0	0	0	0	0	23	0	9	32	90
08:00 AM	0	0	14	2	16	0	1	3	0	4	0	0	0	0	0	0	6	0	3	9	29
08:15 AM	0	0	13	3	16	0	2	7	0	9	0	0	0	0	0	0	5	0	5	10	35
08:30 AM	0	0	6	2	8	0	5	6	0	11	0	0	0	0	0	0	3	0	2	5	24
08:45 AM	0	0	11	1	12	0	4	12	0	16	0	0	0	0	0	0	8	0	0	8	36
Total	0	0	44	8	52	0	12	28	0	40	0	0	0	0	0	0	22	0	10	32	124
*** BREAK ***																					
04:00 PM	0	0	3	1	4	0	2	11	0	13	0	0	0	0	0	0	4	0	2	6	23
04:15 PM	0	0	6	2	8	0	4	2	0	6	0	0	0	0	0	0	3	0	4	7	21
04:30 PM	0	0	8	3	11	0	3	8	0	11	0	0	0	0	0	0	3	0	3	6	28
04:45 PM	0	0	8	2	10	0	3	8	0	11	0	0	0	0	0	0	1	0	2	3	24
Total	0	0	25	8	33	0	12	29	0	41	0	0	0	0	0	0	11	0	11	22	96
05:00 PM	0	0	2	1	3	0	4	4	0	8	0	0	0	0	0	0	3	0	1	4	15
05:15 PM	0	0	2	1	3	0	2	6	0	8	0	0	0	0	0	0	8	0	4	12	23
05:30 PM	0	0	3	1	4	0	1	6	0	7	0	0	0	0	0	0	2	0	3	5	16
05:45 PM	0	0	1	1	2	0	0	4	0	4	0	0	0	0	0	0	3	0	0	3	9
Total	0	0	8	4	12	0	7	20	0	27	0	0	0	0	0	0	16	0	8	24	63
06:00 PM	0	0	3	1	4	0	1	4	0	5	0	0	0	0	0	0	2	0	1	3	12
06:15 PM	0	0	5	1	6	0	0	3	0	3	0	0	0	0	0	0	3	0	3	6	15
06:30 PM	0	0	2	1	3	0	1	5	0	6	0	0	0	0	0	0	0	0	1	1	10
06:45 PM	0	0	3	0	3	0	2	4	0	6	0	0	0	0	0	0	4	0	2	6	15
Total	0	0	13	3	16	0	4	16	0	20	0	0	0	0	0	0	9	0	7	16	52
Grand Total	0	0	135	41	176	0	48	131	0	179	0	0	0	0	0	0	92	0	52	144	499
Apprch %	0	0	76.7	23.3		0	26.8	73.2	0		0	0	0	0		0	63.9	0	36.1		
Total %	0	0	27.1	8.2	35.3	0	9.6	26.3	0	35.9	0	0	0	0	0	0	18.4	0	10.4	28.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

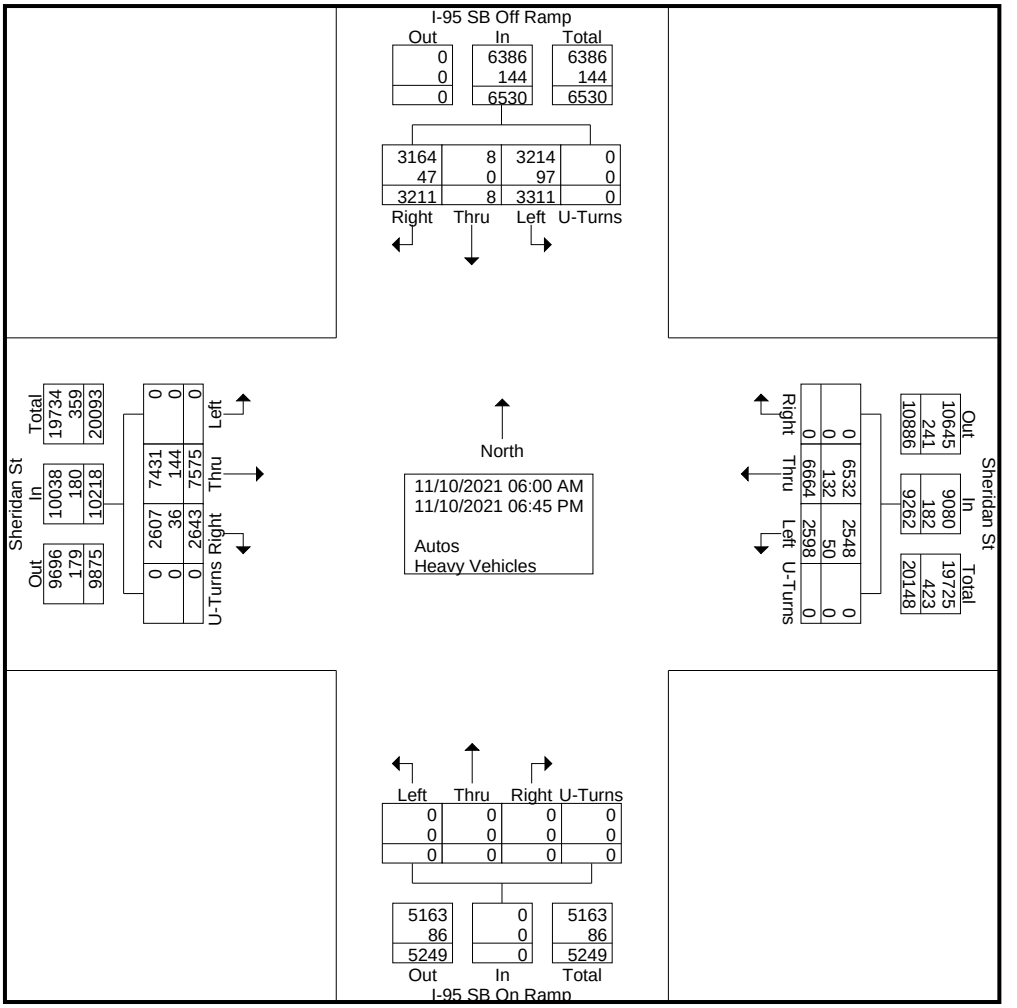
	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	120	51	171	0	54	70	0	124	0	0	0	0	0	0	55	0	70	125	420
06:15 AM	0	0	168	82	250	0	109	107	0	216	0	0	0	0	0	0	58	0	104	162	628
06:30 AM	0	0	259	85	344	0	98	106	0	204	0	0	0	0	0	0	98	0	79	177	725
06:45 AM	0	0	239	98	337	0	98	176	0	274	0	0	0	0	0	0	136	2	129	267	878
Total	0	0	786	316	1102	0	359	459	0	818	0	0	0	0	0	0	347	2	382	731	2651
07:00 AM	0	0	311	95	406	0	120	213	0	333	0	0	0	0	0	0	178	0	134	312	1051
07:15 AM	0	0	388	149	537	0	124	250	0	374	0	0	0	0	0	0	147	0	112	259	1170
07:30 AM	0	0	382	130	512	0	151	333	0	484	0	0	0	0	0	0	148	0	137	285	1281
07:45 AM	0	0	407	130	537	0	113	326	0	439	0	0	0	0	0	0	144	0	137	281	1257
Total	0	0	1488	504	1992	0	508	1122	0	1630	0	0	0	0	0	0	617	0	520	1137	4759
08:00 AM	0	0	356	123	479	0	107	304	0	411	0	0	0	0	0	0	165	0	117	282	1172
08:15 AM	0	0	414	125	539	0	96	285	0	381	0	0	0	0	0	0	157	0	141	298	1218
08:30 AM	0	0	384	120	504	0	107	311	0	418	0	0	0	0	0	0	126	0	115	241	1163
08:45 AM	0	0	364	111	475	0	95	277	0	372	0	0	0	0	0	0	165	0	130	295	1142
Total	0	0	1518	479	1997	0	405	1177	0	1582	0	0	0	0	0	0	613	0	503	1116	4695
*** BREAK ***																					
04:00 PM	0	0	362	137	499	0	122	289	0	411	0	0	0	0	0	0	134	0	142	276	1186
04:15 PM	0	0	338	126	464	0	101	264	0	365	0	0	0	0	0	0	162	0	154	316	1145
04:30 PM	0	0	317	110	427	0	109	306	0	415	0	0	0	0	0	0	178	1	150	329	1171
04:45 PM	0	0	344	113	457	0	115	318	0	433	0	0	0	0	0	0	125	1	144	270	1160
Total	0	0	1361	486	1847	0	447	1177	0	1624	0	0	0	0	0	0	599	2	590	1191	4662
05:00 PM	0	0	365	137	502	0	117	355	0	472	0	0	0	0	0	0	151	1	149	301	1275
05:15 PM	0	0	357	138	495	0	102	366	0	468	0	0	0	0	0	0	105	1	155	261	1224
05:30 PM	0	0	316	85	401	0	118	383	0	501	0	0	0	0	0	0	151	1	160	312	1214
05:45 PM	0	0	357	116	473	0	132	358	0	490	0	0	0	0	0	0	135	1	145	281	1244
Total	0	0	1395	476	1871	0	469	1462	0	1931	0	0	0	0	0	0	542	4	609	1155	4957
06:00 PM	0	0	221	108	329	0	109	324	0	433	0	0	0	0	0	0	159	0	162	321	1083
06:15 PM	0	0	293	112	405	0	99	328	0	427	0	0	0	0	0	0	164	0	177	341	1173
06:30 PM	0	0	254	84	338	0	104	317	0	421	0	0	0	0	0	0	146	0	143	289	1048
06:45 PM	0	0	259	78	337	0	98	298	0	396	0	0	0	0	0	0	124	0	125	249	982
Total	0	0	1027	382	1409	0	410	1267	0	1677	0	0	0	0	0	0	593	0	607	1200	4286
Grand Total	0	0	7575	2643	10218	0	2598	6664	0	9262	0	0	0	0	0	0	3311	8	3211	6530	26010
Apprch %	0	0	74.1	25.9		0	28.1	71.9	0		0	0	0	0		0	50.7	0.1	49.2		
Total %	0	0	29.1	10.2	39.3	0	10	25.6	0	35.6	0	0	0	0	0	0	12.7	0	12.3	25.1	
Autos	0	0	7431	2607	10038	0	2548	6532	0	9080	0	0	0	0	0	0	3214	8	3164	6386	25504
% Autos	0	0	98.1	98.6	98.2	0	98.1	98	0	98	0	0	0	0	0	0	97.1	100	98.5	97.8	98.1
Heavy Vehicles	0	0	144	36	180	0	50	132	0	182	0	0	0	0	0	0	97	0	47	144	506
% Heavy Vehicles	0	0	1.9	1.4	1.8	0	1.9	2	0	2	0	0	0	0	0	0	2.9	0	1.5	2.2	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



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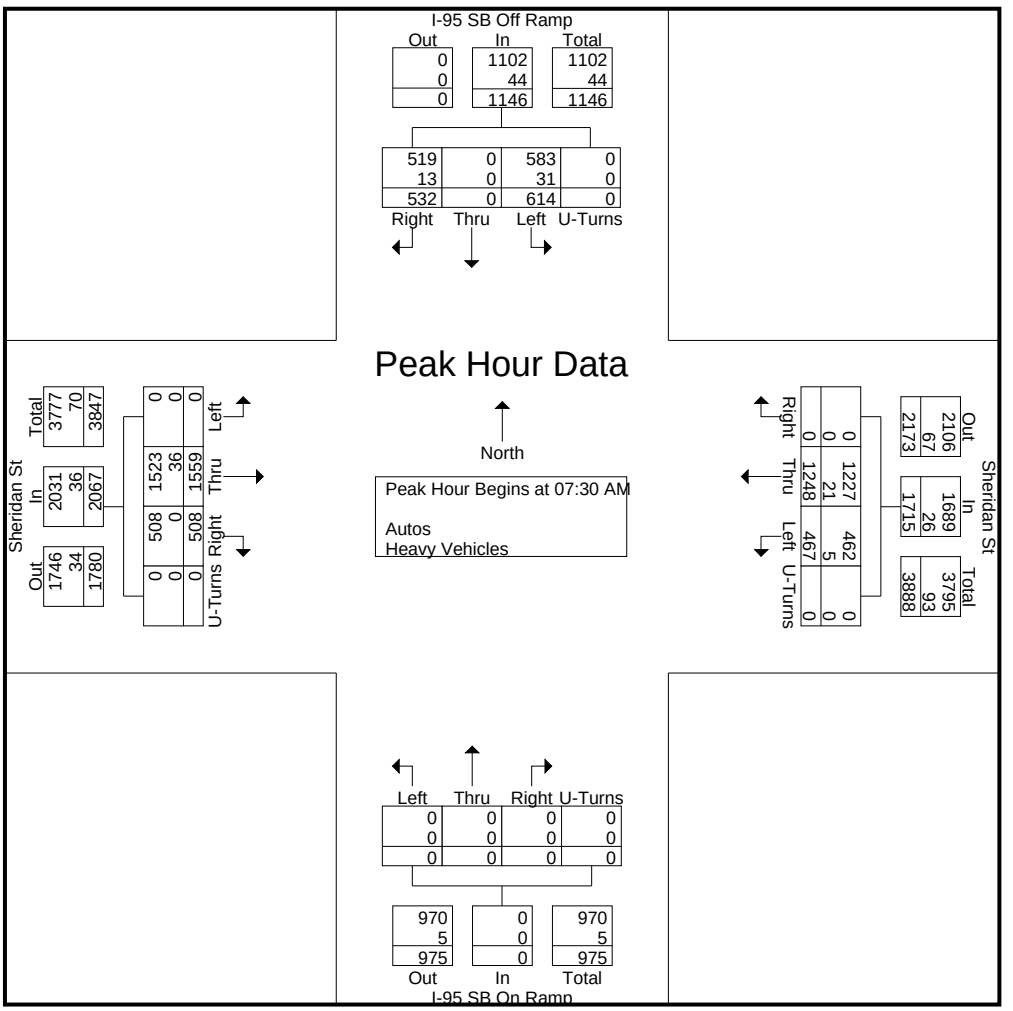
8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	382	**130**	512	0	**151**	**333**	0	**484**	0	0	0	0	0	0	148	0	137	285	**1281**
07:45 AM	0	0	407	130	537	0	113	326	0	439	0	0	0	0	0	0	144	0	137	281	1257
08:00 AM	0	0	356	123	479	0	107	304	0	411	0	0	0	0	0	0	**165**	0	117	282	1172
08:15 AM	0	0	**414**	125	**539**	0	96	285	0	381	0	0	0	0	0	0	157	0	**141**	**298**	1218
Total Volume	0	0	1559	508	2067	0	467	1248	0	1715	0	0	0	0	0	0	614	0	532	1146	4928
% App. Total	0	0	75.4	24.6		0	27.2	72.8	0		0	0	0	0		0	53.6	0	46.4		
PHF	.000	.000	.941	.977	.959	.000	.773	.937	.000	.886	.000	.000	.000	.000	.000	.000	.930	.000	.943	.961	.962
Autos	0	0	1523	508	2031	0	462	1227	0	1689	0	0	0	0	0	0	583	0	519	1102	4822
% Autos	0	0	97.7	100	98.3	0	98.9	98.3	0	98.5	0	0	0	0	0	0	95.0	0	97.6	96.2	97.8
Heavy Vehicles	0	0	36	0	36	0	5	21	0	26	0	0	0	0	0	0	31	0	13	44	106
% Heavy Vehicles	0	0	2.3	0	1.7	0	1.1	1.7	0	1.5	0	0	0	0	0	0	5.0	0	2.4	3.8	2.2



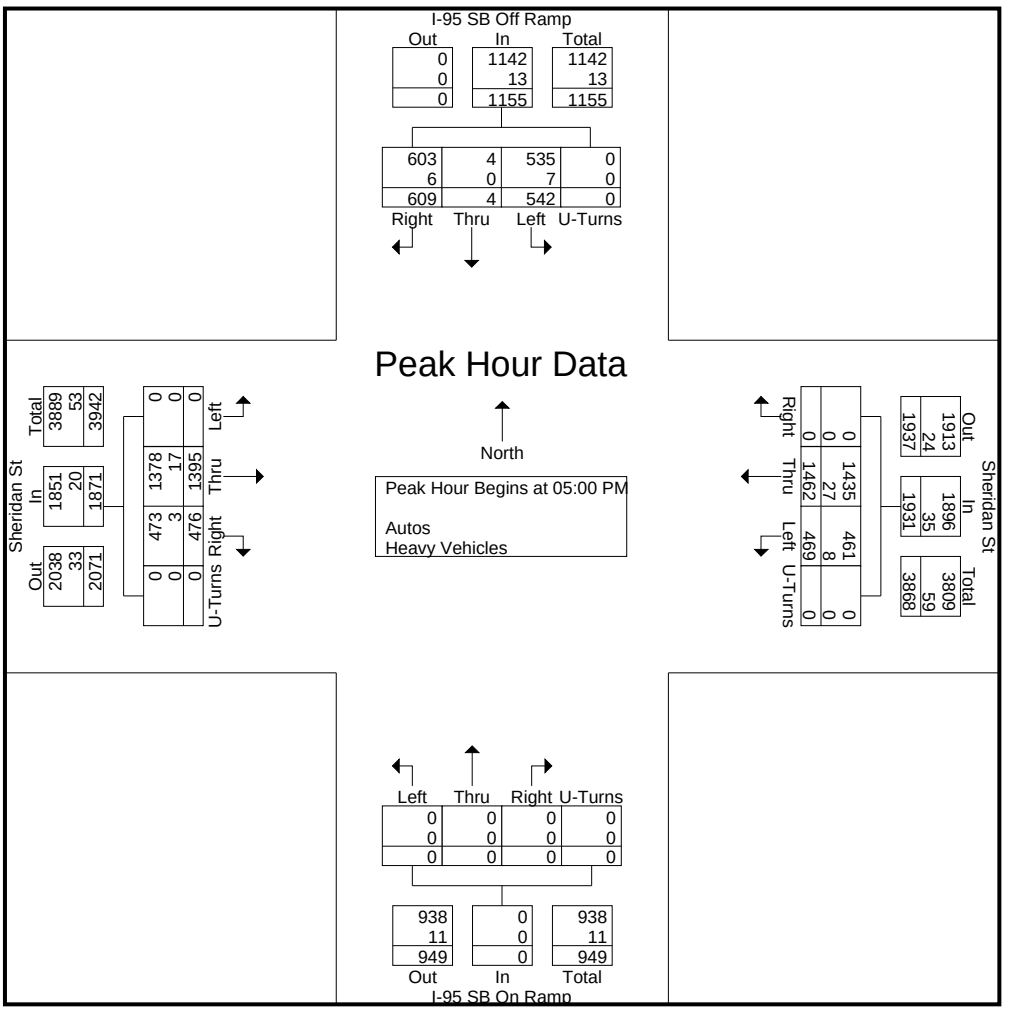
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**365**	137	**502**	0	117	355	0	472	0	0	0	0	0	0	**151**	**1**	149	301	**1275**
05:15 PM	0	0	357	**138**	495	0	102	366	0	468	0	0	0	0	0	0	105	1	155	261	1224
05:30 PM	0	0	316	85	401	0	118	**383**	0	**501**	0	0	0	0	0	0	151	1	**160**	**312**	1214
05:45 PM	0	0	357	116	473	0	**132**	358	0	490	0	0	0	0	0	0	135	1	145	281	1244
Total Volume	0	0	1395	476	1871	0	469	1462	0	1931	0	0	0	0	0	0	542	4	609	1155	4957
% App. Total	0	0	74.6	25.4		0	24.3	75.7	0		0	0	0	0		0	46.9	0.3	52.7		
PHF	.000	.000	.955	.862	.932	.000	.888	.954	.000	.964	.000	.000	.000	.000	.000	.000	.897	1.00	.952	.925	.972
Autos	0	0	1378	473	1851	0	461	1435	0	1896	0	0	0	0	0	0	535	4	603	1142	4889
% Autos	0	0	98.8	99.4	98.9	0	98.3	98.2	0	98.2	0	0	0	0	0	0	98.7	100	99.0	98.9	98.6
Heavy Vehicles	0	0	17	3	20	0	8	27	0	35	0	0	0	0	0	0	7	0	6	13	68
% Heavy Vehicles	0	0	1.2	0.6	1.1	0	1.7	1.8	0	1.8	0	0	0	0	0	0	1.3	0	1.0	1.1	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13B- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	1	4	0	0	2	0	2	0	0	0	0	0	0	2	0	2	4	10
06:15 AM	0	0	4	4	8	0	4	3	0	7	0	0	0	0	0	0	0	0	3	3	18
06:30 AM	0	0	14	3	17	0	3	2	0	5	0	0	0	0	0	0	4	0	4	8	30
06:45 AM	0	0	4	1	5	0	2	4	0	6	0	0	0	0	0	0	3	0	2	5	16
Total	0	0	25	9	34	0	9	11	0	20	0	0	0	0	0	0	9	0	11	20	74
07:00 AM	0	0	5	3	8	0	3	4	0	7	0	0	0	0	0	0	9	0	3	12	27
07:15 AM	0	0	6	0	6	0	4	9	0	13	0	0	0	0	0	0	4	0	2	6	25
07:30 AM	0	0	5	0	5	0	1	2	0	3	0	0	0	0	0	0	7	0	3	10	18
07:45 AM	0	0	4	0	4	0	1	5	0	6	0	0	0	0	0	0	4	0	3	7	17
Total	0	0	20	3	23	0	9	20	0	29	0	0	0	0	0	0	24	0	11	35	87
08:00 AM	0	0	14	0	14	0	1	6	0	7	0	0	0	0	0	0	12	0	2	14	35
08:15 AM	0	0	13	0	13	0	2	8	0	10	0	0	0	0	0	0	8	0	5	13	36
08:30 AM	0	0	11	1	12	0	6	12	0	18	0	0	0	0	0	0	8	0	2	10	40
08:45 AM	0	0	6	3	9	0	3	11	0	14	0	0	0	0	0	0	8	0	2	10	33
Total	0	0	44	4	48	0	12	37	0	49	0	0	0	0	0	0	36	0	11	47	144
*** BREAK ***																					
04:00 PM	0	0	9	3	12	0	2	1	0	3	0	0	0	0	0	0	6	0	0	6	21
04:15 PM	0	0	6	2	8	0	2	5	0	7	0	0	0	0	0	0	3	0	3	6	21
04:30 PM	0	0	3	3	6	0	2	4	0	6	0	0	0	0	0	0	7	0	1	8	20
04:45 PM	0	0	5	2	7	0	0	8	0	8	0	0	0	0	0	0	2	0	2	4	19
Total	0	0	23	10	33	0	6	18	0	24	0	0	0	0	0	0	18	0	6	24	81
05:00 PM	0	0	4	1	5	0	3	7	0	10	0	0	0	0	0	0	2	0	1	3	18
05:15 PM	0	0	4	1	5	0	2	3	0	5	0	0	0	0	0	0	0	0	1	1	11
05:30 PM	0	0	3	0	3	0	2	9	0	11	0	0	0	0	0	0	2	0	2	4	18
05:45 PM	0	0	6	1	7	0	1	8	0	9	0	0	0	0	0	0	3	0	2	5	21
Total	0	0	17	3	20	0	8	27	0	35	0	0	0	0	0	0	7	0	6	13	68
06:00 PM	0	0	1	3	4	0	2	5	0	7	0	0	0	0	0	0	0	0	1	1	12
06:15 PM	0	0	2	0	2	0	1	4	0	5	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	0	5	3	8	0	2	4	0	6	0	0	0	0	0	0	0	0	1	1	15
06:45 PM	0	0	7	1	8	0	1	6	0	7	0	0	0	0	0	0	3	0	0	3	18
Total	0	0	15	7	22	0	6	19	0	25	0	0	0	0	0	0	3	0	2	5	52
Grand Total	0	0	144	36	180	0	50	132	0	182	0	0	0	0	0	0	97	0	47	144	506
Apprch %	0	0	80	20		0	27.5	72.5	0		0	0	0	0		0	67.4	0	32.6		
Total %	0	0	28.5	7.1	35.6	0	9.9	26.1	0	36	0	0	0	0	0	0	19.2	0	9.3	28.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

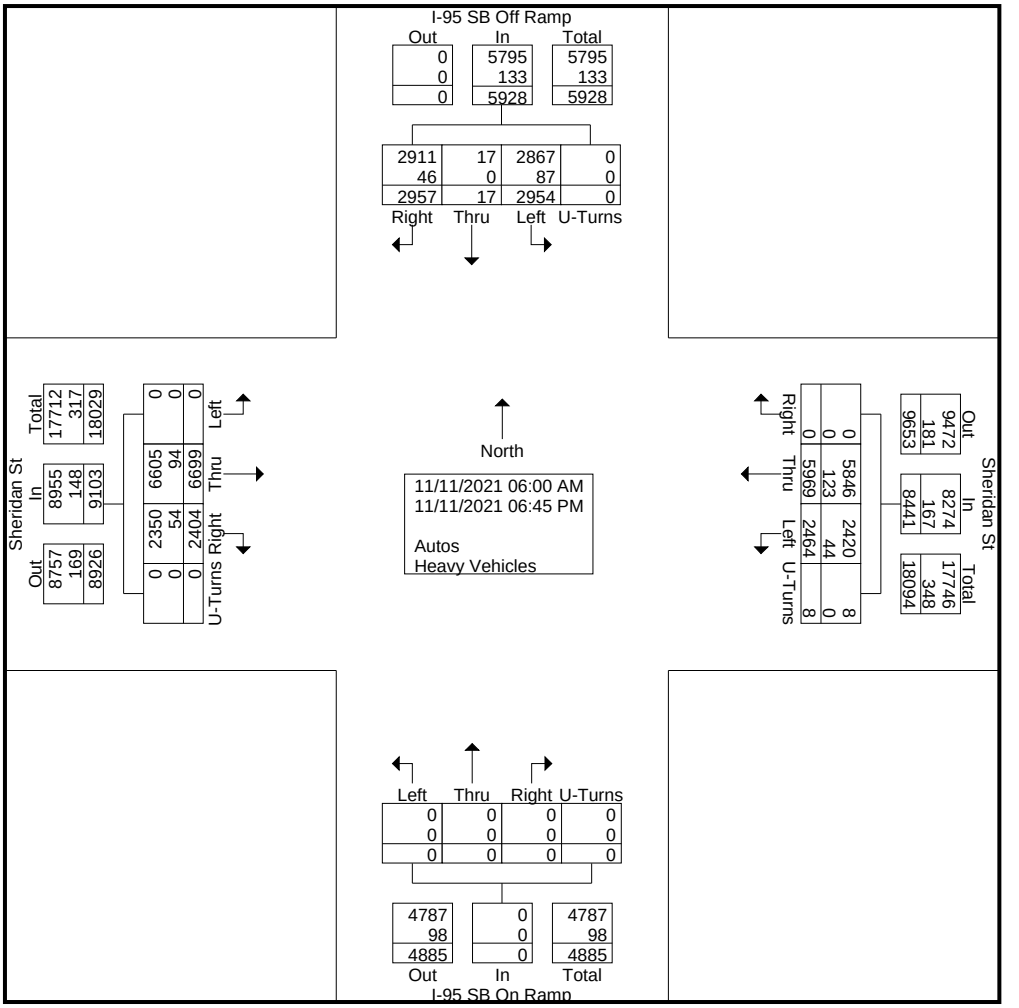
	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	99	33	132	0	66	80	0	146	0	0	0	0	0	0	37	0	66	103	381
06:15 AM	0	0	141	58	199	0	65	60	0	125	0	0	0	0	0	0	48	0	62	110	434
06:30 AM	0	0	169	64	233	0	73	99	0	172	0	0	0	0	0	0	88	0	82	170	575
06:45 AM	0	0	180	72	252	0	110	143	0	253	0	0	0	0	0	0	90	0	112	202	707
Total	0	0	589	227	816	0	314	382	0	696	0	0	0	0	0	0	263	0	322	585	2097
07:00 AM	0	0	213	90	303	0	88	144	0	232	0	0	0	0	0	0	76	0	78	154	689
07:15 AM	0	0	296	106	402	0	94	180	0	274	0	0	0	0	0	0	80	0	97	177	853
07:30 AM	0	0	247	105	352	0	87	225	0	312	0	0	0	0	0	0	150	0	141	291	955
07:45 AM	0	0	321	109	430	0	94	281	0	375	0	0	0	0	0	0	121	0	142	263	1068
Total	0	0	1077	410	1487	0	363	830	0	1193	0	0	0	0	0	0	427	0	458	885	3565
08:00 AM	0	0	263	85	348	1	77	249	0	327	0	0	0	0	0	0	110	0	126	236	911
08:15 AM	0	0	333	114	447	0	97	265	0	362	0	0	0	0	0	0	132	0	112	244	1053
08:30 AM	0	0	291	128	419	1	95	301	0	397	0	0	0	0	0	0	96	1	127	224	1040
08:45 AM	0	0	295	102	397	0	107	326	0	433	0	0	0	0	0	0	111	2	135	248	1078
Total	0	0	1182	429	1611	2	376	1141	0	1519	0	0	0	0	0	0	449	3	500	952	4082
*** BREAK ***																					
04:00 PM	0	0	402	113	515	0	121	298	0	419	0	0	0	0	0	0	136	3	145	284	1218
04:15 PM	0	0	241	104	345	0	114	257	0	371	0	0	0	0	0	0	169	0	143	312	1028
04:30 PM	0	0	347	106	453	1	109	306	0	416	0	0	0	0	0	0	159	1	132	292	1161
04:45 PM	0	0	361	129	490	0	100	304	0	404	0	0	0	0	0	0	142	2	152	296	1190
Total	0	0	1351	452	1803	1	444	1165	0	1610	0	0	0	0	0	0	606	6	572	1184	4597
05:00 PM	0	0	394	156	550	0	135	320	0	455	0	0	0	0	0	0	159	2	150	311	1316
05:15 PM	0	0	394	152	546	0	137	310	0	447	0	0	0	0	0	0	180	3	153	336	1329
05:30 PM	0	0	307	99	406	1	111	339	0	451	0	0	0	0	0	0	185	0	121	306	1163
05:45 PM	0	0	309	97	406	0	116	319	0	435	0	0	0	0	0	0	138	0	118	256	1097
Total	0	0	1404	504	1908	1	499	1288	0	1788	0	0	0	0	0	0	662	5	542	1209	4905
06:00 PM	0	0	274	92	366	1	134	308	0	443	0	0	0	0	0	0	139	0	145	284	1093
06:15 PM	0	0	315	110	425	0	93	306	0	399	0	0	0	0	0	0	153	2	154	309	1133
06:30 PM	0	0	280	104	384	1	137	292	0	430	0	0	0	0	0	0	112	0	140	252	1066
06:45 PM	0	0	227	76	303	2	104	257	0	363	0	0	0	0	0	0	143	1	124	268	934
Total	0	0	1096	382	1478	4	468	1163	0	1635	0	0	0	0	0	0	547	3	563	1113	4226
Grand Total	0	0	6699	2404	9103	8	2464	5969	0	8441	0	0	0	0	0	0	2954	17	2957	5928	23472
Apprch %	0	0	73.6	26.4		0.1	29.2	70.7	0		0	0	0	0		0	49.8	0.3	49.9		
Total %	0	0	28.5	10.2	38.8	0	10.5	25.4	0	36	0	0	0	0	0	0	12.6	0.1	12.6	25.3	
Autos	0	0	6605	2350	8955	8	2420	5846	0	8274	0	0	0	0	0	0	2867	17	2911	5795	23024
% Autos	0	0	98.6	97.8	98.4	100	98.2	97.9	0	98	0	0	0	0	0	0	97.1	100	98.4	97.8	98.1
Heavy Vehicles	0	0	94	54	148	0	44	123	0	167	0	0	0	0	0	0	87	0	46	133	448
% Heavy Vehicles	0	0	1.4	2.2	1.6	0	1.8	2.1	0	2	0	0	0	0	0	0	2.9	0	1.6	2.2	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



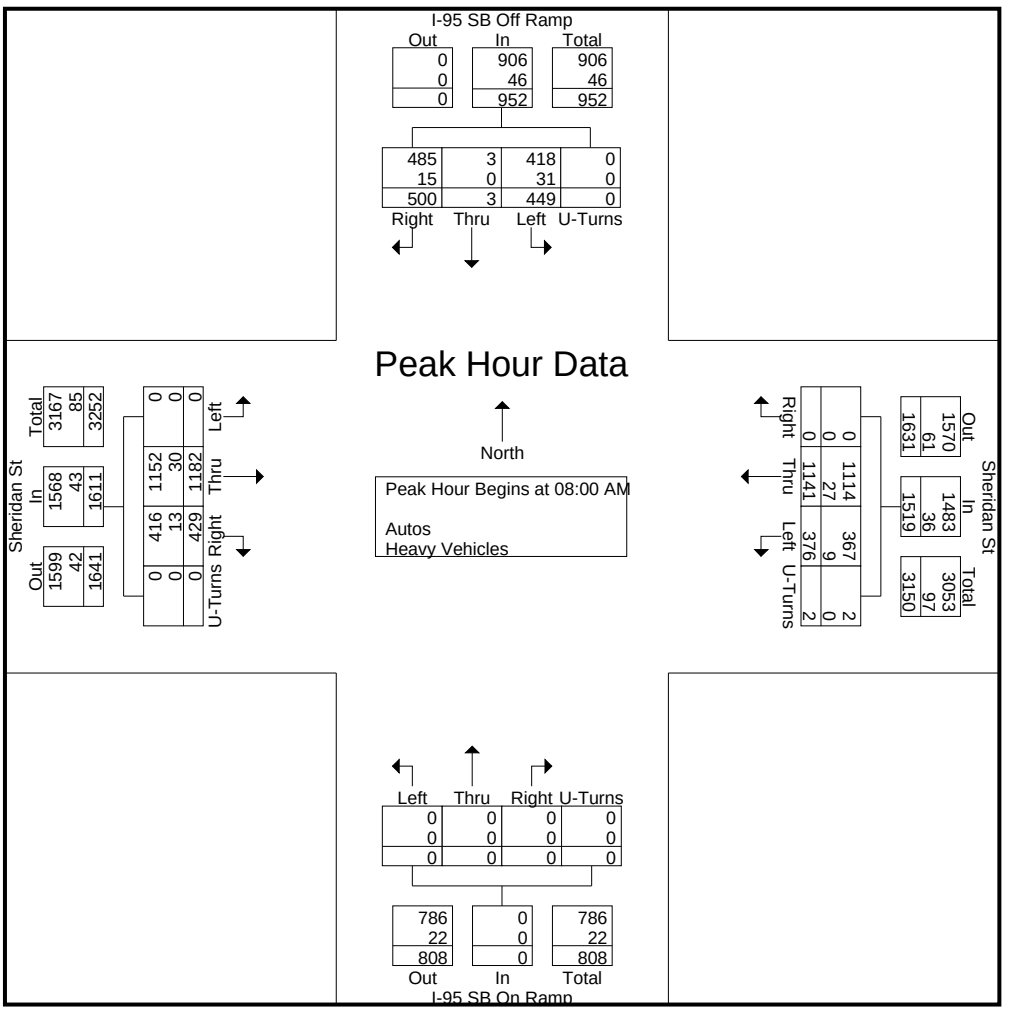
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	263	85	348	**1**	77	249	0	327	0	0	0	0	0	0	110	0	126	236	911
08:15 AM	0	0	**333**	114	**447**	0	97	265	0	362	0	0	0	0	0	0	**132**	0	112	244	1053
08:30 AM	0	0	291	**128**	419	1	95	301	0	397	0	0	0	0	0	0	96	1	127	224	1040
08:45 AM	0	0	295	102	397	0	**107**	**326**	0	**433**	0	0	0	0	0	0	111	**2**	**135**	**248**	**1078**
Total Volume	0	0	1182	429	1611	2	376	1141	0	1519	0	0	0	0	0	0	449	3	500	952	4082
% App. Total	0	0	73.4	26.6		0.1	24.8	75.1	0		0	0	0	0		0	47.2	0.3	52.5		
PHF	.000	.000	.887	.838	.901	.500	.879	.875	.000	.877	.000	.000	.000	.000	.000	.000	.850	.375	.926	.960	.947
Autos	0	0	1152	416	1568	2	367	1114	0	1483	0	0	0	0	0	0	418	3	485	906	3957
% Autos	0	0	97.5	97.0	97.3	100	97.6	97.6	0	97.6	0	0	0	0	0	0	93.1	100	97.0	95.2	96.9
Heavy Vehicles	0	0	30	13	43	0	9	27	0	36	0	0	0	0	0	0	31	0	15	46	125
% Heavy Vehicles	0	0	2.5	3.0	2.7	0	2.4	2.4	0	2.4	0	0	0	0	0	0	6.9	0	3.0	4.8	3.1



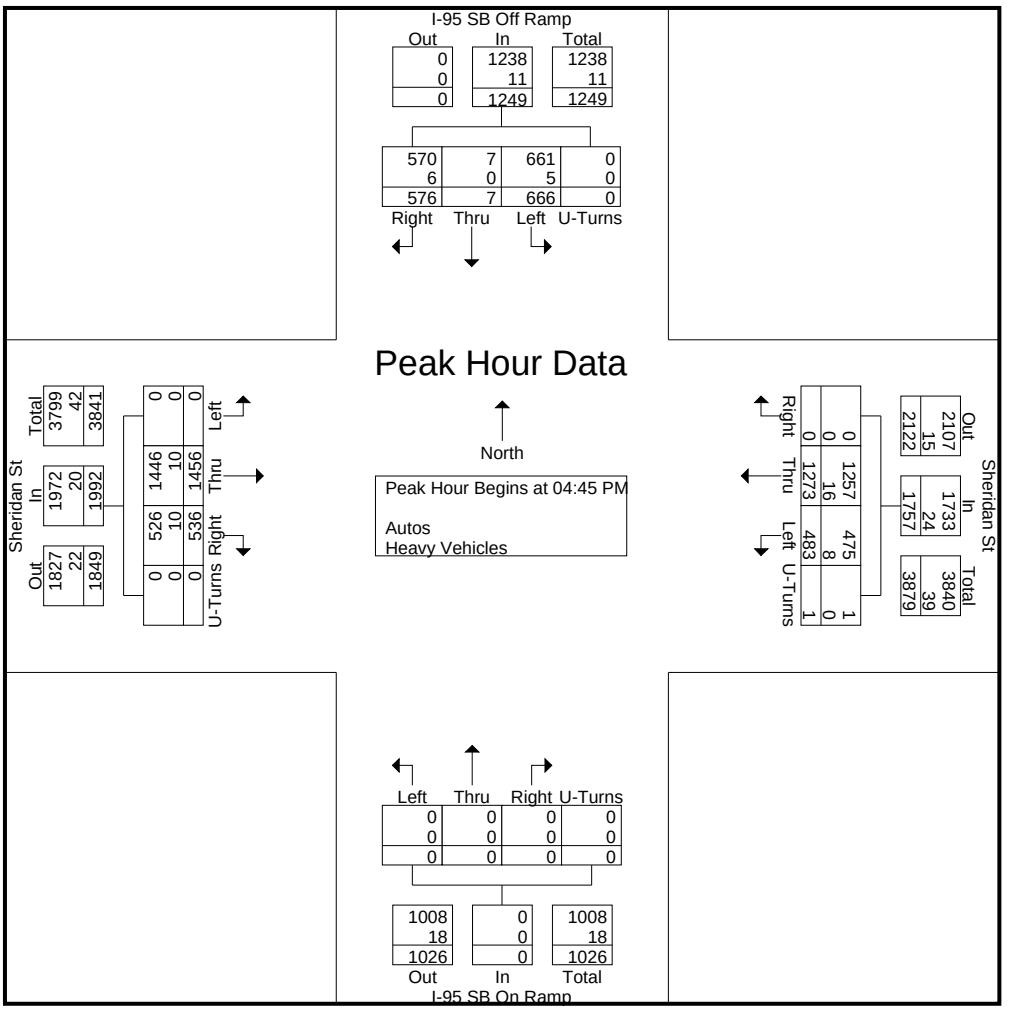
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	361	129	490	0	100	304	0	404	0	0	0	0	0	0	142	2	152	296	1190
05:00 PM	0	0	**394**	**156**	**550**	0	135	320	0	**455**	0	0	0	0	0	0	159	2	150	311	1316
05:15 PM	0	0	394	152	546	0	**137**	310	0	447	0	0	0	0	0	0	180	**3**	**153**	**336**	**1329**
05:30 PM	0	0	307	99	406	**1**	111	**339**	0	451	0	0	0	0	0	0	**185**	0	121	306	1163
Total Volume	0	0	1456	536	1992	1	483	1273	0	1757	0	0	0	0	0	0	666	7	576	1249	4998
% App. Total	0	0	73.1	26.9		0.1	27.5	72.5	0		0	0	0	0		0	53.3	0.6	46.1		
PHF	.000	.000	.924	.859	.905	.250	.881	.939	.000	.965	.000	.000	.000	.000	.000	.000	.900	.583	.941	.929	.940
Autos	0	0	1446	526	1972	1	475	1257	0	1733	0	0	0	0	0	0	661	7	570	1238	4943
% Autos	0	0	99.3	98.1	99.0	100	98.3	98.7	0	98.6	0	0	0	0	0	0	99.2	100	99.0	99.1	98.9
Heavy Vehicles	0	0	10	10	20	0	8	16	0	24	0	0	0	0	0	0	5	0	6	11	55
% Heavy Vehicles	0	0	0.7	1.9	1.0	0	1.7	1.3	0	1.4	0	0	0	0	0	0	0.8	0	1.0	0.9	1.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 13C- I-95 SB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	0	1	0	3	4	9
06:15 AM	0	0	4	1	5	0	1	3	0	4	0	0	0	0	0	0	4	0	0	4	13
06:30 AM	0	0	6	4	10	0	0	5	0	5	0	0	0	0	0	0	6	0	2	8	23
06:45 AM	0	0	0	3	3	0	4	2	0	6	0	0	0	0	0	0	1	0	1	2	11
Total	0	0	10	8	18	0	6	14	0	20	0	0	0	0	0	0	12	0	6	18	56
07:00 AM	0	0	6	0	6	0	2	3	0	5	0	0	0	0	0	0	2	0	3	5	16
07:15 AM	0	0	5	5	10	0	1	7	0	8	0	0	0	0	0	0	3	0	1	4	22
07:30 AM	0	0	3	2	5	0	2	4	0	6	0	0	0	0	0	0	9	0	2	11	22
07:45 AM	0	0	5	3	8	0	2	11	0	13	0	0	0	0	0	0	8	0	3	11	32
Total	0	0	19	10	29	0	7	25	0	32	0	0	0	0	0	0	22	0	9	31	92
08:00 AM	0	0	3	1	4	0	1	8	0	9	0	0	0	0	0	0	12	0	6	18	31
08:15 AM	0	0	6	5	11	0	4	8	0	12	0	0	0	0	0	0	9	0	3	12	35
08:30 AM	0	0	12	2	14	0	2	6	0	8	0	0	0	0	0	0	2	0	3	5	27
08:45 AM	0	0	9	5	14	0	2	5	0	7	0	0	0	0	0	0	8	0	3	11	32
Total	0	0	30	13	43	0	9	27	0	36	0	0	0	0	0	0	31	0	15	46	125
*** BREAK ***																					
04:00 PM	0	0	7	1	8	0	3	7	0	10	0	0	0	0	0	0	2	0	0	2	20
04:15 PM	0	0	4	5	9	0	4	5	0	9	0	0	0	0	0	0	9	0	1	10	28
04:30 PM	0	0	5	2	7	0	3	9	0	12	0	0	0	0	0	0	0	0	4	4	23
04:45 PM	0	0	6	5	11	0	4	5	0	9	0	0	0	0	0	0	4	0	2	6	26
Total	0	0	22	13	35	0	14	26	0	40	0	0	0	0	0	0	15	0	7	22	97
05:00 PM	0	0	0	2	2	0	2	7	0	9	0	0	0	0	0	0	0	0	3	3	14
05:15 PM	0	0	2	2	4	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	8
05:30 PM	0	0	2	1	3	0	2	1	0	3	0	0	0	0	0	0	1	0	0	1	7
05:45 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	7
Total	0	0	5	5	10	0	4	16	0	20	0	0	0	0	0	0	1	0	5	6	36
06:00 PM	0	0	1	2	3	0	0	1	0	1	0	0	0	0	0	0	2	0	1	3	7
06:15 PM	0	0	5	2	7	0	2	5	0	7	0	0	0	0	0	0	1	0	1	2	16
06:30 PM	0	0	2	1	3	0	0	6	0	6	0	0	0	0	0	0	3	0	1	4	13
06:45 PM	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	0	0	0	1	1	6
Total	0	0	8	5	13	0	4	15	0	19	0	0	0	0	0	0	6	0	4	10	42
Grand Total	0	0	94	54	148	0	44	123	0	167	0	0	0	0	0	0	87	0	46	133	448
Apprch %	0	0	63.5	36.5		0	26.3	73.7	0		0	0	0	0		0	65.4	0	34.6		
Total %	0	0	21	12.1	33	0	9.8	27.5	0	37.3	0	0	0	0	0	0	19.4	0	10.3	29.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

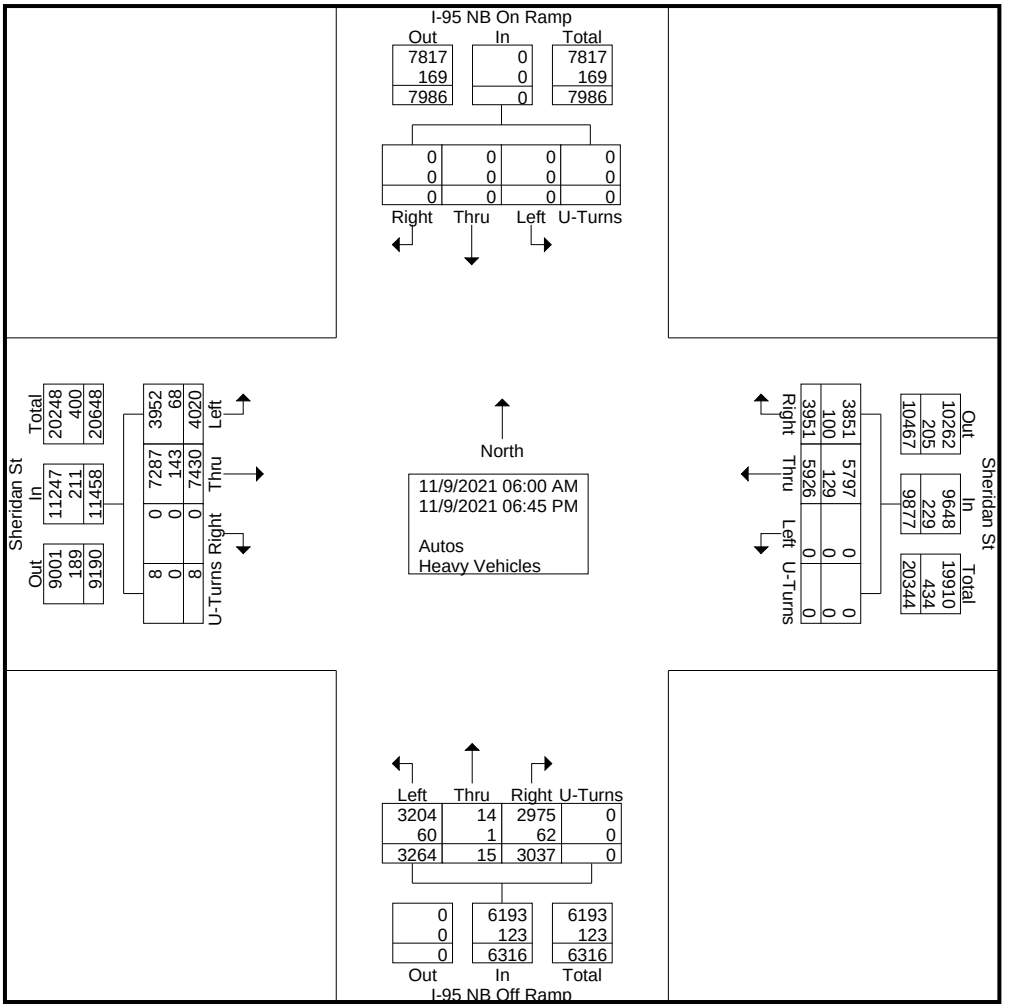
	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	83	83	0	166	0	0	92	97	189	0	36	0	37	73	0	0	0	0	0	428
06:15 AM	0	120	101	0	221	0	0	149	116	265	0	54	1	53	108	0	0	0	0	0	594
06:30 AM	1	142	192	0	335	0	0	176	175	351	0	58	0	71	129	0	0	0	0	0	815
06:45 AM	0	160	221	0	381	0	0	155	144	299	0	109	0	116	225	0	0	0	0	0	905
Total	1	505	597	0	1103	0	0	572	532	1104	0	257	1	277	535	0	0	0	0	0	2742
07:00 AM	0	208	306	0	514	0	0	209	176	385	0	89	0	121	210	0	0	0	0	0	1109
07:15 AM	1	217	332	0	550	0	0	297	212	509	0	115	0	123	238	0	0	0	0	0	1297
07:30 AM	1	261	283	0	545	0	0	233	172	405	0	157	2	96	255	0	0	0	0	0	1205
07:45 AM	0	204	308	0	512	0	0	256	182	438	0	147	0	113	260	0	0	0	0	0	1210
Total	2	890	1229	0	2121	0	0	995	742	1737	0	508	2	453	963	0	0	0	0	0	4821
08:00 AM	0	225	367	0	592	0	0	242	177	419	0	143	0	106	249	0	0	0	0	0	1260
08:15 AM	1	167	353	0	521	0	0	245	169	414	0	162	1	130	293	0	0	0	0	0	1228
08:30 AM	0	185	345	0	530	0	0	254	164	418	0	163	1	161	325	0	0	0	0	0	1273
08:45 AM	1	149	333	0	483	0	0	241	152	393	0	128	0	108	236	0	0	0	0	0	1112
Total	2	726	1398	0	2126	0	0	982	662	1644	0	596	2	505	1103	0	0	0	0	0	4873
*** BREAK ***																					
04:00 PM	0	190	375	0	565	0	0	260	203	463	0	170	1	146	317	0	0	0	0	0	1345
04:15 PM	1	167	313	0	481	0	0	293	199	492	0	128	1	129	258	0	0	0	0	0	1231
04:30 PM	0	150	369	0	519	0	0	277	181	458	0	156	0	146	302	0	0	0	0	0	1279
04:45 PM	0	208	370	0	578	0	0	294	195	489	0	173	0	180	353	0	0	0	0	0	1420
Total	1	715	1427	0	2143	0	0	1124	778	1902	0	627	2	601	1230	0	0	0	0	0	5275
05:00 PM	0	145	354	0	499	0	0	237	199	436	0	142	1	101	244	0	0	0	0	0	1179
05:15 PM	0	223	392	0	615	0	0	256	142	398	0	153	0	157	310	0	0	0	0	0	1323
05:30 PM	0	158	377	0	535	0	0	269	149	418	0	174	0	140	314	0	0	0	0	0	1267
05:45 PM	0	164	363	0	527	0	0	326	195	521	0	170	1	152	323	0	0	0	0	0	1371
Total	0	690	1486	0	2176	0	0	1088	685	1773	0	639	2	550	1191	0	0	0	0	0	5140
06:00 PM	0	123	322	0	445	0	0	295	182	477	0	153	1	144	298	0	0	0	0	0	1220
06:15 PM	1	158	354	0	513	0	0	301	158	459	0	182	2	158	342	0	0	0	0	0	1314
06:30 PM	0	103	302	0	405	0	0	279	118	397	0	166	3	175	344	0	0	0	0	0	1146
06:45 PM	1	110	315	0	426	0	0	290	94	384	0	136	0	174	310	0	0	0	0	0	1120
Total	2	494	1293	0	1789	0	0	1165	552	1717	0	637	6	651	1294	0	0	0	0	0	4800
Grand Total	8	4020	7430	0	11458	0	0	5926	3951	9877	0	3264	15	3037	6316	0	0	0	0	0	27651
Apprch %	0.1	35.1	64.8	0		0	0	60	40		0	51.7	0.2	48.1		0	0	0	0		
Total %	0	14.5	26.9	0	41.4	0	0	21.4	14.3	35.7	0	11.8	0.1	11	22.8	0	0	0	0	0	
Autos	8	3952	7287	0	11247	0	0	5797	3851	9648	0	3204	14	2975	6193	0	0	0	0	0	27088
% Autos	100	98.3	98.1	0	98.2	0	0	97.8	97.5	97.7	0	98.2	93.3	98	98.1	0	0	0	0	0	98
Heavy Vehicles	0	68	143	0	211	0	0	129	100	229	0	60	1	62	123	0	0	0	0	0	563
% Heavy Vehicles	0	1.7	1.9	0	1.8	0	0	2.2	2.5	2.3	0	1.8	6.7	2	1.9	0	0	0	0	0	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



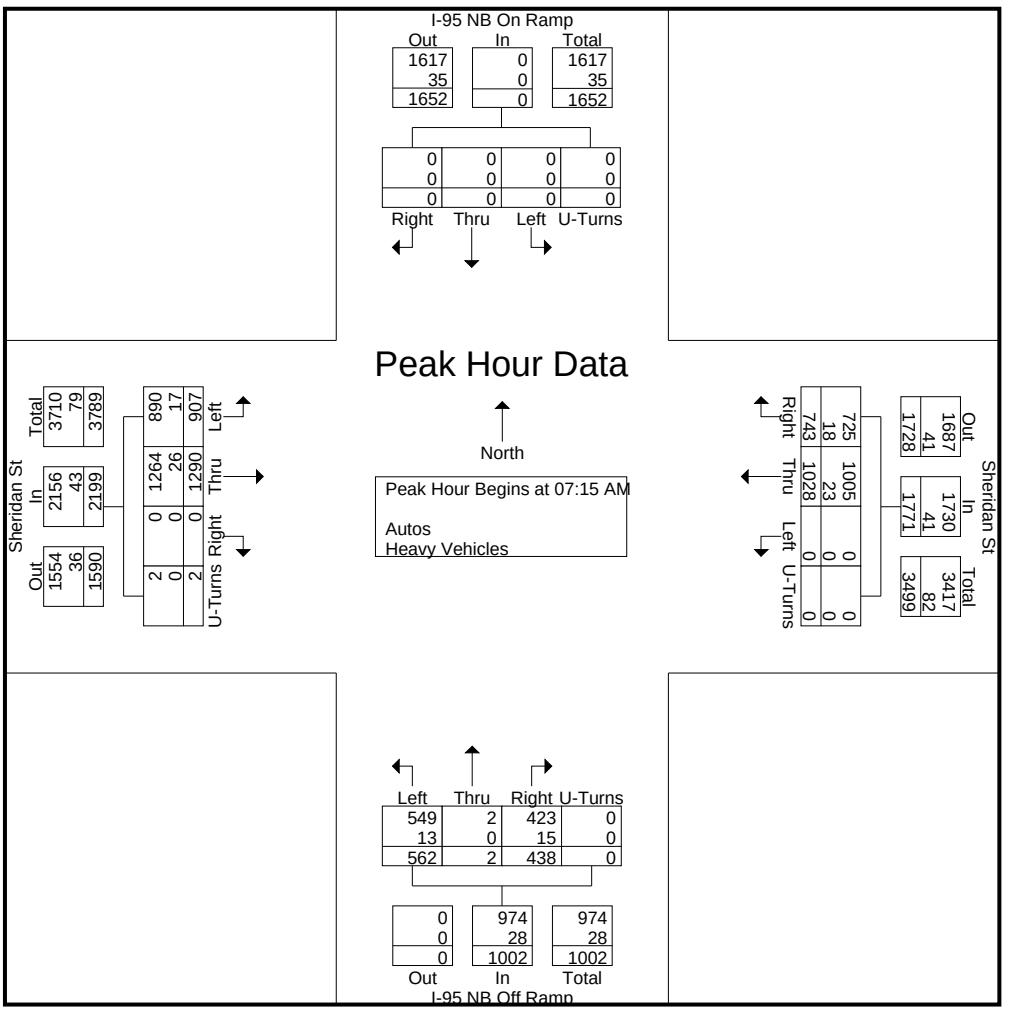
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**1**	217	332	0	550	0	0	**297**	**212**	**509**	0	115	0	**123**	238	0	0	0	0	0	**1297**
07:30 AM	1	**261**	283	0	545	0	0	233	172	405	0	**157**	**2**	96	255	0	0	0	0	0	1205
07:45 AM	0	204	308	0	512	0	0	256	182	438	0	147	0	113	**260**	0	0	0	0	0	1210
08:00 AM	0	225	**367**	0	**592**	0	0	242	177	419	0	143	0	106	249	0	0	0	0	0	1260
Total Volume	2	907	1290	0	2199	0	0	1028	743	1771	0	562	2	438	1002	0	0	0	0	0	4972
% App. Total	0.1	41.2	58.7	0		0	0	58	42		0	56.1	0.2	43.7		0	0	0	0		
PHF	.500	.869	.879	.000	.929	.000	.000	.865	.876	.870	.000	.895	.250	.890	.963	.000	.000	.000	.000	.000	.958
Autos	2	890	1264	0	2156	0	0	1005	725	1730	0	549	2	423	974	0	0	0	0	0	4860
% Autos	100	98.1	98.0	0	98.0	0	0	97.8	97.6	97.7	0	97.7	100	96.6	97.2	0	0	0	0	0	97.7
Heavy Vehicles	0	17	26	0	43	0	0	23	18	41	0	13	0	15	28	0	0	0	0	0	112
% Heavy Vehicles	0	1.9	2.0	0	2.0	0	0	2.2	2.4	2.3	0	2.3	0	3.4	2.8	0	0	0	0	0	2.3



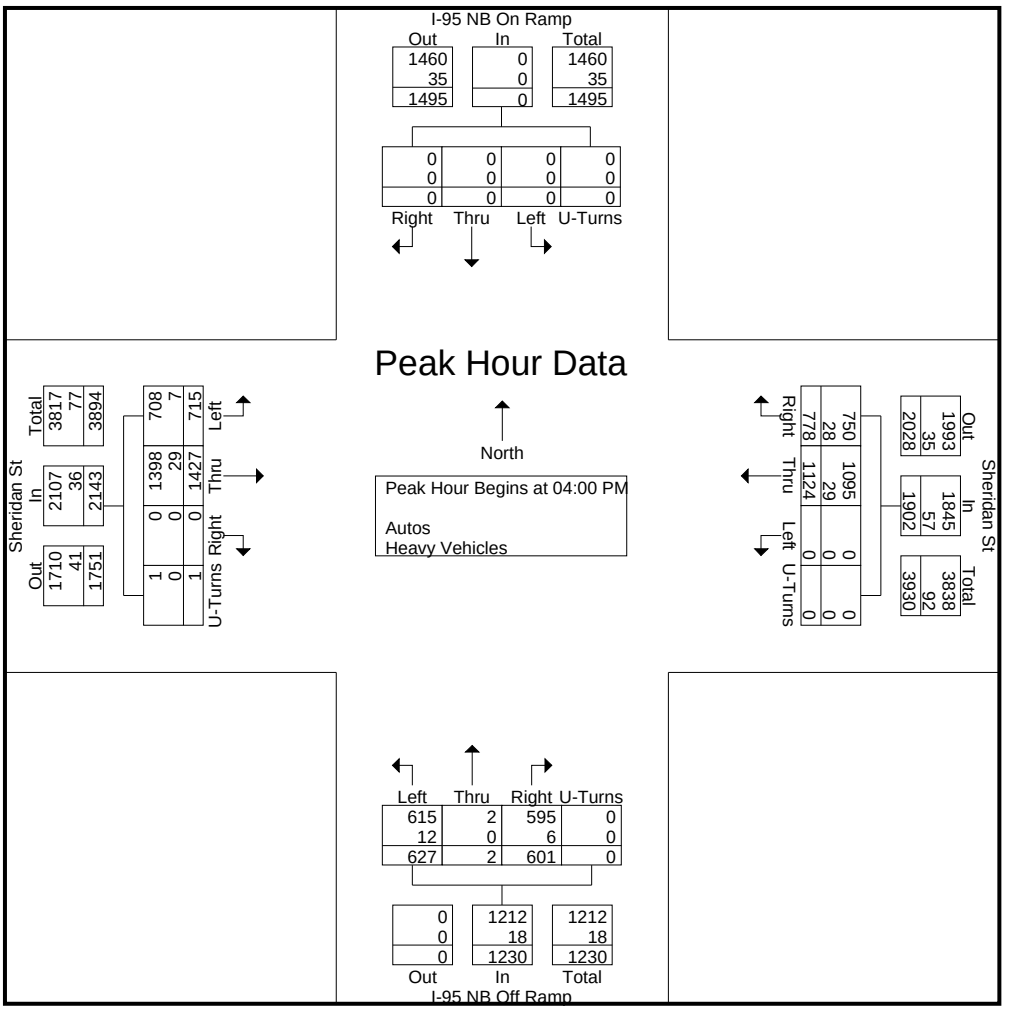
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:00 PM																					
04:00 PM	0	190	**375**	0	565	0	0	260	**203**	463	0	170	**1**	146	317	0	0	0	0	0	1345
04:15 PM	**1**	167	313	0	481	0	0	293	199	**492**	0	128	1	129	258	0	0	0	0	0	1231
04:30 PM	0	150	369	0	519	0	0	277	181	458	0	156	0	146	302	0	0	0	0	0	1279
04:45 PM	0	**208**	370	0	**578**	0	0	**294**	195	489	0	**173**	0	**180**	**353**	0	0	0	0	0	**1420**
Total Volume	1	715	1427	0	2143	0	0	1124	778	1902	0	627	2	601	1230	0	0	0	0	0	5275
% App. Total	0	33.4	66.6	0		0	0	59.1	40.9		0	51	0.2	48.9		0	0	0	0		
PHF	.250	.859	.951	.000	.927	.000	.000	.956	.958	.966	.000	.906	.500	.835	.871	.000	.000	.000	.000	.000	.929
Autos	1	708	1398	0	2107	0	0	1095	750	1845	0	615	2	595	1212	0	0	0	0	0	5164
% Autos	100	99.0	98.0	0	98.3	0	0	97.4	96.4	97.0	0	98.1	100	99.0	98.5	0	0	0	0	0	97.9
Heavy Vehicles	0	7	29	0	36	0	0	29	28	57	0	12	0	6	18	0	0	0	0	0	111
% Heavy Vehicles	0	1.0	2.0	0	1.7	0	0	2.6	3.6	3.0	0	1.9	0	1.0	1.5	0	0	0	0	0	2.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14A- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	1	7	8	0	3	0	1	4	0	0	0	0	0	15
06:15 AM	0	3	4	0	7	0	0	2	3	5	0	2	1	2	5	0	0	0	0	0	17
06:30 AM	0	8	5	0	13	0	0	6	1	7	0	1	0	3	4	0	0	0	0	0	24
06:45 AM	0	2	9	0	11	0	0	5	8	13	0	2	0	4	6	0	0	0	0	0	30
Total	0	13	21	0	34	0	0	14	19	33	0	8	1	10	19	0	0	0	0	0	86
07:00 AM	0	3	8	0	11	0	0	6	3	9	0	1	0	7	8	0	0	0	0	0	28
07:15 AM	0	3	7	0	10	0	0	13	5	18	0	7	0	6	13	0	0	0	0	0	41
07:30 AM	0	4	5	0	9	0	0	1	4	5	0	3	0	2	5	0	0	0	0	0	19
07:45 AM	0	1	6	0	7	0	0	3	4	7	0	2	0	2	4	0	0	0	0	0	18
Total	0	11	26	0	37	0	0	23	16	39	0	13	0	17	30	0	0	0	0	0	106
08:00 AM	0	9	8	0	17	0	0	6	5	11	0	1	0	5	6	0	0	0	0	0	34
08:15 AM	0	7	10	0	17	0	0	4	4	8	0	3	0	6	9	0	0	0	0	0	34
08:30 AM	0	3	4	0	7	0	0	9	4	13	0	2	0	5	7	0	0	0	0	0	27
08:45 AM	0	5	15	0	20	0	0	10	4	14	0	6	0	5	11	0	0	0	0	0	45
Total	0	24	37	0	61	0	0	29	17	46	0	12	0	21	33	0	0	0	0	0	140
*** BREAK ***																					
04:00 PM	0	0	7	0	7	0	0	8	7	15	0	6	0	2	8	0	0	0	0	0	30
04:15 PM	0	4	4	0	8	0	0	6	7	13	0	1	0	3	4	0	0	0	0	0	25
04:30 PM	0	1	10	0	11	0	0	6	5	11	0	3	0	0	3	0	0	0	0	0	25
04:45 PM	0	2	8	0	10	0	0	9	9	18	0	2	0	1	3	0	0	0	0	0	31
Total	0	7	29	0	36	0	0	29	28	57	0	12	0	6	18	0	0	0	0	0	111
05:00 PM	0	1	3	0	4	0	0	8	1	9	0	1	0	1	2	0	0	0	0	0	15
05:15 PM	0	2	7	0	9	0	0	4	3	7	0	3	0	0	3	0	0	0	0	0	19
05:30 PM	0	1	4	0	5	0	0	5	6	11	0	2	0	0	2	0	0	0	0	0	18
05:45 PM	0	1	4	0	5	0	0	3	5	8	0	1	0	0	1	0	0	0	0	0	14
Total	0	5	18	0	23	0	0	20	15	35	0	7	0	1	8	0	0	0	0	0	66
06:00 PM	0	2	2	0	4	0	0	5	2	7	0	1	0	2	3	0	0	0	0	0	14
06:15 PM	0	3	5	0	8	0	0	2	2	4	0	2	0	1	3	0	0	0	0	0	15
06:30 PM	0	0	2	0	2	0	0	3	0	3	0	4	0	3	7	0	0	0	0	0	12
06:45 PM	0	3	3	0	6	0	0	4	1	5	0	1	0	1	2	0	0	0	0	0	13
Total	0	8	12	0	20	0	0	14	5	19	0	8	0	7	15	0	0	0	0	0	54
Grand Total	0	68	143	0	211	0	0	129	100	229	0	60	1	62	123	0	0	0	0	0	563
Apprch %	0	32.2	67.8	0		0	0	56.3	43.7		0	48.8	0.8	50.4		0	0	0	0		
Total %	0	12.1	25.4	0	37.5	0	0	22.9	17.8	40.7	0	10.7	0.2	11	21.8	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

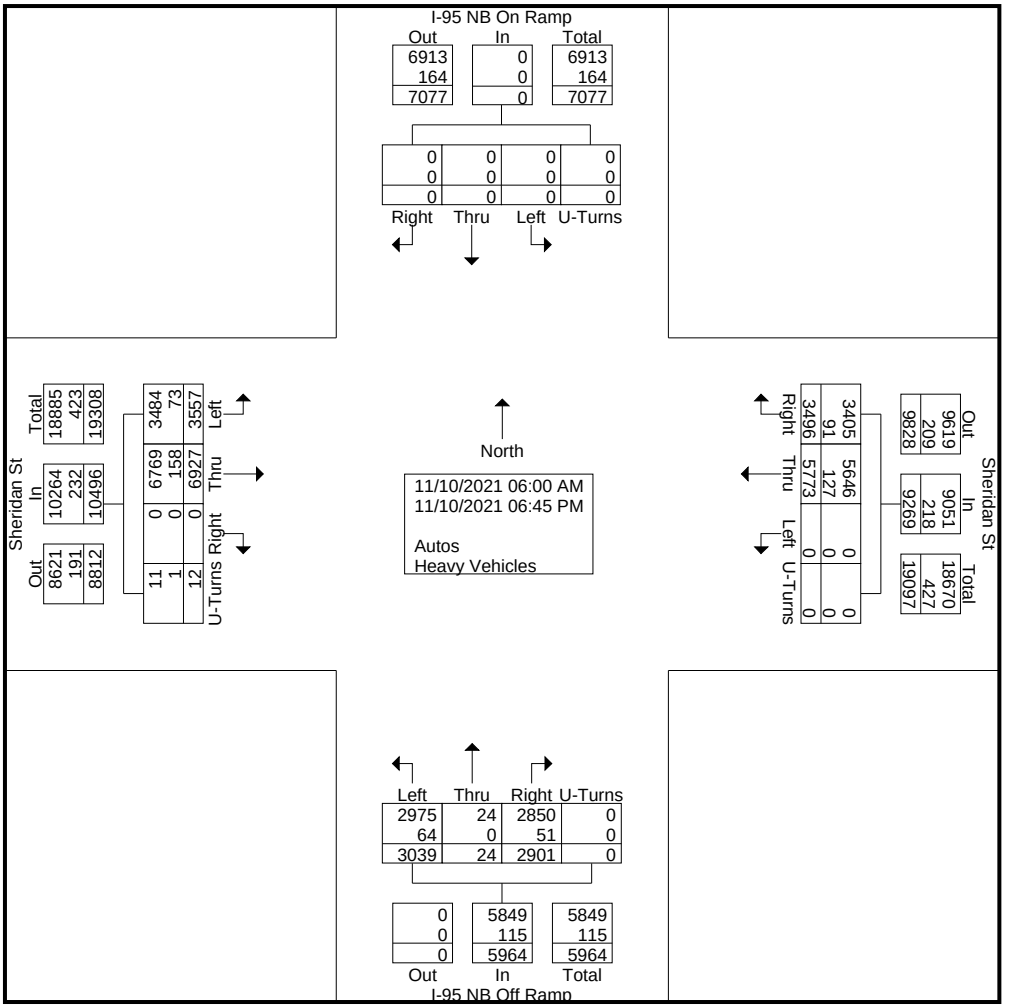
	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	92	78	0	170	0	0	102	113	215	0	34	1	37	72	0	0	0	0	0	457
06:15 AM	0	97	110	0	207	0	0	180	131	311	0	37	0	41	78	0	0	0	0	0	596
06:30 AM	0	115	172	0	287	0	0	161	144	305	0	53	0	49	102	0	0	0	0	0	694
06:45 AM	2	152	210	0	364	0	0	196	184	380	0	67	0	78	145	0	0	0	0	0	889
Total	2	456	570	0	1028	0	0	639	572	1211	0	191	1	205	397	0	0	0	0	0	2636
07:00 AM	0	155	222	0	377	0	0	235	177	412	0	88	0	107	195	0	0	0	0	0	984
07:15 AM	0	190	247	0	437	0	0	261	178	439	0	87	0	136	223	0	0	0	0	0	1099
07:30 AM	1	207	360	0	568	0	0	335	195	530	0	112	0	109	221	0	0	0	0	0	1319
07:45 AM	0	213	301	0	514	0	0	264	175	439	0	159	1	109	269	0	0	0	0	0	1222
Total	1	765	1130	0	1896	0	0	1095	725	1820	0	446	1	461	908	0	0	0	0	0	4624
08:00 AM	0	184	316	0	500	0	0	224	167	391	0	168	0	125	293	0	0	0	0	0	1184
08:15 AM	0	230	342	0	572	0	0	251	170	421	0	120	0	117	237	0	0	0	0	0	1230
08:30 AM	2	186	327	0	515	0	0	260	174	434	0	144	1	114	259	0	0	0	0	0	1208
08:45 AM	0	171	370	0	541	0	0	223	121	344	0	149	1	101	251	0	0	0	0	0	1136
Total	2	771	1355	0	2128	0	0	958	632	1590	0	581	2	457	1040	0	0	0	0	0	4758
*** BREAK ***																					
04:00 PM	3	190	316	0	509	0	0	253	149	402	0	145	1	137	283	0	0	0	0	0	1194
04:15 PM	0	163	346	0	509	0	0	239	159	398	0	123	0	130	253	0	0	0	0	0	1160
04:30 PM	1	154	335	0	490	0	0	288	145	433	0	149	3	134	286	0	0	0	0	0	1209
04:45 PM	0	127	329	0	456	0	0	238	122	360	0	158	3	162	323	0	0	0	0	0	1139
Total	4	634	1326	0	1964	0	0	1018	575	1593	0	575	7	563	1145	0	0	0	0	0	4702
05:00 PM	0	146	357	0	503	0	0	262	161	423	0	189	0	151	340	0	0	0	0	0	1266
05:15 PM	2	147	332	0	481	0	0	269	136	405	0	166	1	182	349	0	0	0	0	0	1235
05:30 PM	0	119	353	0	472	0	0	307	114	421	0	162	3	173	338	0	0	0	0	0	1231
05:45 PM	1	118	316	0	435	0	0	250	147	397	0	160	1	155	316	0	0	0	0	0	1148
Total	3	530	1358	0	1891	0	0	1088	558	1646	0	677	5	661	1343	0	0	0	0	0	4880
06:00 PM	0	111	308	0	419	0	0	276	117	393	0	129	1	151	281	0	0	0	0	0	1093
06:15 PM	0	104	321	0	425	0	0	265	97	362	0	143	2	137	282	0	0	0	0	0	1069
06:30 PM	0	101	279	0	380	0	0	244	117	361	0	145	1	128	274	0	0	0	0	0	1015
06:45 PM	0	85	280	0	365	0	0	190	103	293	0	152	4	138	294	0	0	0	0	0	952
Total	0	401	1188	0	1589	0	0	975	434	1409	0	569	8	554	1131	0	0	0	0	0	4129
Grand Total	12	3557	6927	0	10496	0	0	5773	3496	9269	0	3039	24	2901	5964	0	0	0	0	0	25729
Apprch %	0.1	33.9	66	0		0	0	62.3	37.7		0	51	0.4	48.6		0	0	0	0		
Total %	0	13.8	26.9	0	40.8	0	0	22.4	13.6	36	0	11.8	0.1	11.3	23.2	0	0	0	0	0	
Autos	11	3484	6769	0	10264	0	0	5646	3405	9051	0	2975	24	2850	5849	0	0	0	0	0	25164
% Autos	91.7	97.9	97.7	0	97.8	0	0	97.8	97.4	97.6	0	97.9	100	98.2	98.1	0	0	0	0	0	97.8
Heavy Vehicles	1	73	158	0	232	0	0	127	91	218	0	64	0	51	115	0	0	0	0	0	565
% Heavy Vehicles	8.3	2.1	2.3	0	2.2	0	0	2.2	2.6	2.4	0	2.1	0	1.8	1.9	0	0	0	0	0	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



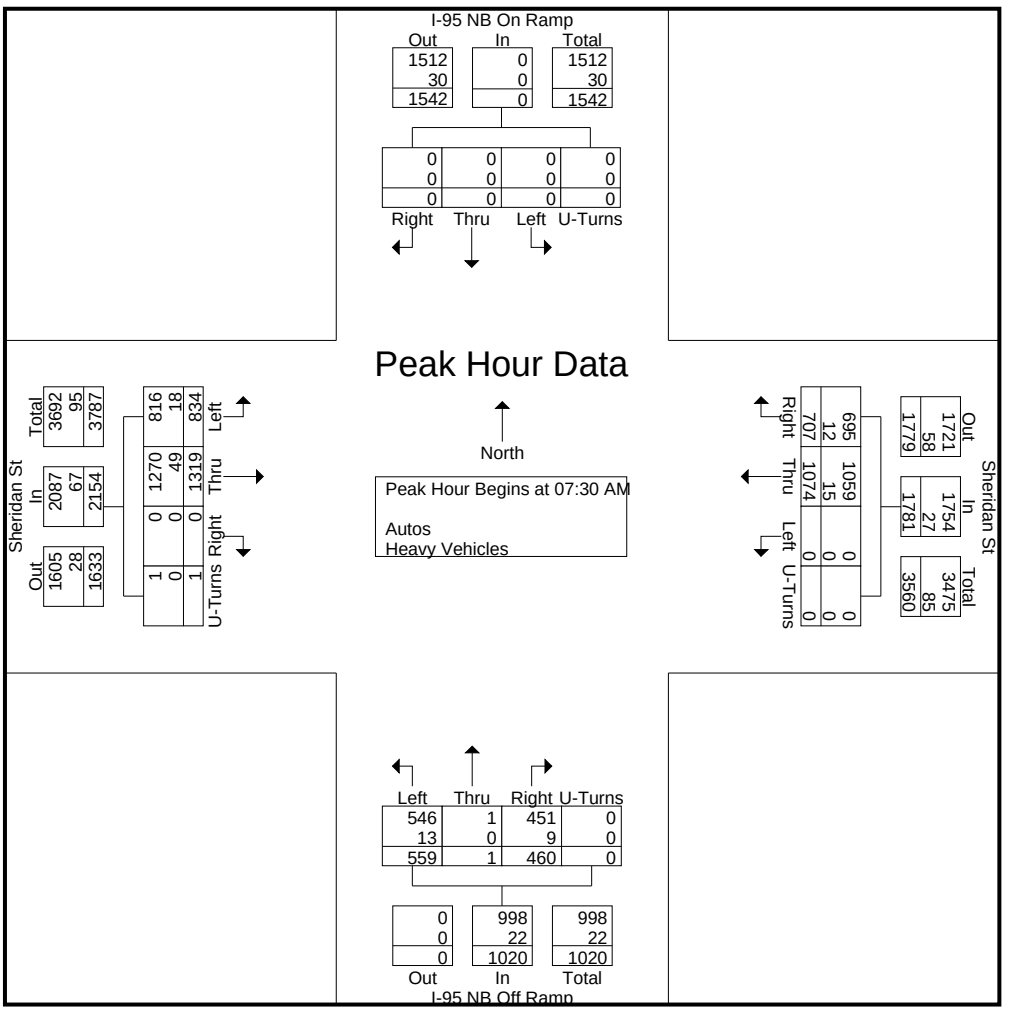
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**1**	207	**360**	0	568	0	0	**335**	**195**	**530**	0	112	0	109	221	0	0	0	0	0	**1319**
07:45 AM	0	213	301	0	514	0	0	264	175	439	0	159	**1**	109	269	0	0	0	0	0	1222
08:00 AM	0	184	316	0	500	0	0	224	167	391	0	**168**	0	**125**	**293**	0	0	0	0	0	1184
08:15 AM	0	**230**	342	0	**572**	0	0	251	170	421	0	120	0	117	237	0	0	0	0	0	1230
Total Volume	1	834	1319	0	2154	0	0	1074	707	1781	0	559	1	460	1020	0	0	0	0	0	4955
% App. Total	0	38.7	61.2	0		0	0	60.3	39.7		0	54.8	0.1	45.1		0	0	0	0		
PHF	.250	.907	.916	.000	.941	.000	.000	.801	.906	.840	.000	.832	.250	.920	.870	.000	.000	.000	.000	.000	.939
Autos	1	816	1270	0	2087	0	0	1059	695	1754	0	546	1	451	998	0	0	0	0	0	4839
% Autos	100	97.8	96.3	0	96.9	0	0	98.6	98.3	98.5	0	97.7	100	98.0	97.8	0	0	0	0	0	97.7
Heavy Vehicles	0	18	49	0	67	0	0	15	12	27	0	13	0	9	22	0	0	0	0	0	116
% Heavy Vehicles	0	2.2	3.7	0	3.1	0	0	1.4	1.7	1.5	0	2.3	0	2.0	2.2	0	0	0	0	0	2.3



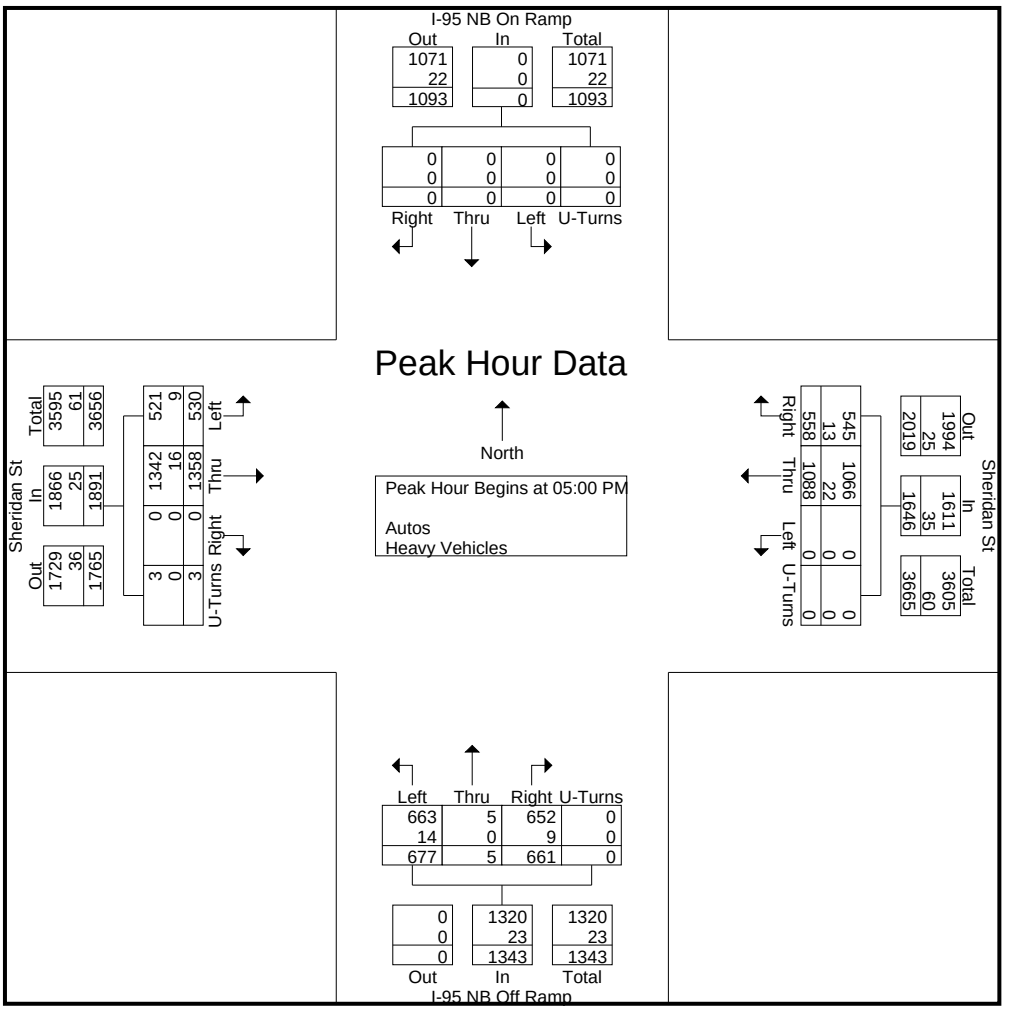
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	146	**357**	0	**503**	0	0	262	**161**	**423**	0	**189**	0	151	340	0	0	0	0	0	**1266**
05:15 PM	**2**	**147**	332	0	481	0	0	269	136	405	0	166	1	**182**	**349**	0	0	0	0	0	1235
05:30 PM	0	119	353	0	472	0	0	**307**	114	421	0	162	**3**	173	338	0	0	0	0	0	1231
05:45 PM	1	118	316	0	435	0	0	250	147	397	0	160	1	155	316	0	0	0	0	0	1148
Total Volume	3	530	1358	0	1891	0	0	1088	558	1646	0	677	5	661	1343	0	0	0	0	0	4880
% App. Total	0.2	28	71.8	0		0	0	66.1	33.9		0	50.4	0.4	49.2		0	0	0	0		
PHF	.375	.901	.951	.000	.940	.000	.000	.886	.866	.973	.000	.896	.417	.908	.962	.000	.000	.000	.000	.000	.964
Autos	3	521	1342	0	1866	0	0	1066	545	1611	0	663	5	652	1320	0	0	0	0	0	4797
% Autos	100	98.3	98.8	0	98.7	0	0	98.0	97.7	97.9	0	97.9	100	98.6	98.3	0	0	0	0	0	98.3
Heavy Vehicles	0	9	16	0	25	0	0	22	13	35	0	14	0	9	23	0	0	0	0	0	83
% Heavy Vehicles	0	1.7	1.2	0	1.3	0	0	2.0	2.3	2.1	0	2.1	0	1.4	1.7	0	0	0	0	0	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14B- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	2	0	5	0	0	3	4	7	0	0	0	0	0	0	0	0	0	0	12
06:15 AM	0	2	1	0	3	0	0	6	5	11	0	0	0	0	0	0	0	0	0	0	14
06:30 AM	0	2	2	0	4	0	0	4	6	10	0	1	0	0	1	0	0	0	0	0	15
06:45 AM	0	7	9	0	16	0	0	6	8	14	0	2	0	2	4	0	0	0	0	0	34
Total	0	14	14	0	28	0	0	19	23	42	0	3	0	2	5	0	0	0	0	0	75
07:00 AM	0	3	6	0	9	0	0	5	5	10	0	1	0	5	6	0	0	0	0	0	25
07:15 AM	0	3	11	0	14	0	0	9	4	13	0	3	0	5	8	0	0	0	0	0	35
07:30 AM	0	2	10	0	12	0	0	1	2	3	0	4	0	0	4	0	0	0	0	0	19
07:45 AM	0	3	4	0	7	0	0	2	4	6	0	2	0	2	4	0	0	0	0	0	17
Total	0	11	31	0	42	0	0	17	15	32	0	10	0	12	22	0	0	0	0	0	96
08:00 AM	0	6	22	0	28	0	0	4	2	6	0	5	0	3	8	0	0	0	0	0	42
08:15 AM	0	7	13	0	20	0	0	8	4	12	0	2	0	4	6	0	0	0	0	0	38
08:30 AM	1	6	13	0	20	0	0	14	7	21	0	4	0	2	6	0	0	0	0	0	47
08:45 AM	0	3	10	0	13	0	0	11	6	17	0	8	0	3	11	0	0	0	0	0	41
Total	1	22	58	0	81	0	0	37	19	56	0	19	0	12	31	0	0	0	0	0	168
*** BREAK ***																					
04:00 PM	0	5	8	0	13	0	0	3	4	7	0	0	0	3	3	0	0	0	0	0	23
04:15 PM	0	4	6	0	10	0	0	4	5	9	0	3	0	0	3	0	0	0	0	0	22
04:30 PM	0	1	9	0	10	0	0	5	3	8	0	1	0	3	4	0	0	0	0	0	22
04:45 PM	0	2	5	0	7	0	0	4	2	6	0	4	0	2	6	0	0	0	0	0	19
Total	0	12	28	0	40	0	0	16	14	30	0	8	0	8	16	0	0	0	0	0	86
05:00 PM	0	3	4	0	7	0	0	5	2	7	0	3	0	1	4	0	0	0	0	0	18
05:15 PM	0	2	3	0	5	0	0	6	6	12	0	2	0	4	6	0	0	0	0	0	23
05:30 PM	0	0	3	0	3	0	0	6	2	8	0	4	0	2	6	0	0	0	0	0	17
05:45 PM	0	4	6	0	10	0	0	5	3	8	0	5	0	2	7	0	0	0	0	0	25
Total	0	9	16	0	25	0	0	22	13	35	0	14	0	9	23	0	0	0	0	0	83
06:00 PM	0	0	3	0	3	0	0	3	3	6	0	4	0	2	6	0	0	0	0	0	15
06:15 PM	0	1	0	0	1	0	0	3	1	4	0	1	0	0	1	0	0	0	0	0	6
06:30 PM	0	2	1	0	3	0	0	6	2	8	0	2	0	1	3	0	0	0	0	0	14
06:45 PM	0	2	7	0	9	0	0	4	1	5	0	3	0	5	8	0	0	0	0	0	22
Total	0	5	11	0	16	0	0	16	7	23	0	10	0	8	18	0	0	0	0	0	57
Grand Total	1	73	158	0	232	0	0	127	91	218	0	64	0	51	115	0	0	0	0	0	565
Apprch %	0.4	31.5	68.1	0		0	0	58.3	41.7		0	55.7	0	44.3		0	0	0	0		
Total %	0.2	12.9	28	0	41.1	0	0	22.5	16.1	38.6	0	11.3	0	9	20.4	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

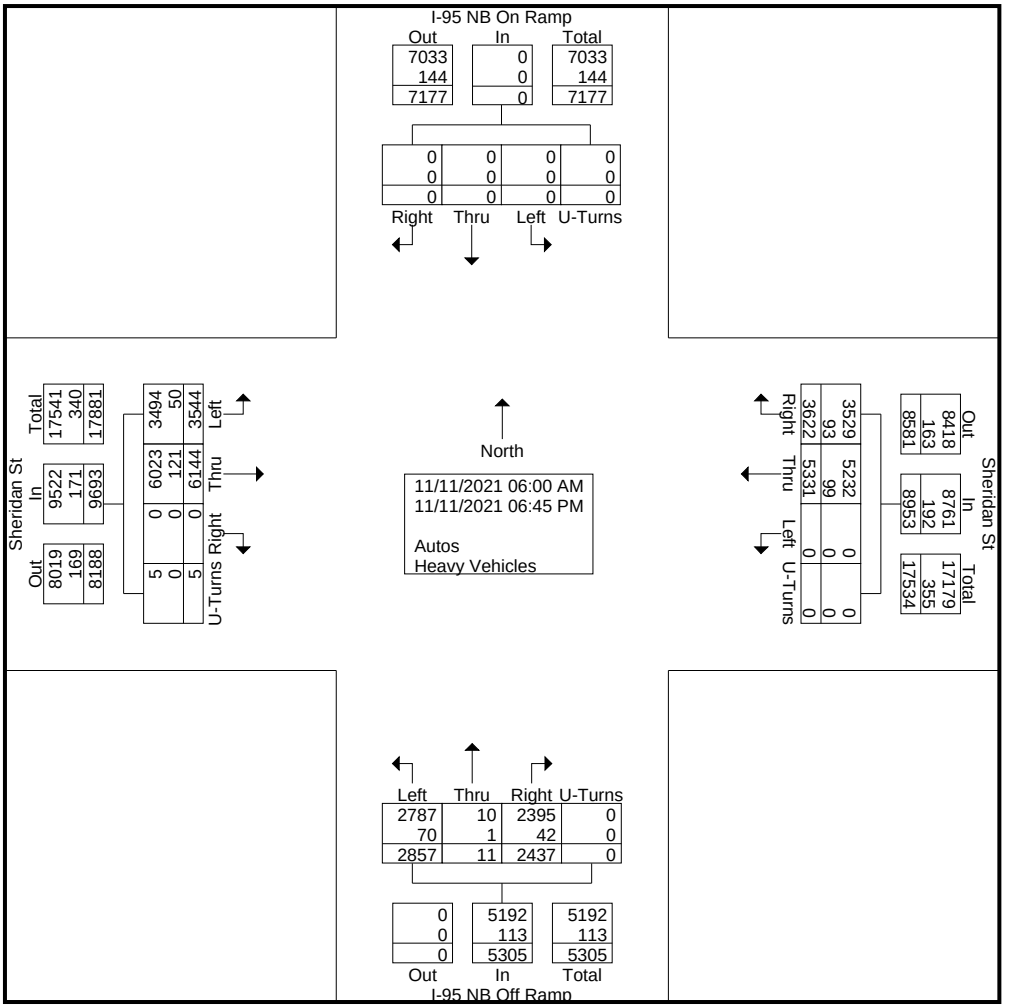
	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	69	63	0	132	0	0	109	83	192	0	27	0	30	57	0	0	0	0	0	381
06:15 AM	0	107	90	0	197	0	0	105	121	226	0	41	0	40	81	0	0	0	0	0	504
06:30 AM	0	127	140	0	267	0	0	125	115	240	0	54	0	47	101	0	0	0	0	0	608
06:45 AM	0	121	155	0	276	0	0	127	110	237	0	75	1	61	137	0	0	0	0	0	650
Total	0	424	448	0	872	0	0	466	429	895	0	197	1	178	376	0	0	0	0	0	2143
07:00 AM	0	143	146	0	289	0	0	171	124	295	0	81	1	91	173	0	0	0	0	0	757
07:15 AM	0	194	178	0	372	0	0	158	160	318	0	95	0	79	174	0	0	0	0	0	864
07:30 AM	0	183	243	0	426	0	0	216	166	382	0	125	0	86	211	0	0	0	0	0	1019
07:45 AM	0	171	258	0	429	0	0	168	145	313	0	131	0	92	223	0	0	0	0	0	965
Total	0	691	825	0	1516	0	0	713	595	1308	0	432	1	348	781	0	0	0	0	0	3605
08:00 AM	0	141	232	0	373	0	0	173	130	303	0	129	0	113	242	0	0	0	0	0	918
08:15 AM	1	193	263	0	457	0	0	204	136	340	0	118	0	110	228	0	0	0	0	0	1025
08:30 AM	2	151	246	0	399	0	0	210	179	389	0	160	1	99	260	0	0	0	0	0	1048
08:45 AM	1	123	270	0	394	0	0	232	137	369	0	149	1	91	241	0	0	0	0	0	1004
Total	4	608	1011	0	1623	0	0	819	582	1401	0	556	2	413	971	0	0	0	0	0	3995
*** BREAK ***																					
04:00 PM	0	195	337	0	532	0	0	294	190	484	0	113	0	125	238	0	0	0	0	0	1254
04:15 PM	0	119	293	0	412	0	0	283	170	453	0	96	1	116	213	0	0	0	0	0	1078
04:30 PM	1	198	318	0	517	0	0	276	174	450	0	145	2	139	286	0	0	0	0	0	1253
04:45 PM	0	184	303	0	487	0	0	241	184	425	0	154	0	109	263	0	0	0	0	0	1175
Total	1	696	1251	0	1948	0	0	1094	718	1812	0	508	3	489	1000	0	0	0	0	0	4760
05:00 PM	0	189	385	0	574	0	0	298	219	517	0	145	1	121	267	0	0	0	0	0	1358
05:15 PM	0	186	407	0	593	0	0	302	187	489	0	151	1	152	304	0	0	0	0	0	1386
05:30 PM	0	116	308	0	424	0	0	309	170	479	0	150	0	124	274	0	0	0	0	0	1177
05:45 PM	0	143	347	0	490	0	0	274	149	423	0	162	0	100	262	0	0	0	0	0	1175
Total	0	634	1447	0	2081	0	0	1183	725	1908	0	608	2	497	1107	0	0	0	0	0	5096
06:00 PM	0	137	293	0	430	0	0	335	145	480	0	155	0	120	275	0	0	0	0	0	1185
06:15 PM	0	132	279	0	411	0	0	248	136	384	0	125	0	129	254	0	0	0	0	0	1049
06:30 PM	0	136	292	0	428	0	0	249	181	430	0	135	2	131	268	0	0	0	0	0	1126
06:45 PM	0	86	298	0	384	0	0	224	111	335	0	141	0	132	273	0	0	0	0	0	992
Total	0	491	1162	0	1653	0	0	1056	573	1629	0	556	2	512	1070	0	0	0	0	0	4352
Grand Total	5	3544	6144	0	9693	0	0	5331	3622	8953	0	2857	11	2437	5305	0	0	0	0	0	23951
Apprch %	0.1	36.6	63.4	0		0	0	59.5	40.5		0	53.9	0.2	45.9		0	0	0	0		
Total %	0	14.8	25.7	0	40.5	0	0	22.3	15.1	37.4	0	11.9	0	10.2	22.1	0	0	0	0	0	
Autos	5	3494	6023	0	9522	0	0	5232	3529	8761	0	2787	10	2395	5192	0	0	0	0	0	23475
% Autos	100	98.6	98	0	98.2	0	0	98.1	97.4	97.9	0	97.5	90.9	98.3	97.9	0	0	0	0	0	98
Heavy Vehicles	0	50	121	0	171	0	0	99	93	192	0	70	1	42	113	0	0	0	0	0	476
% Heavy Vehicles	0	1.4	2	0	1.8	0	0	1.9	2.6	2.1	0	2.5	9.1	1.7	2.1	0	0	0	0	0	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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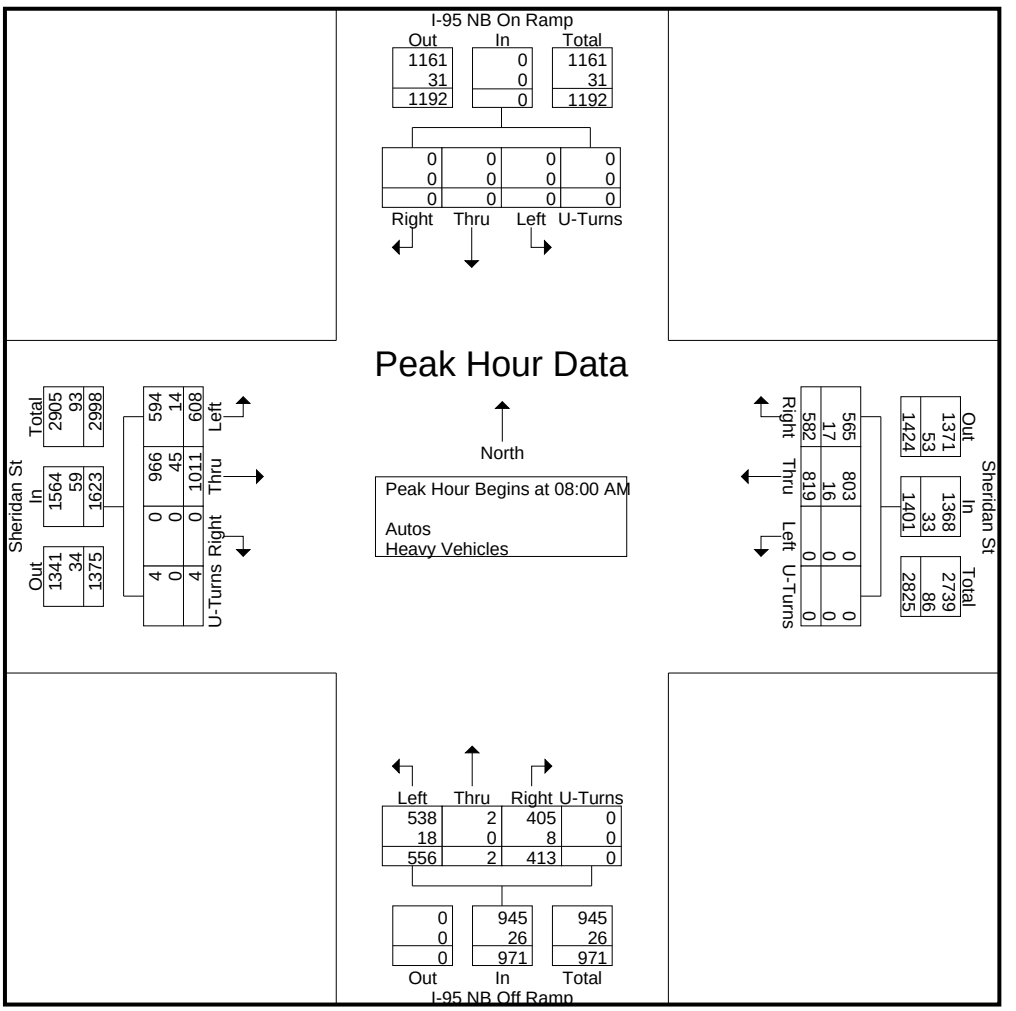
CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	141	232	0	373	0	0	173	130	303	0	129	0	**113**	242	0	0	0	0	0	918
08:15 AM	1	**193**	263	0	**457**	0	0	204	136	340	0	118	0	110	228	0	0	0	0	0	1025
08:30 AM	**2**	151	246	0	399	0	0	210	**179**	**389**	0	**160**	**1**	99	**260**	0	0	0	0	0	**1048**
08:45 AM	1	123	**270**	0	394	0	0	**232**	137	369	0	149	1	91	241	0	0	0	0	0	1004
Total Volume	4	608	1011	0	1623	0	0	819	582	1401	0	556	2	413	971	0	0	0	0	0	3995
% App. Total	0.2	37.5	62.3	0		0	0	58.5	41.5		0	57.3	0.2	42.5		0	0	0	0		
PHF	.500	.788	.936	.000	.888	.000	.000	.883	.813	.900	.000	.869	.500	.914	.934	.000	.000	.000	.000	.000	.953
Autos	4	594	966	0	1564	0	0	803	565	1368	0	538	2	405	945	0	0	0	0	0	3877
% Autos	100	97.7	95.5	0	96.4	0	0	98.0	97.1	97.6	0	96.8	100	98.1	97.3	0	0	0	0	0	97.0
Heavy Vehicles	0	14	45	0	59	0	0	16	17	33	0	18	0	8	26	0	0	0	0	0	118
% Heavy Vehicles	0	2.3	4.5	0	3.6	0	0	2.0	2.9	2.4	0	3.2	0	1.9	2.7	0	0	0	0	0	3.0



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CLIENT: FDOT D4
JOB NO.: 2021012.001
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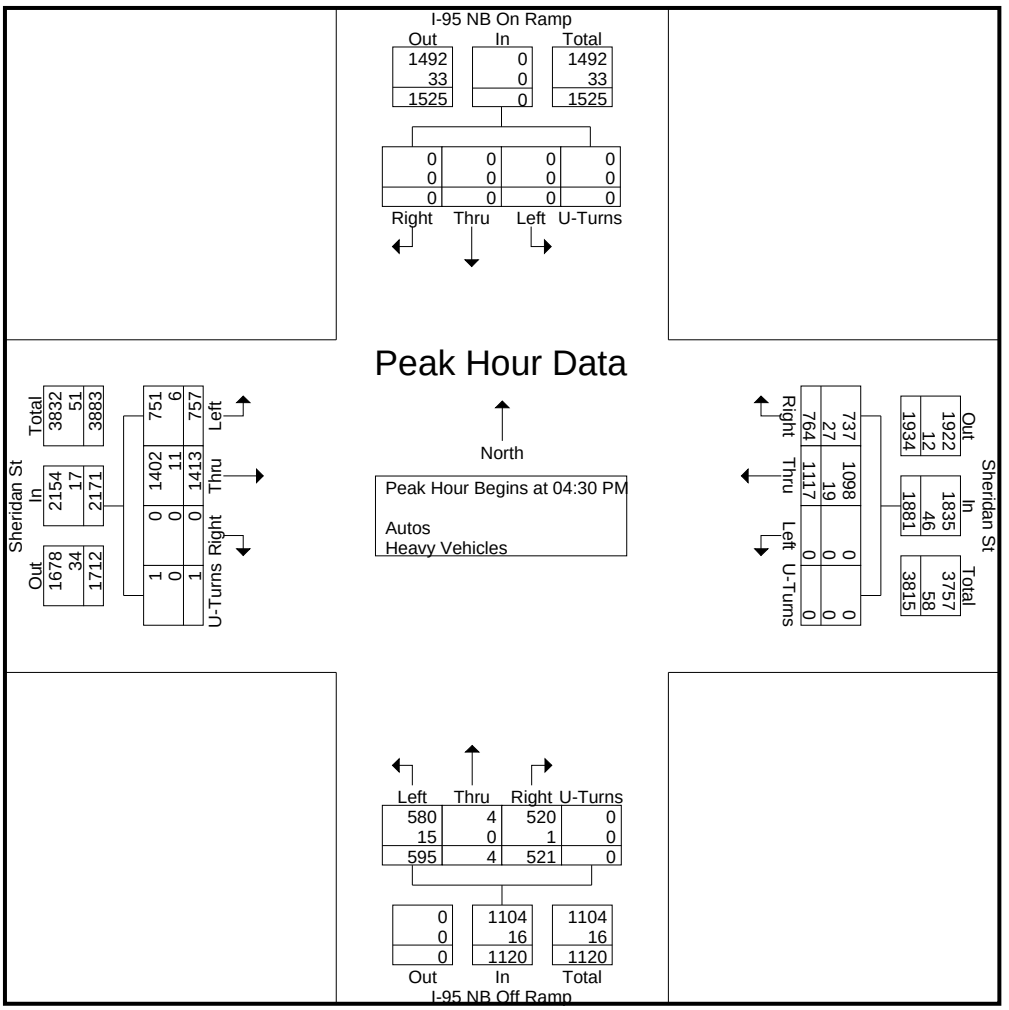
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**1**	**198**	318	0	517	0	0	276	174	450	0	145	**2**	139	286	0	0	0	0	0	1253
04:45 PM	0	184	303	0	487	0	0	241	184	425	0	**154**	0	109	263	0	0	0	0	0	1175
05:00 PM	0	189	385	0	574	0	0	298	**219**	**517**	0	145	1	121	267	0	0	0	0	0	1358
05:15 PM	0	186	**407**	0	**593**	0	0	**302**	187	489	0	151	1	**152**	**304**	0	0	0	0	0	**1386**
Total Volume	1	757	1413	0	2171	0	0	1117	764	1881	0	595	4	521	1120	0	0	0	0	0	5172
% App. Total	0	34.9	65.1	0		0	0	59.4	40.6		0	53.1	0.4	46.5		0	0	0	0		
PHF	.250	.956	.868	.000	.915	.000	.000	.925	.872	.910	.000	.966	.500	.857	.921	.000	.000	.000	.000	.000	.933
Autos	1	751	1402	0	2154	0	0	1098	737	1835	0	580	4	520	1104	0	0	0	0	0	5093
% Autos	100	99.2	99.2	0	99.2	0	0	98.3	96.5	97.6	0	97.5	100	99.8	98.6	0	0	0	0	0	98.5
Heavy Vehicles	0	6	11	0	17	0	0	19	27	46	0	15	0	1	16	0	0	0	0	0	79
% Heavy Vehicles	0	0.8	0.8	0	0.8	0	0	1.7	3.5	2.4	0	2.5	0	0.2	1.4	0	0	0	0	0	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 14C- I-95 NB Ramps & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	3	3	6	0	2	0	2	4	0	0	0	0	0	11
06:15 AM	0	4	4	0	8	0	0	4	6	10	0	1	0	3	4	0	0	0	0	0	22
06:30 AM	0	4	6	0	10	0	0	5	1	6	0	2	0	5	7	0	0	0	0	0	23
06:45 AM	0	0	2	0	2	0	0	2	3	5	0	3	1	3	7	0	0	0	0	0	14
Total	0	8	13	0	21	0	0	14	13	27	0	8	1	13	22	0	0	0	0	0	70
07:00 AM	0	3	4	0	7	0	0	5	3	8	0	0	0	2	2	0	0	0	0	0	17
07:15 AM	0	2	5	0	7	0	0	1	2	3	0	7	0	3	10	0	0	0	0	0	20
07:30 AM	0	0	10	0	10	0	0	6	4	10	0	2	0	1	3	0	0	0	0	0	23
07:45 AM	0	2	9	0	11	0	0	6	4	10	0	4	0	4	8	0	0	0	0	0	29
Total	0	7	28	0	35	0	0	18	13	31	0	13	0	10	23	0	0	0	0	0	89
08:00 AM	0	1	14	0	15	0	0	2	5	7	0	7	0	1	8	0	0	0	0	0	30
08:15 AM	0	2	12	0	14	0	0	6	2	8	0	5	0	3	8	0	0	0	0	0	30
08:30 AM	0	7	8	0	15	0	0	6	8	14	0	2	0	0	2	0	0	0	0	0	31
08:45 AM	0	4	11	0	15	0	0	2	2	4	0	4	0	4	8	0	0	0	0	0	27
Total	0	14	45	0	59	0	0	16	17	33	0	18	0	8	26	0	0	0	0	0	118
*** BREAK ***																					
04:00 PM	0	7	2	0	9	0	0	6	12	18	0	3	0	0	3	0	0	0	0	0	30
04:15 PM	0	1	12	0	13	0	0	7	4	11	0	3	0	4	7	0	0	0	0	0	31
04:30 PM	0	2	3	0	5	0	0	9	4	13	0	3	0	1	4	0	0	0	0	0	22
04:45 PM	0	4	5	0	9	0	0	8	8	16	0	2	0	0	2	0	0	0	0	0	27
Total	0	14	22	0	36	0	0	30	28	58	0	11	0	5	16	0	0	0	0	0	110
05:00 PM	0	0	0	0	0	0	0	2	13	15	0	7	0	0	7	0	0	0	0	0	22
05:15 PM	0	0	3	0	3	0	0	0	2	2	0	3	0	0	3	0	0	0	0	0	8
05:30 PM	0	2	1	0	3	0	0	5	2	7	0	0	0	0	0	0	0	0	0	0	10
05:45 PM	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	5
Total	0	2	4	0	6	0	0	11	18	29	0	10	0	0	10	0	0	0	0	0	45
06:00 PM	0	1	3	0	4	0	0	1	1	2	0	1	0	0	1	0	0	0	0	0	7
06:15 PM	0	1	1	0	2	0	0	4	0	4	0	3	0	1	4	0	0	0	0	0	10
06:30 PM	0	3	5	0	8	0	0	3	1	4	0	2	0	4	6	0	0	0	0	0	18
06:45 PM	0	0	0	0	0	0	0	2	2	4	0	4	0	1	5	0	0	0	0	0	9
Total	0	5	9	0	14	0	0	10	4	14	0	10	0	6	16	0	0	0	0	0	44
Grand Total	0	50	121	0	171	0	0	99	93	192	0	70	1	42	113	0	0	0	0	0	476
Apprch %	0	29.2	70.8	0		0	0	51.6	48.4		0	61.9	0.9	37.2		0	0	0	0		
Total %	0	10.5	25.4	0	35.9	0	0	20.8	19.5	40.3	0	14.7	0.2	8.8	23.7	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

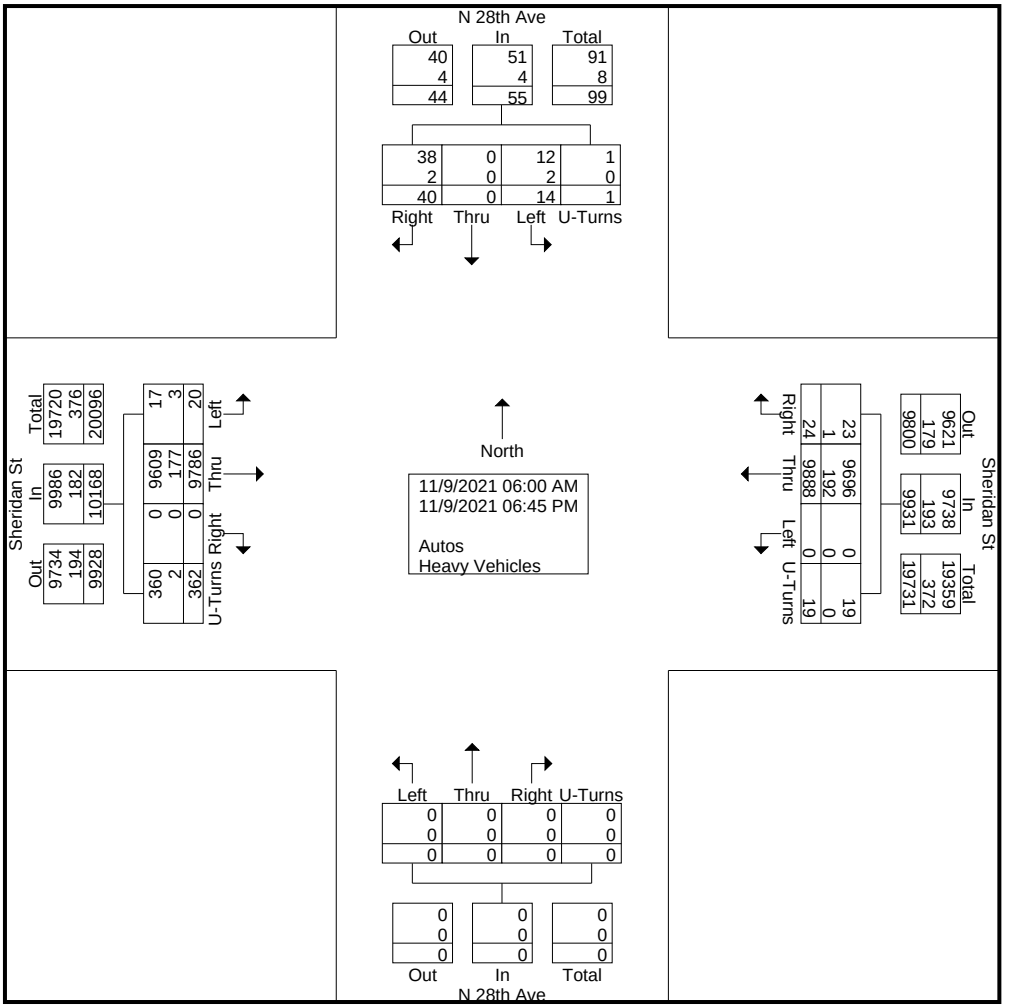
	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	11	2	114	0	127	1	0	203	0	204	0	0	0	0	0	0	0	0	1	1	332
06:15 AM	9	2	143	0	154	1	0	260	0	261	0	0	0	0	0	0	0	0	1	1	416
06:30 AM	17	0	270	0	287	1	0	345	0	346	0	0	0	0	0	0	1	0	2	3	636
06:45 AM	17	1	338	0	356	0	0	292	0	292	0	0	0	0	0	0	0	0	0	0	648
Total	54	5	865	0	924	3	0	1100	0	1103	0	0	0	0	0	0	1	0	4	5	2032
07:00 AM	28	0	392	0	420	0	0	455	0	455	0	0	0	0	0	0	2	0	1	3	878
07:15 AM	26	1	437	0	464	0	0	490	0	490	0	0	0	0	0	0	1	0	2	3	957
07:30 AM	16	0	371	0	387	1	0	488	1	490	0	0	0	0	0	0	0	0	3	3	880
07:45 AM	22	0	440	0	462	1	0	456	0	457	0	0	0	0	0	0	0	0	1	1	920
Total	92	1	1640	0	1733	2	0	1889	1	1892	0	0	0	0	0	0	3	0	7	10	3635
08:00 AM	17	0	405	0	422	0	0	384	0	384	0	0	0	0	0	0	0	0	1	1	807
08:15 AM	15	2	476	0	493	0	0	448	0	448	0	0	0	0	0	0	2	0	2	4	945
08:30 AM	17	0	494	0	511	2	0	512	2	516	0	0	0	0	0	0	1	0	1	2	1029
08:45 AM	13	0	402	0	415	0	0	360	1	361	0	0	0	0	0	0	1	0	5	6	782
Total	62	2	1777	0	1841	2	0	1704	3	1709	0	0	0	0	0	0	4	0	9	13	3563
*** BREAK ***																					
04:00 PM	18	0	435	0	453	0	0	469	2	471	0	0	0	0	0	0	1	0	1	2	926
04:15 PM	13	1	446	0	460	0	0	471	1	472	0	0	0	0	0	1	1	0	0	2	934
04:30 PM	12	2	464	0	478	3	0	451	0	454	0	0	0	0	0	0	0	0	1	1	933
04:45 PM	15	0	482	0	497	1	0	408	0	409	0	0	0	0	0	0	0	0	0	0	906
Total	58	3	1827	0	1888	4	0	1799	3	1806	0	0	0	0	0	1	2	0	2	5	3699
05:00 PM	10	1	459	0	470	1	0	441	4	446	0	0	0	0	0	0	0	0	9	9	925
05:15 PM	7	0	503	0	510	0	0	421	3	424	0	0	0	0	0	0	0	0	0	0	934
05:30 PM	12	0	476	0	488	0	0	454	1	455	0	0	0	0	0	0	0	0	0	0	943
05:45 PM	7	2	438	0	447	2	0	482	1	485	0	0	0	0	0	0	0	0	1	1	933
Total	36	3	1876	0	1915	3	0	1798	9	1810	0	0	0	0	0	0	0	0	10	10	3735
06:00 PM	12	0	434	0	446	0	0	434	3	437	0	0	0	0	0	0	2	0	3	5	888
06:15 PM	19	3	465	0	487	1	0	432	2	435	0	0	0	0	0	0	0	0	2	2	924
06:30 PM	12	1	458	0	471	2	0	406	3	411	0	0	0	0	0	0	1	0	3	4	886
06:45 PM	17	2	444	0	463	2	0	326	0	328	0	0	0	0	0	0	1	0	0	1	792
Total	60	6	1801	0	1867	5	0	1598	8	1611	0	0	0	0	0	0	4	0	8	12	3490
Grand Total	362	20	9786	0	10168	19	0	9888	24	9931	0	0	0	0	0	1	14	0	40	55	20154
Apprch %	3.6	0.2	96.2	0		0.2	0	99.6	0.2		0	0	0	0		1.8	25.5	0	72.7		
Total %	1.8	0.1	48.6	0	50.5	0.1	0	49.1	0.1	49.3	0	0	0	0	0	0	0.1	0	0.2	0.3	
Autos	360	17	9609	0	9986	19	0	9696	23	9738	0	0	0	0	0	1	12	0	38	51	19775
% Autos	99.4	85	98.2	0	98.2	100	0	98.1	95.8	98.1	0	0	0	0	0	100	85.7	0	95	92.7	98.1
Heavy Vehicles	2	3	177	0	182	0	0	192	1	193	0	0	0	0	0	0	2	0	2	4	379
% Heavy Vehicles	0.6	15	1.8	0	1.8	0	0	1.9	4.2	1.9	0	0	0	0	0	0	14.3	0	5	7.3	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



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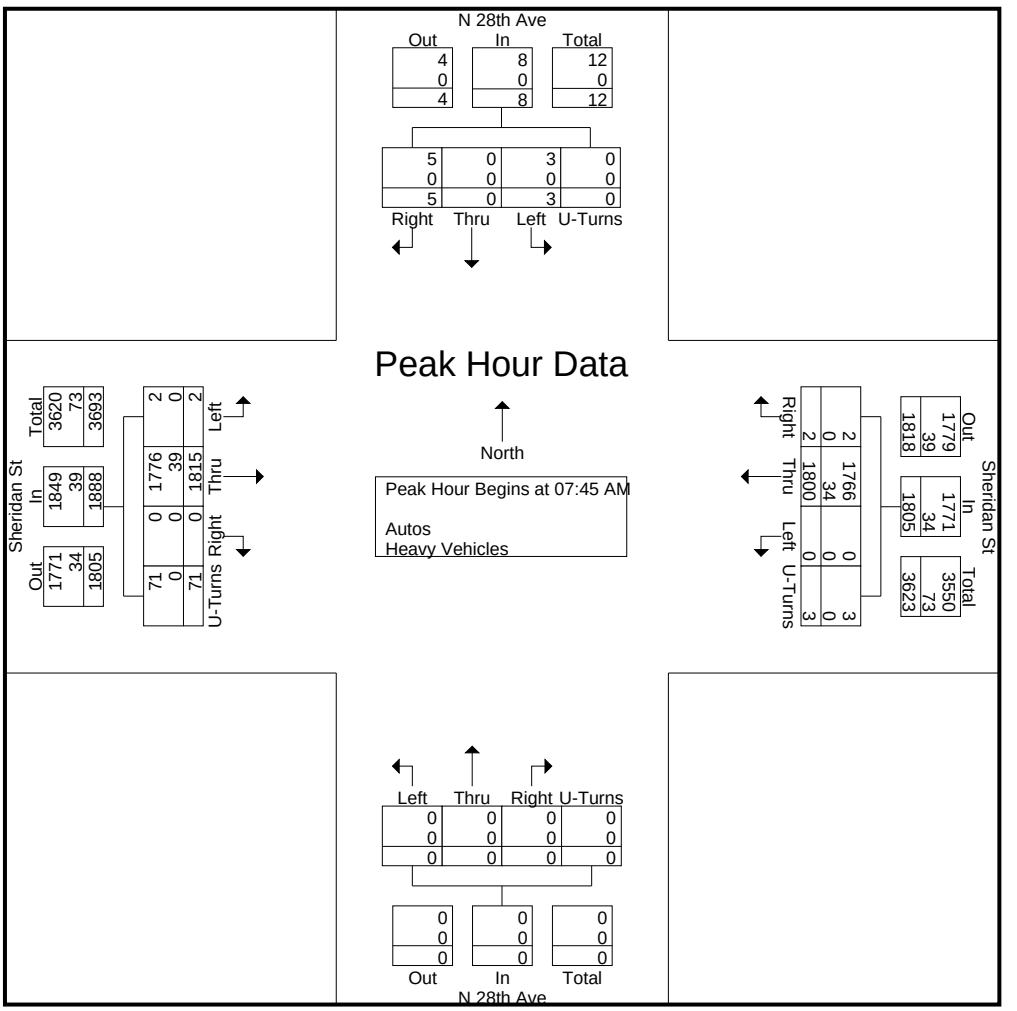
8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**22**	0	440	0	462	1	0	456	0	457	0	0	0	0	0	0	0	0	1	1	920
08:00 AM	17	0	405	0	422	0	0	384	0	384	0	0	0	0	0	0	0	0	1	1	807
08:15 AM	15	**2**	476	0	493	0	0	448	0	448	0	0	0	0	0	0	**2**	0	**2**	**4**	945
08:30 AM	17	0	**494**	0	**511**	**2**	0	**512**	**2**	**516**	0	0	0	0	0	0	1	0	1	2	**1029**
Total Volume	71	2	1815	0	1888	3	0	1800	2	1805	0	0	0	0	0	0	3	0	5	8	3701
% App. Total	3.8	0.1	96.1	0		0.2	0	99.7	0.1		0	0	0	0		0	37.5	0	62.5		
PHF	.807	.250	.919	.000	.924	.375	.000	.879	.250	.875	.000	.000	.000	.000	.000	.000	.375	.000	.625	.500	.899
Autos	71	2	1776	0	1849	3	0	1766	2	1771	0	0	0	0	0	0	3	0	5	8	3628
% Autos	100	100	97.9	0	97.9	100	0	98.1	100	98.1	0	0	0	0	0	0	100	0	100	100	98.0
Heavy Vehicles	0	0	39	0	39	0	0	34	0	34	0	0	0	0	0	0	0	0	0	0	73
% Heavy Vehicles	0	0	2.1	0	2.1	0	0	1.9	0	1.9	0	0	0	0	0	0	0	0	0	0	2.0



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File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
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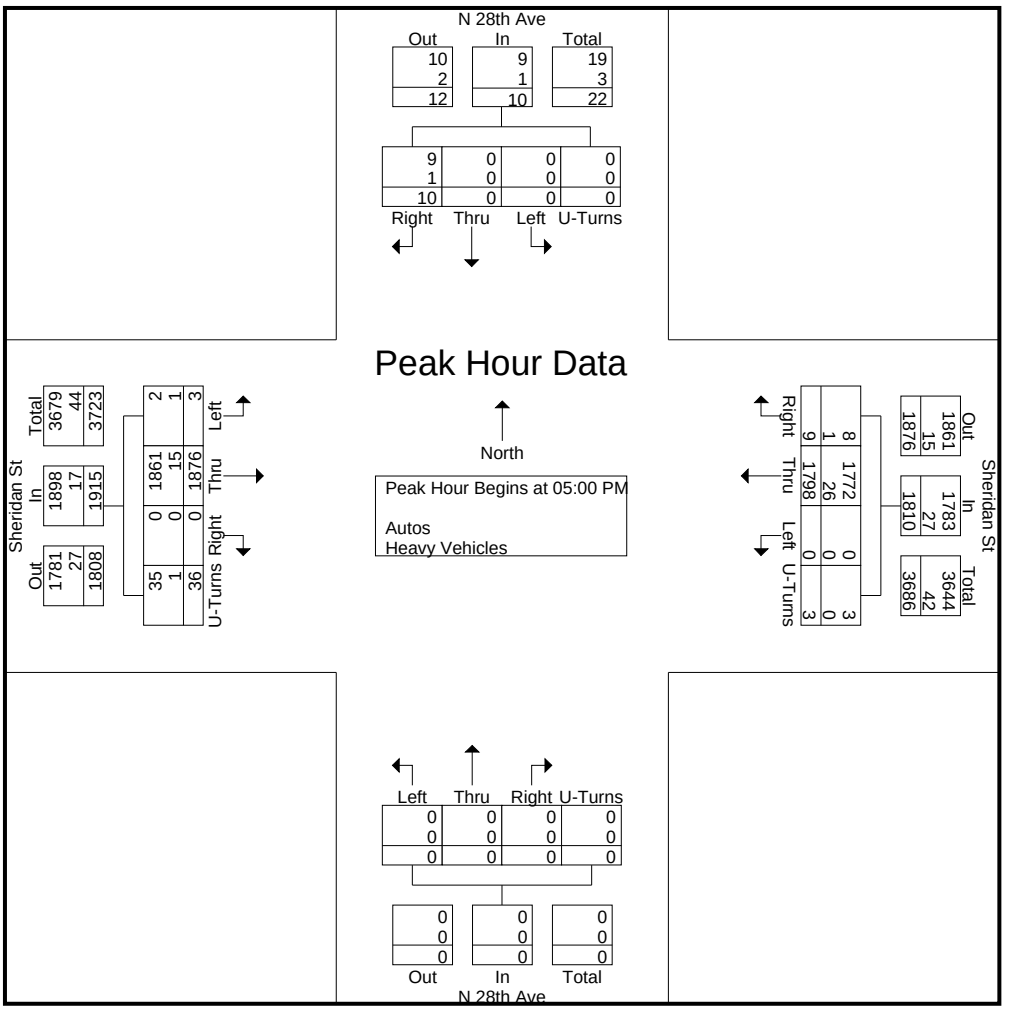
	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	10	1	459	0	470	1	0	441	**4**	446	0	0	0	0	0	0	0	0	**9**	**9**	925
05:15 PM	7	0	**503**	0	**510**	0	0	421	3	424	0	0	0	0	0	0	0	0	0	0	934
05:30 PM	**12**	0	476	0	488	0	0	454	1	455	0	0	0	0	0	0	0	0	0	0	**943**
05:45 PM	7	**2**	438	0	447	**2**	0	**482**	1	**485**	0	0	0	0	0	0	0	0	1	1	933
Total Volume	36	3	1876	0	1915	3	0	1798	9	1810	0	0	0	0	0	0	0	0	10	10	3735
% App. Total	1.9	0.2	98	0		0.2	0	99.3	0.5		0	0	0	0		0	0	0	100		
PHF	.750	.375	.932	.000	.939	.375	.000	.933	.563	.933	.000	.000	.000	.000	.000	.000	.000	.000	.278	.278	.990
Autos	35	2	1861	0	1898	3	0	1772	8	1783	0	0	0	0	0	0	0	0	9	9	3690
% Autos	97.2	66.7	99.2	0	99.1	100	0	98.6	88.9	98.5	0	0	0	0	0	0	0	0	90.0	90.0	98.8
Heavy Vehicles	1	1	15	0	17	0	0	26	1	27	0	0	0	0	0	0	0	0	1	1	45
% Heavy Vehicles	2.8	33.3	0.8	0	0.9	0	0	1.4	11.1	1.5	0	0	0	0	0	0	0	0	10.0	10.0	1.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15A- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	2	0	3	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	11
06:15 AM	0	1	5	0	6	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	12
06:30 AM	0	0	9	0	9	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	16
06:45 AM	0	1	12	0	13	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	21
Total	1	2	28	0	31	0	0	28	0	28	0	0	0	0	0	0	1	0	0	1	60
07:00 AM	0	0	13	0	13	0	0	12	0	12	0	0	0	0	0	0	1	0	0	1	26
07:15 AM	0	0	11	0	11	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	20
07:30 AM	0	0	10	0	10	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	18
07:45 AM	0	0	5	0	5	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	39	0	39	0	0	35	0	35	0	0	0	0	0	0	1	0	0	1	75
08:00 AM	0	0	11	0	11	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	19
08:15 AM	0	0	13	0	13	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	19
08:30 AM	0	0	10	0	10	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	24
08:45 AM	0	0	13	0	13	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	26
Total	0	0	47	0	47	0	0	41	0	41	0	0	0	0	0	0	0	0	0	0	88
*** BREAK ***																					
04:00 PM	0	0	7	0	7	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	20
04:15 PM	0	0	8	0	8	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	18
04:30 PM	0	0	13	0	13	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	22
04:45 PM	0	0	8	0	8	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	22
Total	0	0	36	0	36	0	0	46	0	46	0	0	0	0	0	0	0	0	0	0	82
05:00 PM	0	1	4	0	5	0	0	12	0	12	0	0	0	0	0	0	0	0	1	1	18
05:15 PM	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	0	3	0	3	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	1	0	2	0	3	0	0	5	1	6	0	0	0	0	0	0	0	0	0	0	9
Total	1	1	15	0	17	0	0	26	1	27	0	0	0	0	0	0	0	0	1	1	45
06:00 PM	0	0	3	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	9
06:15 PM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	8
06:30 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
06:45 PM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	12	0	12	0	0	16	0	16	0	0	0	0	0	0	0	0	1	1	29
Grand Total	2	3	177	0	182	0	0	192	1	193	0	0	0	0	0	0	2	0	2	4	379
Apprch %	1.1	1.6	97.3	0		0	0	99.5	0.5		0	0	0	0		0	50	0	50		
Total %	0.5	0.8	46.7	0	48	0	0	50.7	0.3	50.9	0	0	0	0	0	0	0.5	0	0.5	1.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

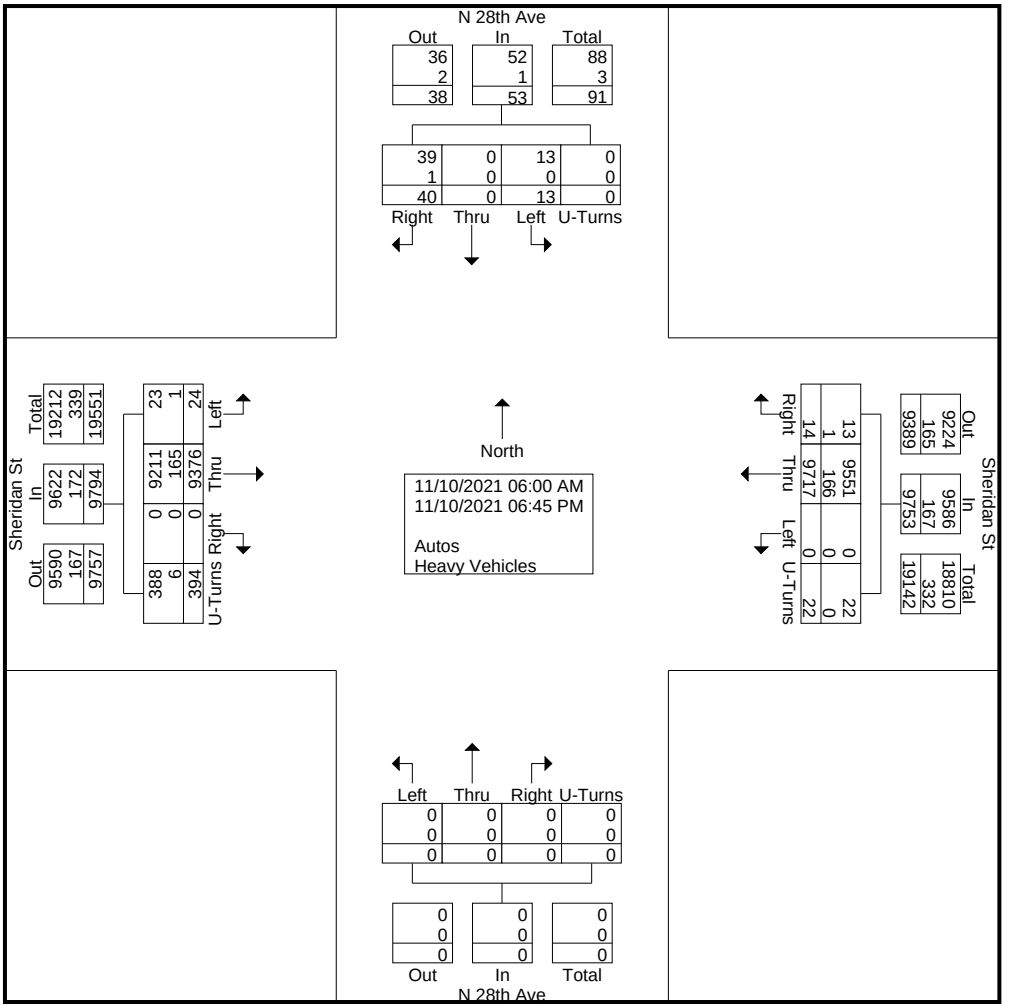
	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	12	0	107	0	119	0	0	189	1	190	0	0	0	0	0	0	0	0	2	2	311
06:15 AM	13	1	153	0	167	1	0	303	0	304	0	0	0	0	0	0	0	0	1	1	472
06:30 AM	14	1	245	0	260	0	0	321	0	321	0	0	0	0	0	0	0	0	2	2	583
06:45 AM	21	0	320	0	341	1	0	356	0	357	0	0	0	0	0	0	0	0	1	1	699
Total	60	2	825	0	887	2	0	1169	1	1172	0	0	0	0	0	0	0	0	6	6	2065
07:00 AM	25	0	381	0	406	0	0	430	0	430	0	0	0	0	0	0	2	0	2	4	840
07:15 AM	21	3	413	0	437	0	0	423	0	423	0	0	0	0	0	0	0	0	2	2	862
07:30 AM	17	1	385	0	403	2	0	561	1	564	0	0	0	0	0	0	1	0	4	5	972
07:45 AM	16	1	379	0	396	0	0	439	0	439	0	0	0	0	0	0	1	0	2	3	838
Total	79	5	1558	0	1642	2	0	1853	1	1856	0	0	0	0	0	0	4	0	10	14	3512
08:00 AM	25	0	421	0	446	1	0	375	1	377	0	0	0	0	0	0	0	0	1	1	824
08:15 AM	15	3	419	0	437	0	0	487	0	487	0	0	0	0	0	0	1	0	3	4	928
08:30 AM	17	0	398	0	415	0	0	491	1	492	0	0	0	0	0	0	3	0	0	3	910
08:45 AM	14	0	413	0	427	0	0	347	1	348	0	0	0	0	0	0	0	0	0	0	775
Total	71	3	1651	0	1725	1	0	1700	3	1704	0	0	0	0	0	0	4	0	4	8	3437
*** BREAK ***																					
04:00 PM	22	0	448	0	470	0	0	442	0	442	0	0	0	0	0	0	0	0	2	2	914
04:15 PM	12	0	387	0	399	1	0	416	1	418	0	0	0	0	0	0	0	0	1	1	818
04:30 PM	18	2	473	0	493	1	0	449	0	450	0	0	0	0	0	0	1	0	2	3	946
04:45 PM	11	2	427	0	440	1	0	400	2	403	0	0	0	0	0	0	0	0	2	2	845
Total	63	4	1735	0	1802	3	0	1707	3	1713	0	0	0	0	0	0	1	0	7	8	3523
05:00 PM	19	1	430	0	450	0	0	506	0	506	0	0	0	0	0	0	2	0	1	3	959
05:15 PM	10	3	472	0	485	3	0	449	1	453	0	0	0	0	0	0	0	0	2	2	940
05:30 PM	11	1	508	0	520	4	0	415	0	419	0	0	0	0	0	0	0	0	2	2	941
05:45 PM	17	2	492	0	511	2	0	415	2	419	0	0	0	0	0	0	1	0	1	2	932
Total	57	7	1902	0	1966	9	0	1785	3	1797	0	0	0	0	0	0	3	0	6	9	3772
06:00 PM	14	1	484	0	499	1	0	406	1	408	0	0	0	0	0	0	0	0	2	2	909
06:15 PM	19	0	414	0	433	2	0	402	2	406	0	0	0	0	0	0	1	0	1	2	841
06:30 PM	23	1	424	0	448	1	0	385	0	386	0	0	0	0	0	0	0	0	1	1	835
06:45 PM	8	1	383	0	392	1	0	310	0	311	0	0	0	0	0	0	0	0	3	3	706
Total	64	3	1705	0	1772	5	0	1503	3	1511	0	0	0	0	0	0	1	0	7	8	3291
Grand Total	394	24	9376	0	9794	22	0	9717	14	9753	0	0	0	0	0	0	13	0	40	53	19600
Apprch %	4	0.2	95.7	0		0.2	0	99.6	0.1		0	0	0	0		0	24.5	0	75.5		
Total %	2	0.1	47.8	0	50	0.1	0	49.6	0.1	49.8	0	0	0	0	0	0	0.1	0	0.2	0.3	
Autos	388	23	9211	0	9622	22	0	9551	13	9586	0	0	0	0	0	0	13	0	39	52	19260
% Autos	98.5	95.8	98.2	0	98.2	100	0	98.3	92.9	98.3	0	0	0	0	0	0	100	0	97.5	98.1	98.3
Heavy Vehicles	6	1	165	0	172	0	0	166	1	167	0	0	0	0	0	0	0	0	1	1	340
% Heavy Vehicles	1.5	4.2	1.8	0	1.8	0	0	1.7	7.1	1.7	0	0	0	0	0	0	0	0	2.5	1.9	1.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



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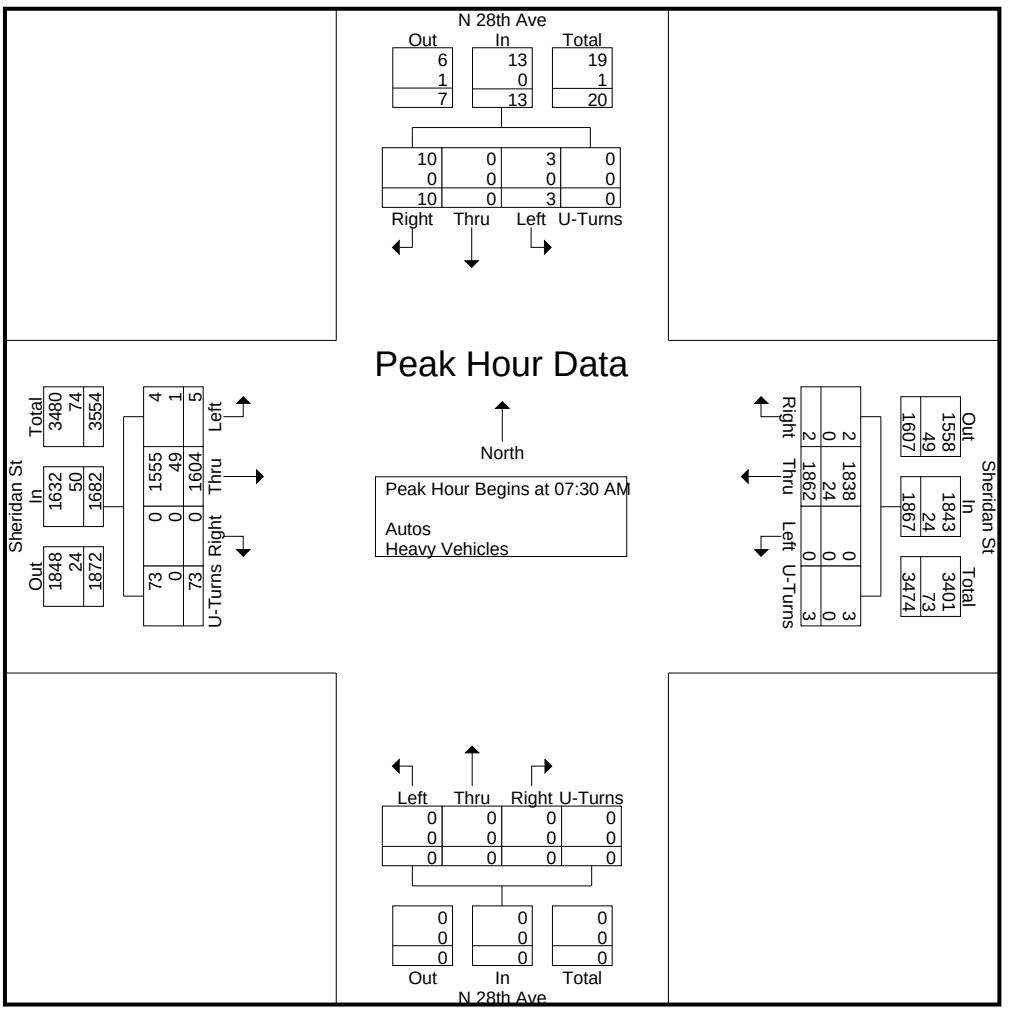
8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	17	1	385	0	403	**2**	0	**561**	**1**	**564**	0	0	0	0	0	0	**1**	0	**4**	**5**	**972**
07:45 AM	16	1	379	0	396	0	0	439	0	439	0	0	0	0	0	0	1	0	2	3	838
08:00 AM	**25**	0	**421**	0	**446**	1	0	375	1	377	0	0	0	0	0	0	0	0	1	1	824
08:15 AM	15	**3**	419	0	437	0	0	487	0	487	0	0	0	0	0	0	1	0	3	4	928
Total Volume	73	5	1604	0	1682	3	0	1862	2	1867	0	0	0	0	0	0	3	0	10	13	3562
% App. Total	4.3	0.3	95.4	0		0.2	0	99.7	0.1		0	0	0	0		0	23.1	0	76.9		
PHF	.730	.417	.952	.000	.943	.375	.000	.830	.500	.828	.000	.000	.000	.000	.000	.000	.750	.000	.625	.650	.916
Autos	73	4	1555	0	1632	3	0	1838	2	1843	0	0	0	0	0	0	3	0	10	13	3488
% Autos	100	80.0	96.9	0	97.0	100	0	98.7	100	98.7	0	0	0	0	0	0	100	0	100	100	97.9
Heavy Vehicles	0	1	49	0	50	0	0	24	0	24	0	0	0	0	0	0	0	0	0	0	74
% Heavy Vehicles	0	20.0	3.1	0	3.0	0	0	1.3	0	1.3	0	0	0	0	0	0	0	0	0	0	2.1



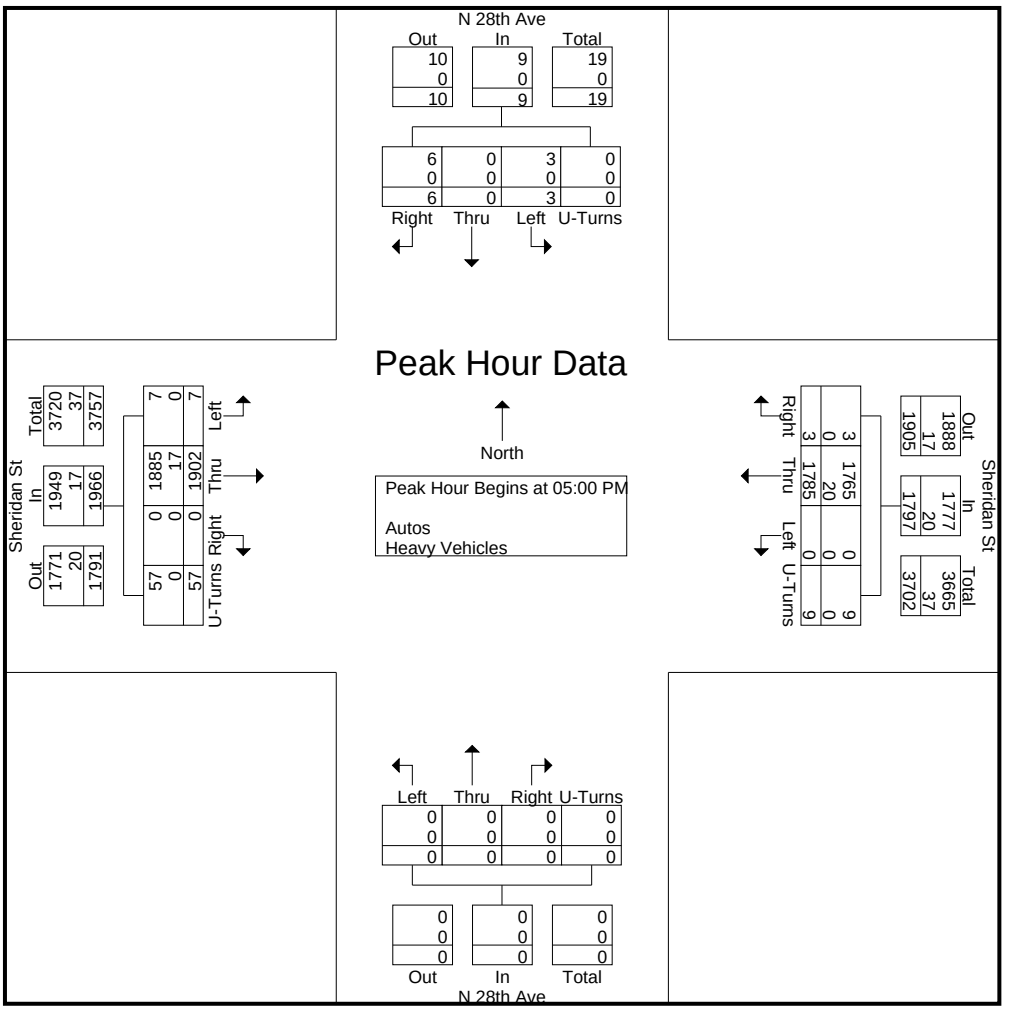
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**19**	1	430	0	450	0	0	**506**	0	**506**	0	0	0	0	0	0	**2**	0	1	**3**	**959**
05:15 PM	10	**3**	472	0	485	3	0	449	1	453	0	0	0	0	0	0	0	0	**2**	2	940
05:30 PM	11	1	**508**	0	**520**	**4**	0	415	0	419	0	0	0	0	0	0	0	0	2	2	941
05:45 PM	17	2	492	0	511	2	0	415	**2**	419	0	0	0	0	0	0	1	0	1	2	932
Total Volume	57	7	1902	0	1966	9	0	1785	3	1797	0	0	0	0	0	0	3	0	6	9	3772
% App. Total	2.9	0.4	96.7	0		0.5	0	99.3	0.2		0	0	0	0		0	33.3	0	66.7		
PHF	.750	.583	.936	.000	.945	.563	.000	.882	.375	.888	.000	.000	.000	.000	.000	.000	.375	.000	.750	.750	.983
Autos	57	7	1885	0	1949	9	0	1765	3	1777	0	0	0	0	0	0	3	0	6	9	3735
% Autos	100	100	99.1	0	99.1	100	0	98.9	100	98.9	0	0	0	0	0	0	100	0	100	100	99.0
Heavy Vehicles	0	0	17	0	17	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	37
% Heavy Vehicles	0	0	0.9	0	0.9	0	0	1.1	0	1.1	0	0	0	0	0	0	0	0	0	0	1.0



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15B- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	0	3	0	3	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	13
06:30 AM	2	0	8	0	10	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	14
06:45 AM	1	0	11	0	12	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	21
Total	3	0	23	0	26	0	0	27	0	27	0	0	0	0	0	0	0	0	0	0	53
07:00 AM	0	0	14	0	14	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	22
07:15 AM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
07:30 AM	0	0	12	0	12	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	13
07:45 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	11
Total	0	0	37	0	37	0	0	22	0	22	0	0	0	0	0	0	0	0	0	0	59
08:00 AM	0	0	18	0	18	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	23
08:15 AM	0	1	15	0	16	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	27
08:30 AM	0	0	12	0	12	0	0	16	0	16	0	0	0	0	0	0	0	0	0	0	28
08:45 AM	0	0	6	0	6	0	0	13	0	13	0	0	0	0	0	0	0	0	0	0	19
Total	0	1	51	0	52	0	0	45	0	45	0	0	0	0	0	0	0	0	0	0	97
*** BREAK ***																					
04:00 PM	0	0	12	0	12	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	23
04:15 PM	0	0	3	0	3	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	14
04:30 PM	2	0	6	0	8	0	0	9	0	9	0	0	0	0	0	0	0	0	0	0	17
04:45 PM	0	0	7	0	7	0	0	13	1	14	0	0	0	0	0	0	0	0	1	1	22
Total	2	0	28	0	30	0	0	44	1	45	0	0	0	0	0	0	0	0	1	1	76
05:00 PM	0	0	3	0	3	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	0	7	0	7	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	17	0	17	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	37
06:00 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	1	0	3	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	1	0	9	0	10	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	18
Grand Total	6	1	165	0	172	0	0	166	1	167	0	0	0	0	0	0	0	0	1	1	340
Apprch %	3.5	0.6	95.9	0		0	0	99.4	0.6		0	0	0	0		0	0	0	100		
Total %	1.8	0.3	48.5	0	50.6	0	0	48.8	0.3	49.1	0	0	0	0	0	0	0	0	0.3	0.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15C- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

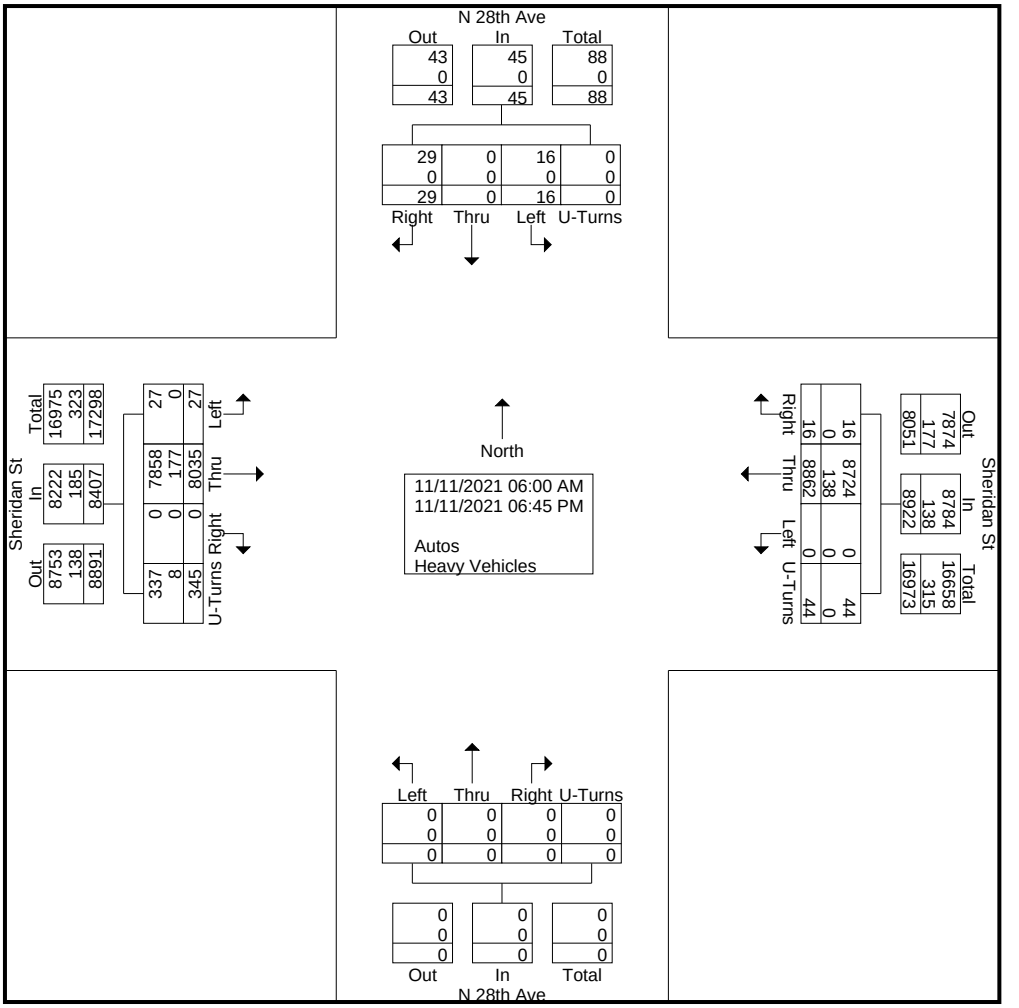
	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	10	0	101	0	111	0	0	173	1	174	0	0	0	0	0	0	0	0	1	1	286
06:15 AM	12	1	117	0	130	0	0	204	0	204	0	0	0	0	0	0	1	0	2	3	337
06:30 AM	16	1	183	0	200	0	0	299	1	300	0	0	0	0	0	0	0	0	1	1	501
06:45 AM	11	1	202	0	214	0	0	225	0	225	0	0	0	0	0	0	1	0	1	2	441
Total	49	3	603	0	655	0	0	901	2	903	0	0	0	0	0	0	2	0	5	7	1565
07:00 AM	20	0	241	0	261	0	0	292	0	292	0	0	0	0	0	0	0	0	1	1	554
07:15 AM	13	1	247	0	261	1	0	352	0	353	0	0	0	0	0	0	0	0	1	1	615
07:30 AM	27	0	318	0	345	0	0	377	0	377	0	0	0	0	0	0	0	0	2	2	724
07:45 AM	14	2	332	0	348	0	0	352	2	354	0	0	0	0	0	0	1	0	1	2	704
Total	74	3	1138	0	1215	1	0	1373	2	1376	0	0	0	0	0	0	1	0	5	6	2597
08:00 AM	16	1	320	0	337	1	0	378	0	379	0	0	0	0	0	0	1	0	2	3	719
08:15 AM	14	2	345	0	361	1	0	333	0	334	0	0	0	0	0	0	1	0	1	2	697
08:30 AM	15	0	315	0	330	2	0	455	0	457	0	0	0	0	0	0	2	0	0	2	789
08:45 AM	14	1	343	0	358	3	0	325	1	329	0	0	0	0	0	0	2	0	2	4	691
Total	59	4	1323	0	1386	7	0	1491	1	1499	0	0	0	0	0	0	6	0	5	11	2896
*** BREAK ***																					
04:00 PM	15	0	345	0	360	3	0	467	3	473	0	0	0	0	0	0	0	0	4	4	837
04:15 PM	10	1	425	0	436	0	0	435	1	436	0	0	0	0	0	0	1	0	1	2	874
04:30 PM	10	1	486	0	497	0	0	460	1	461	0	0	0	0	0	0	0	0	0	0	958
04:45 PM	9	0	338	0	347	4	0	455	1	460	0	0	0	0	0	0	0	0	0	0	807
Total	44	2	1594	0	1640	7	0	1817	6	1830	0	0	0	0	0	0	1	0	5	6	3476
05:00 PM	21	0	465	0	486	2	0	459	0	461	0	0	0	0	0	0	2	0	2	4	951
05:15 PM	5	1	488	0	494	0	0	517	1	518	0	0	0	0	0	0	0	0	1	1	1013
05:30 PM	14	2	412	0	428	1	0	394	2	397	0	0	0	0	0	0	0	0	3	3	828
05:45 PM	12	3	426	0	441	2	0	425	0	427	0	0	0	0	0	0	0	0	1	1	869
Total	52	6	1791	0	1849	5	0	1795	3	1803	0	0	0	0	0	0	2	0	7	9	3661
06:00 PM	20	5	391	0	416	3	0	445	1	449	0	0	0	0	0	0	3	0	1	4	869
06:15 PM	9	2	394	0	405	0	0	379	1	380	0	0	0	0	0	0	1	0	0	1	786
06:30 PM	17	1	422	0	440	1	0	380	0	381	0	0	0	0	0	0	0	0	1	1	822
06:45 PM	21	1	379	0	401	20	0	281	0	301	0	0	0	0	0	0	0	0	0	0	702
Total	67	9	1586	0	1662	24	0	1485	2	1511	0	0	0	0	0	0	4	0	2	6	3179
Grand Total	345	27	8035	0	8407	44	0	8862	16	8922	0	0	0	0	0	0	16	0	29	45	17374
Apprch %	4.1	0.3	95.6	0		0.5	0	99.3	0.2		0	0	0	0		0	35.6	0	64.4		
Total %	2	0.2	46.2	0	48.4	0.3	0	51	0.1	51.4	0	0	0	0	0	0	0.1	0	0.2	0.3	
Autos	337	27	7858	0	8222	44	0	8724	16	8784	0	0	0	0	0	0	16	0	29	45	17051
% Autos	97.7	100	97.8	0	97.8	100	0	98.4	100	98.5	0	0	0	0	0	0	100	0	100	100	98.1
Heavy Vehicles	8	0	177	0	185	0	0	138	0	138	0	0	0	0	0	0	0	0	0	0	323
% Heavy Vehicles	2.3	0	2.2	0	2.2	0	0	1.6	0	1.5	0	0	0	0	0	0	0	0	0	0	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15C- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



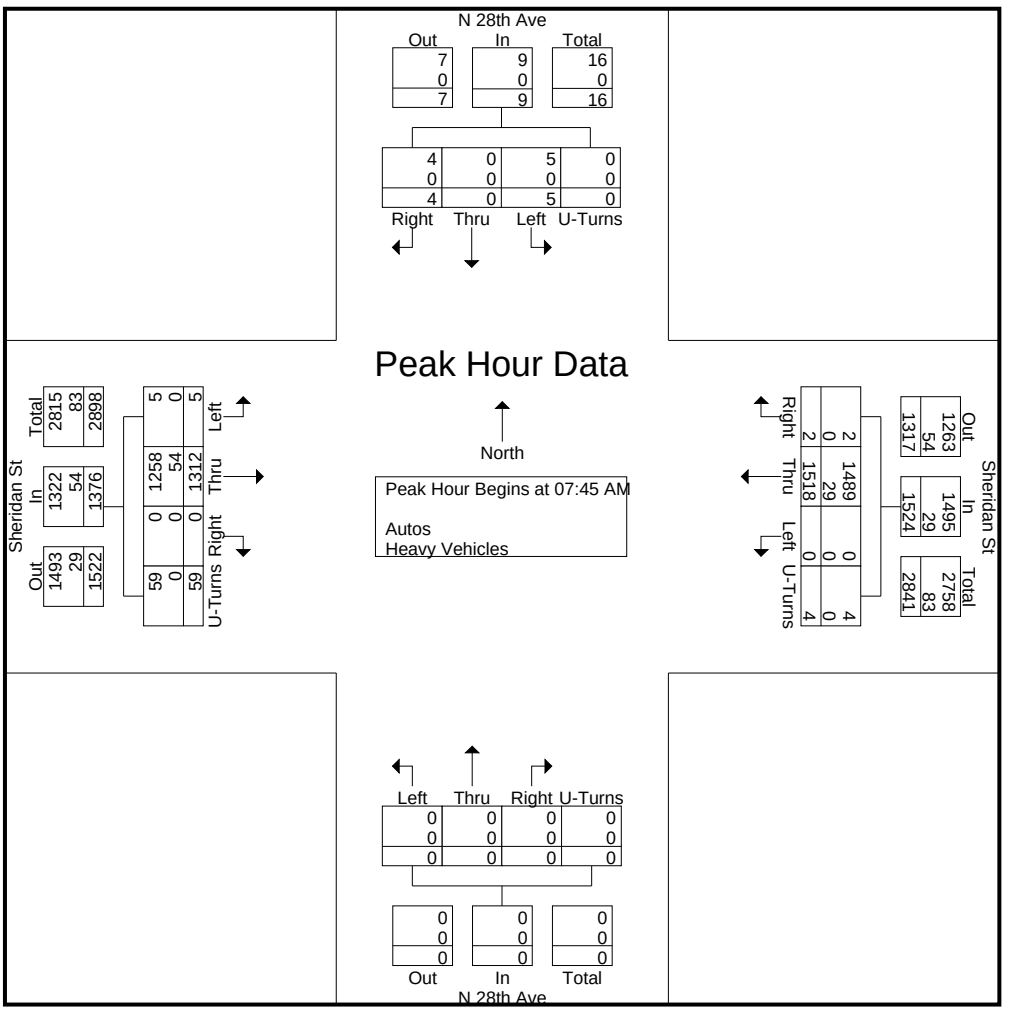
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15C- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	14	**2**	332	0	348	0	0	352	**2**	354	0	0	0	0	0	0	1	0	1	2	704
08:00 AM	**16**	1	320	0	337	1	0	378	0	379	0	0	0	0	0	0	1	0	**2**	**3**	719
08:15 AM	14	2	**345**	0	**361**	1	0	333	0	334	0	0	0	0	0	0	1	0	1	2	697
08:30 AM	15	0	315	0	330	**2**	0	**455**	0	**457**	0	0	0	0	0	0	**2**	0	0	2	**789**
Total Volume	59	5	1312	0	1376	4	0	1518	2	1524	0	0	0	0	0	0	5	0	4	9	2909
% App. Total	4.3	0.4	95.3	0		0.3	0	99.6	0.1		0	0	0	0		0	55.6	0	44.4		
PHF	.922	.625	.951	.000	.953	.500	.000	.834	.250	.834	.000	.000	.000	.000	.000	.000	.625	.000	.500	.750	.922
Autos	59	5	1258	0	1322	4	0	1489	2	1495	0	0	0	0	0	0	5	0	4	9	2826
% Autos	100	100	95.9	0	96.1	100	0	98.1	100	98.1	0	0	0	0	0	0	100	0	100	100	97.1
Heavy Vehicles	0	0	54	0	54	0	0	29	0	29	0	0	0	0	0	0	0	0	0	0	83
% Heavy Vehicles	0	0	4.1	0	3.9	0	0	1.9	0	1.9	0	0	0	0	0	0	0	0	0	0	2.9



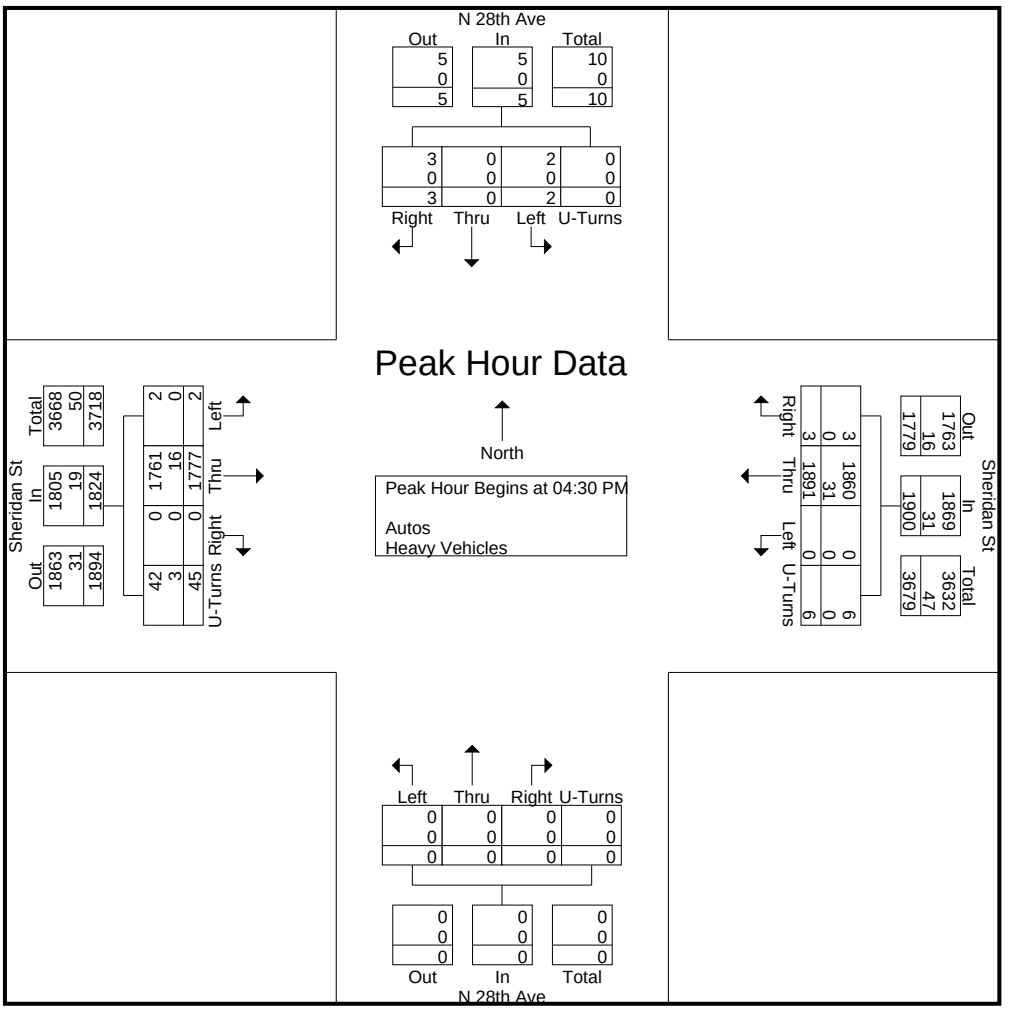
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15C- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	10	**1**	486	0	**497**	0	0	460	**1**	461	0	0	0	0	0	0	0	0	0	0	958
04:45 PM	9	0	338	0	347	**4**	0	455	1	460	0	0	0	0	0	0	0	0	0	0	807
05:00 PM	**21**	0	465	0	486	2	0	459	0	461	0	0	0	0	0	0	**2**	0	**2**	**4**	951
05:15 PM	5	1	**488**	0	494	0	0	**517**	1	**518**	0	0	0	0	0	0	0	0	1	1	**1013**
Total Volume	45	2	1777	0	1824	6	0	1891	3	1900	0	0	0	0	0	0	2	0	3	5	3729
% App. Total	2.5	0.1	97.4	0		0.3	0	99.5	0.2		0	0	0	0		0	40	0	60		
PHF	.536	.500	.910	.000	.918	.375	.000	.914	.750	.917	.000	.000	.000	.000	.000	.000	.250	.000	.375	.313	.920
Autos	42	2	1761	0	1805	6	0	1860	3	1869	0	0	0	0	0	0	2	0	3	5	3679
% Autos	93.3	100	99.1	0	99.0	100	0	98.4	100	98.4	0	0	0	0	0	0	100	0	100	100	98.7
Heavy Vehicles	3	0	16	0	19	0	0	31	0	31	0	0	0	0	0	0	0	0	0	0	50
% Heavy Vehicles	6.7	0	0.9	0	1.0	0	0	1.6	0	1.6	0	0	0	0	0	0	0	0	0	0	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 15C- N28th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 28th Ave Northbound					N 28th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
06:15 AM	1	0	8	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	16
06:30 AM	1	0	11	0	12	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	18
06:45 AM	0	0	5	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	10
Total	2	0	27	0	29	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	50
07:00 AM	0	0	10	0	10	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	16
07:15 AM	0	0	12	0	12	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	16
07:30 AM	2	0	11	0	13	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	19
07:45 AM	0	0	15	0	15	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	21
Total	2	0	48	0	50	0	0	22	0	22	0	0	0	0	0	0	0	0	0	0	72
08:00 AM	0	0	15	0	15	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	20
08:15 AM	0	0	16	0	16	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	19
08:30 AM	0	0	8	0	8	0	0	15	0	15	0	0	0	0	0	0	0	0	0	0	23
08:45 AM	0	0	15	0	15	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	18
Total	0	0	54	0	54	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	80
*** BREAK ***																					
04:00 PM	0	0	1	0	1	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	12
04:15 PM	0	0	16	0	16	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	24
04:30 PM	0	0	9	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	16
04:45 PM	1	0	4	0	5	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	16
Total	1	0	30	0	31	0	0	37	0	37	0	0	0	0	0	0	0	0	0	0	68
05:00 PM	2	0	0	0	2	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	6
05:30 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	2	0	6	0	8	0	0	21	0	21	0	0	0	0	0	0	0	0	0	0	29
06:00 PM	1	0	1	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	0	0	8	0	8	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	11
06:45 PM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	1	0	12	0	13	0	0	11	0	11	0	0	0	0	0	0	0	0	0	0	24
Grand Total	8	0	177	0	185	0	0	138	0	138	0	0	0	0	0	0	0	0	0	0	323
Apprch %	4.3	0	95.7	0		0	0	100	0		0	0	0	0		0	0	0	0		
Total %	2.5	0	54.8	0	57.3	0	0	42.7	0	42.7	0	0	0	0	0	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

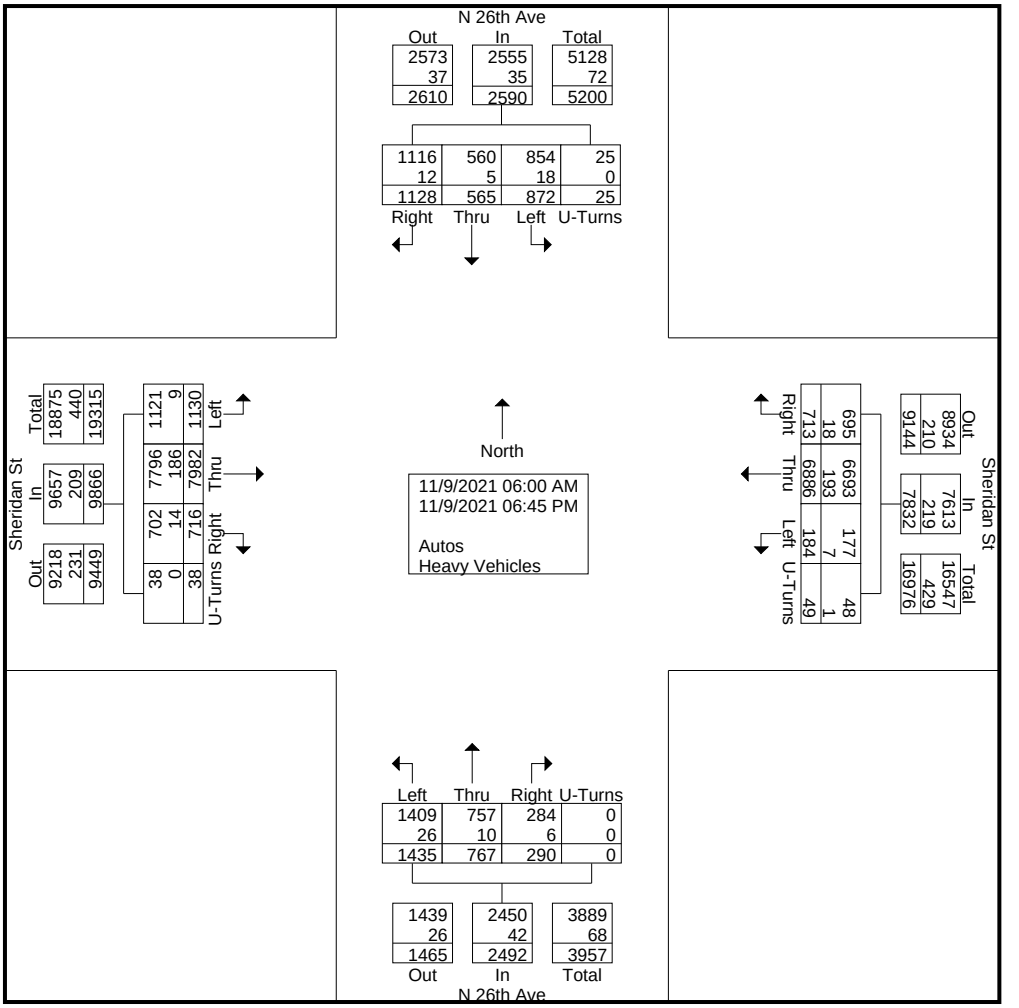
	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	7	106	5	118	0	4	170	12	186	0	35	1	7	43	0	7	2	16	25	372
06:15 AM	0	16	114	3	133	3	3	182	8	196	0	45	10	11	66	1	8	0	22	31	426
06:30 AM	2	12	219	6	239	0	2	231	13	246	0	65	14	11	90	1	11	5	23	40	615
06:45 AM	0	27	301	12	340	3	5	216	14	238	0	63	30	11	104	1	17	8	21	47	729
Total	2	62	740	26	830	6	14	799	47	866	0	208	55	40	303	3	43	15	82	143	2142
07:00 AM	0	24	352	13	389	4	10	308	10	332	0	82	19	9	110	0	17	7	32	56	887
07:15 AM	0	26	385	31	442	0	12	375	21	408	0	73	21	12	106	0	13	8	25	46	1002
07:30 AM	5	36	337	16	394	3	11	346	23	383	0	87	26	13	126	2	25	9	35	71	974
07:45 AM	1	40	314	20	375	7	12	299	29	347	0	74	30	13	117	1	20	11	39	71	910
Total	6	126	1388	80	1600	14	45	1328	83	1470	0	316	96	47	459	3	75	35	131	244	3773
08:00 AM	0	49	394	16	459	3	10	271	29	313	0	84	33	12	129	0	36	16	32	84	985
08:15 AM	1	43	359	29	432	3	3	297	43	346	0	79	32	18	129	1	36	11	38	86	993
08:30 AM	0	59	391	33	483	3	9	365	30	407	0	74	34	6	114	3	28	17	43	91	1095
08:45 AM	1	70	345	29	445	0	10	236	43	289	0	91	52	15	158	0	40	15	35	90	982
Total	2	221	1489	107	1819	9	32	1169	145	1355	0	328	151	51	530	4	140	59	148	351	4055
*** BREAK ***																					
04:00 PM	2	59	331	30	422	1	11	326	43	381	0	47	46	17	110	1	50	33	80	164	1077
04:15 PM	3	62	343	30	438	2	4	287	37	330	0	60	48	9	117	2	51	41	87	181	1066
04:30 PM	1	54	342	63	460	1	2	321	36	360	0	45	23	12	80	1	56	33	59	149	1049
04:45 PM	1	55	350	50	456	5	7	313	38	363	0	61	43	14	118	1	53	40	51	145	1082
Total	7	230	1366	173	1776	9	24	1247	154	1434	0	213	160	52	425	5	210	147	277	639	4274
05:00 PM	1	51	376	50	478	2	5	331	36	374	0	57	38	11	106	4	55	37	85	181	1139
05:15 PM	5	67	424	47	543	2	8	284	30	324	0	37	33	15	85	0	53	34	56	143	1095
05:30 PM	3	69	376	47	495	0	4	267	35	306	0	60	47	16	123	0	40	47	55	142	1066
05:45 PM	2	46	359	37	444	1	6	368	46	421	0	49	42	12	103	1	58	47	52	158	1126
Total	11	233	1535	181	1960	5	23	1250	147	1425	0	203	160	54	417	5	206	165	248	624	4426
06:00 PM	2	64	362	44	472	0	14	314	40	368	0	46	43	16	105	1	50	39	76	166	1111
06:15 PM	3	65	315	36	419	4	9	259	28	300	0	55	32	9	96	2	54	47	60	163	978
06:30 PM	3	60	402	37	502	1	12	293	34	340	0	39	35	11	85	2	50	25	58	135	1062
06:45 PM	2	69	385	32	488	1	11	227	35	274	0	27	35	10	72	0	44	33	48	125	959
Total	10	258	1464	149	1881	6	46	1093	137	1282	0	167	145	46	358	5	198	144	242	589	4110
Grand Total	38	1130	7982	716	9866	49	184	6886	713	7832	0	1435	767	290	2492	25	872	565	1128	2590	22780
Apprch %	0.4	11.5	80.9	7.3		0.6	2.3	87.9	9.1		0	57.6	30.8	11.6		1	33.7	21.8	43.6		
Total %	0.2	5	35	3.1	43.3	0.2	0.8	30.2	3.1	34.4	0	6.3	3.4	1.3	10.9	0.1	3.8	2.5	5	11.4	
Autos	38	1121	7796	702	9657	48	177	6693	695	7613	0	1409	757	284	2450	25	854	560	1116	2555	22275
% Autos	100	99.2	97.7	98	97.9	98	96.2	97.2	97.5	97.2	0	98.2	98.7	97.9	98.3	100	97.9	99.1	98.9	98.6	97.8
Heavy Vehicles	0	9	186	14	209	1	7	193	18	219	0	26	10	6	42	0	18	5	12	35	505
% Heavy Vehicles	0	0.8	2.3	2	2.1	2	3.8	2.8	2.5	2.8	0	1.8	1.3	2.1	1.7	0	2.1	0.9	1.1	1.4	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



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JOB NO.: 2021012.001
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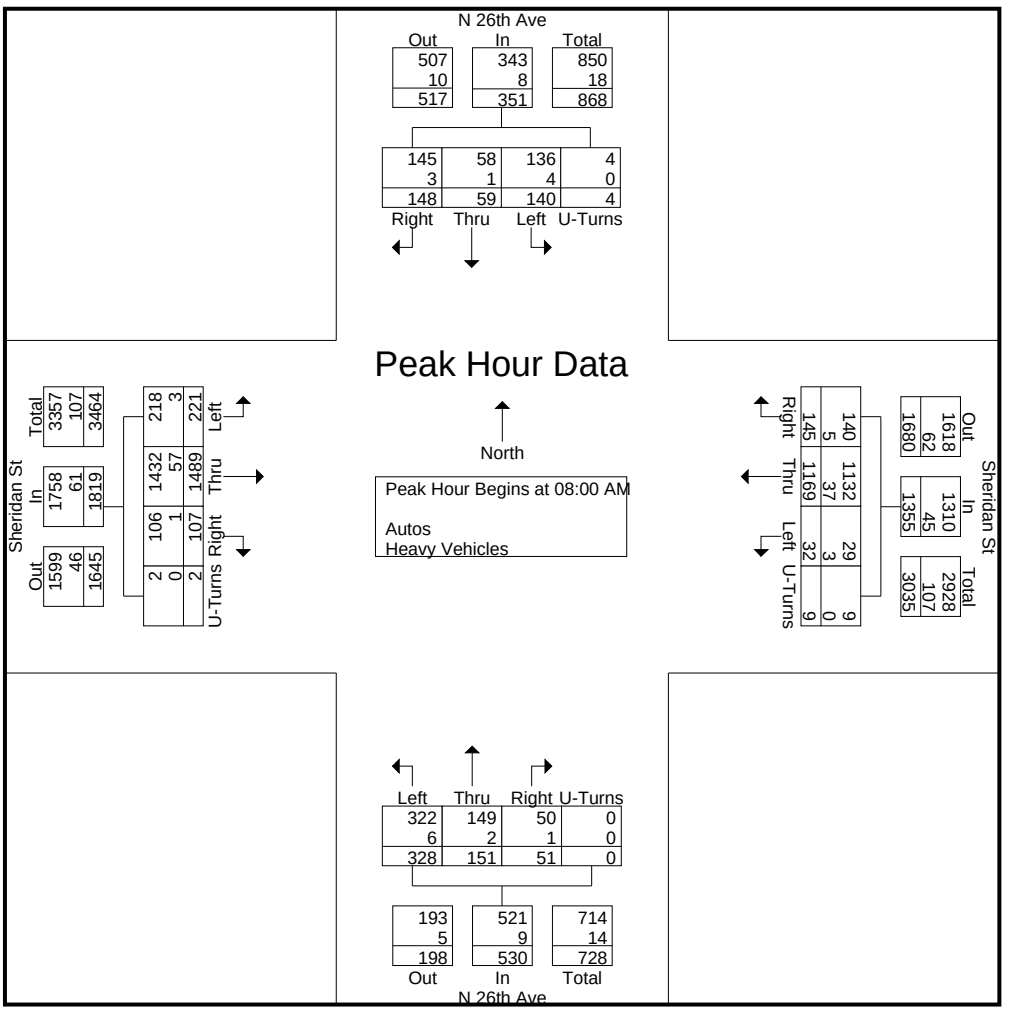
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	49	**394**	16	459	**3**	**10**	271	29	313	0	84	33	12	129	0	36	16	32	84	985
08:15 AM	**1**	43	359	29	432	3	3	297	**43**	346	0	79	32	**18**	129	1	36	11	38	86	993
08:30 AM	0	59	391	**33**	**483**	3	9	**365**	30	**407**	0	74	34	6	114	**3**	28	**17**	**43**	**91**	**1095**
08:45 AM	1	**70**	345	29	445	0	10	236	43	289	0	**91**	**52**	15	**158**	0	**40**	15	35	90	982
Total Volume	2	221	1489	107	1819	9	32	1169	145	1355	0	328	151	51	530	4	140	59	148	351	4055
% App. Total	0.1	12.1	81.9	5.9		0.7	2.4	86.3	10.7		0	61.9	28.5	9.6		1.1	39.9	16.8	42.2		
PHF	.500	.789	.945	.811	.942	.750	.800	.801	.843	.832	.000	.901	.726	.708	.839	.333	.875	.868	.860	.964	.926
Autos	2	218	1432	106	1758	9	29	1132	140	1310	0	322	149	50	521	4	136	58	145	343	3932
% Autos	100	98.6	96.2	99.1	96.6	100	90.6	96.8	96.6	96.7	0	98.2	98.7	98.0	98.3	100	97.1	98.3	98.0	97.7	97.0
Heavy Vehicles	0	3	57	1	61	0	3	37	5	45	0	6	2	1	9	0	4	1	3	8	123
% Heavy Vehicles	0	1.4	3.8	0.9	3.4	0	9.4	3.2	3.4	3.3	0	1.8	1.3	2.0	1.7	0	2.9	1.7	2.0	2.3	3.0



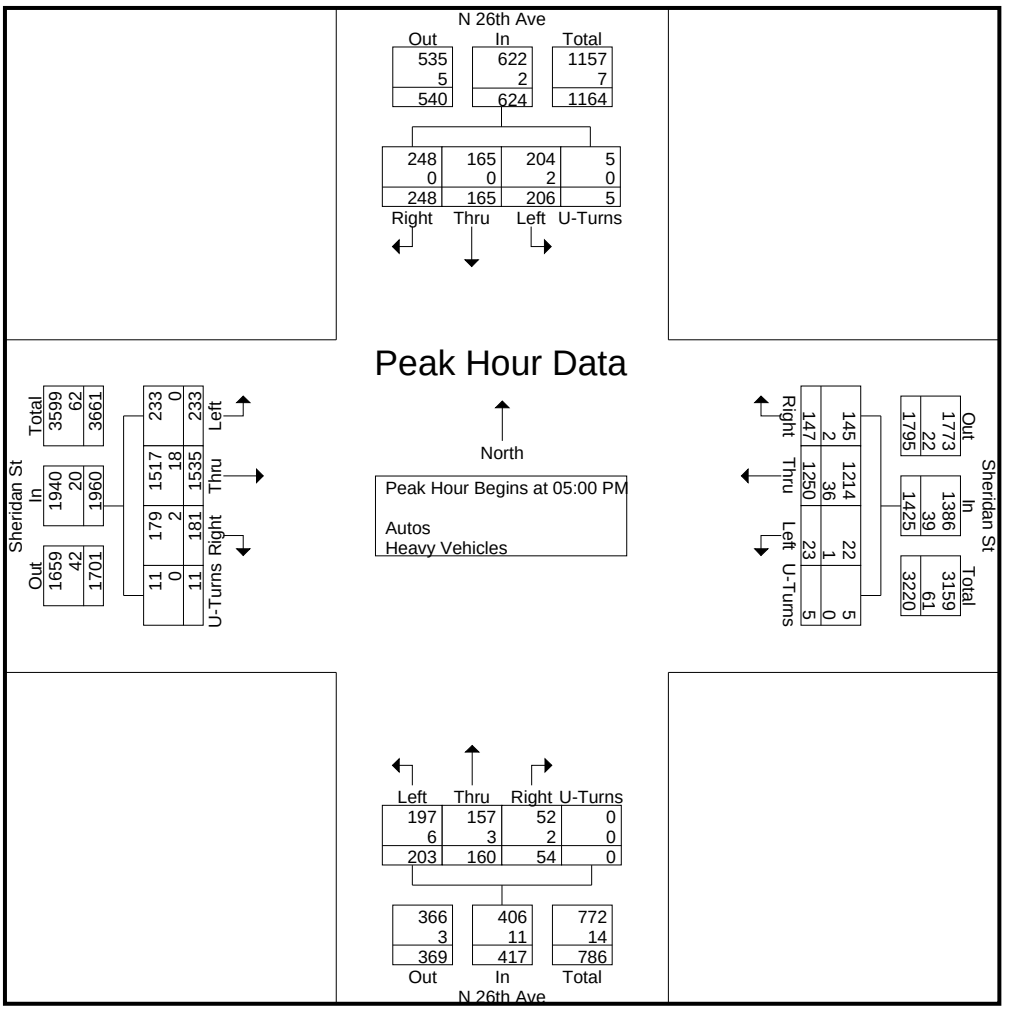
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	1	51	376	**50**	478	**2**	5	331	36	374	0	57	38	11	106	**4**	55	37	**85**	**181**	**1139**
05:15 PM	**5**	67	**424**	47	**543**	2	**8**	284	30	324	0	37	33	15	85	0	53	34	56	143	1095
05:30 PM	3	**69**	376	47	495	0	4	267	35	306	0	**60**	**47**	**16**	**123**	0	40	**47**	55	142	1066
05:45 PM	2	46	359	37	444	1	6	**368**	**46**	**421**	0	49	42	12	103	1	**58**	47	52	158	1126
Total Volume	11	233	1535	181	1960	5	23	1250	147	1425	0	203	160	54	417	5	206	165	248	624	4426
% App. Total	0.6	11.9	78.3	9.2		0.4	1.6	87.7	10.3		0	48.7	38.4	12.9		0.8	33	26.4	39.7		
PHF	.550	.844	.905	.905	.902	.625	.719	.849	.799	.846	.000	.846	.851	.844	.848	.313	.888	.878	.729	.862	.971
Autos	11	233	1517	179	1940	5	22	1214	145	1386	0	197	157	52	406	5	204	165	248	622	4354
% Autos	100	100	98.8	98.9	99.0	100	95.7	97.1	98.6	97.3	0	97.0	98.1	96.3	97.4	100	99.0	100	100	99.7	98.4
Heavy Vehicles	0	0	18	2	20	0	1	36	2	39	0	6	3	2	11	0	2	0	0	2	72
% Heavy Vehicles	0	0	1.2	1.1	1.0	0	4.3	2.9	1.4	2.7	0	3.0	1.9	3.7	2.6	0	1.0	0	0	0.3	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16A- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	1	1	3	0	0	7	0	7	0	0	0	1	1	0	0	0	1	1	12
06:15 AM	0	0	6	0	6	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	13
06:30 AM	0	0	12	1	13	0	0	6	3	9	0	0	0	0	0	0	1	0	0	1	23
06:45 AM	0	1	12	0	13	0	0	10	0	10	0	0	0	0	0	0	0	0	1	1	24
Total	0	2	31	2	35	0	0	30	3	33	0	0	0	1	1	0	1	0	2	3	72
07:00 AM	0	1	14	0	15	0	1	9	0	10	0	2	0	1	3	0	0	2	1	3	31
07:15 AM	0	1	11	1	13	0	0	12	0	12	0	0	0	0	0	0	2	0	0	2	27
07:30 AM	0	0	8	1	9	0	1	8	1	10	0	1	0	0	1	0	1	0	0	1	21
07:45 AM	0	0	6	1	7	0	0	4	0	4	0	2	0	0	2	0	0	0	1	1	14
Total	0	2	39	3	44	0	2	33	1	36	0	5	0	1	6	0	3	2	2	7	93
08:00 AM	0	0	15	0	15	0	0	4	1	5	0	0	1	0	1	0	1	1	1	3	24
08:15 AM	0	1	14	1	16	0	1	5	3	9	0	3	1	0	4	0	0	0	0	0	29
08:30 AM	0	1	12	0	13	0	1	12	0	13	0	2	0	1	3	0	0	0	2	2	31
08:45 AM	0	1	16	0	17	0	1	16	1	18	0	1	0	0	1	0	3	0	0	3	39
Total	0	3	57	1	61	0	3	37	5	45	0	6	2	1	9	0	4	1	3	8	123
*** BREAK ***																					
04:00 PM	0	0	7	0	7	0	1	7	1	9	0	2	0	1	3	0	1	1	2	4	23
04:15 PM	0	0	9	0	9	1	0	11	1	13	0	0	2	0	2	0	2	0	1	3	27
04:30 PM	0	1	9	3	13	0	0	11	1	12	0	1	1	0	2	0	2	0	0	2	29
04:45 PM	0	0	5	1	6	0	0	13	1	14	0	1	0	0	1	0	1	0	1	2	23
Total	0	1	30	4	35	1	1	42	4	48	0	4	3	1	8	0	6	1	4	11	102
05:00 PM	0	0	4	0	4	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	12
05:15 PM	0	0	7	0	7	0	0	6	2	8	0	2	1	0	3	0	0	0	0	0	18
05:30 PM	0	0	4	0	4	0	0	14	0	14	0	3	2	1	6	0	0	0	0	0	24
05:45 PM	0	0	3	2	5	0	1	8	0	9	0	1	0	1	2	0	2	0	0	2	18
Total	0	0	18	2	20	0	1	36	2	39	0	6	3	2	11	0	2	0	0	2	72
06:00 PM	0	1	1	1	3	0	0	3	2	5	0	2	2	0	4	0	0	0	0	0	12
06:15 PM	0	0	4	1	5	0	0	3	0	3	0	2	0	0	2	0	1	1	0	2	12
06:30 PM	0	0	3	0	3	0	0	5	0	5	0	1	0	0	1	0	1	0	0	1	10
06:45 PM	0	0	3	0	3	0	0	4	1	5	0	0	0	0	0	0	0	0	1	1	9
Total	0	1	11	2	14	0	0	15	3	18	0	5	2	0	7	0	2	1	1	4	43
Grand Total	0	9	186	14	209	1	7	193	18	219	0	26	10	6	42	0	18	5	12	35	505
Apprch %	0	4.3	89	6.7		0.5	3.2	88.1	8.2		0	61.9	23.8	14.3		0	51.4	14.3	34.3		
Total %	0	1.8	36.8	2.8	41.4	0.2	1.4	38.2	3.6	43.4	0	5.1	2	1.2	8.3	0	3.6	1	2.4	6.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

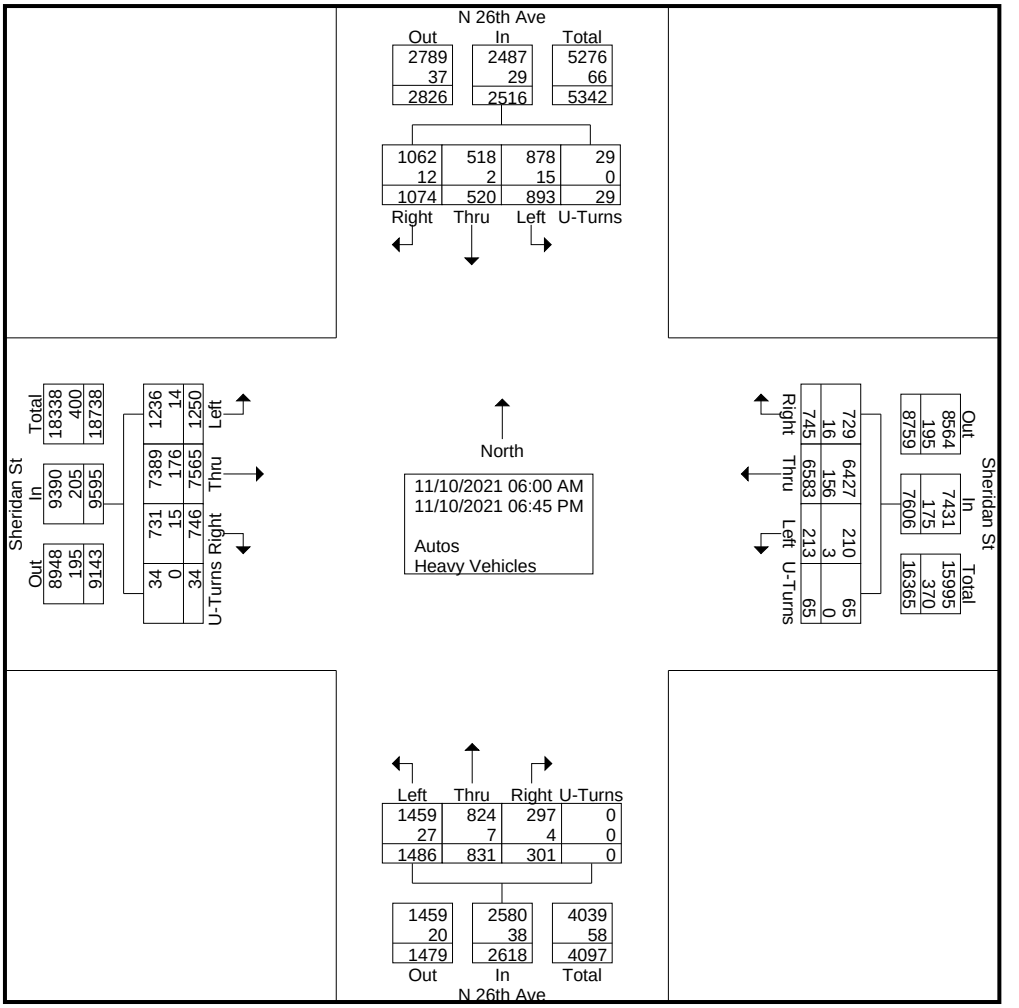
	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	17	89	3	109	4	0	135	10	149	0	40	8	1	49	1	12	1	11	25	332
06:15 AM	2	8	134	15	159	1	4	190	17	212	0	63	10	10	83	2	10	3	31	46	500
06:30 AM	1	15	228	5	249	0	3	229	14	246	0	47	10	16	73	2	12	3	23	40	608
06:45 AM	0	29	279	18	326	3	6	223	11	243	0	84	20	15	119	1	16	4	26	47	735
Total	3	69	730	41	843	8	13	777	52	850	0	234	48	42	324	6	50	11	91	158	2175
07:00 AM	0	25	329	12	366	3	10	325	14	352	0	60	25	12	97	0	28	3	33	64	879
07:15 AM	3	31	398	27	459	3	15	319	21	358	0	75	19	10	104	1	24	6	35	66	987
07:30 AM	1	43	303	35	382	5	10	374	21	410	0	89	34	12	135	0	23	18	45	86	1013
07:45 AM	0	44	323	23	390	5	17	284	24	330	0	80	31	12	123	2	27	11	30	70	913
Total	4	143	1353	97	1597	16	52	1302	80	1450	0	304	109	46	459	3	102	38	143	286	3792
08:00 AM	3	48	383	25	459	2	12	291	26	331	0	66	35	23	124	0	27	10	23	60	974
08:15 AM	4	48	326	28	406	4	7	323	41	375	0	76	27	11	114	1	23	10	40	74	969
08:30 AM	0	53	374	28	455	0	4	330	40	374	0	74	44	13	131	2	30	7	43	82	1042
08:45 AM	1	75	355	39	470	4	7	226	28	265	0	77	49	13	139	3	37	17	38	95	969
Total	8	224	1438	120	1790	10	30	1170	135	1345	0	293	155	60	508	6	117	44	144	311	3954
*** BREAK ***																					
04:00 PM	1	66	329	42	438	0	3	285	35	323	0	52	55	13	120	2	56	39	64	161	1042
04:15 PM	0	62	323	38	423	4	10	295	42	351	0	66	36	12	114	0	49	35	50	134	1022
04:30 PM	2	54	336	32	424	4	18	311	38	371	0	46	26	5	77	0	53	37	51	141	1013
04:45 PM	0	75	416	33	524	2	7	318	31	358	0	56	34	10	100	1	45	41	58	145	1127
Total	3	257	1404	145	1809	10	38	1209	146	1403	0	220	151	40	411	3	203	152	223	581	4204
05:00 PM	1	66	313	46	426	0	9	269	35	313	0	61	63	13	137	3	56	44	72	175	1051
05:15 PM	2	84	363	58	507	4	14	315	35	368	0	57	39	13	109	0	48	29	56	133	1117
05:30 PM	5	79	367	35	486	1	11	248	42	302	0	57	46	6	109	1	60	31	77	169	1066
05:45 PM	2	63	320	47	432	4	15	312	45	376	0	72	46	20	138	1	53	34	52	140	1086
Total	10	292	1363	186	1851	9	49	1144	157	1359	0	247	194	52	493	5	217	138	257	617	4320
06:00 PM	2	72	368	46	488	1	7	268	35	311	0	51	41	12	104	0	57	30	70	157	1060
06:15 PM	2	66	287	35	390	3	6	252	48	309	0	56	52	17	125	2	51	41	52	146	970
06:30 PM	1	64	321	48	434	3	10	232	40	285	0	43	40	15	98	2	52	39	52	145	962
06:45 PM	1	63	301	28	393	5	8	229	52	294	0	38	41	17	96	2	44	27	42	115	898
Total	6	265	1277	157	1705	12	31	981	175	1199	0	188	174	61	423	6	204	137	216	563	3890
Grand Total	34	1250	7565	746	9595	65	213	6583	745	7606	0	1486	831	301	2618	29	893	520	1074	2516	22335
Apprch %	0.4	13	78.8	7.8		0.9	2.8	86.6	9.8		0	56.8	31.7	11.5		1.2	35.5	20.7	42.7		
Total %	0.2	5.6	33.9	3.3	43	0.3	1	29.5	3.3	34.1	0	6.7	3.7	1.3	11.7	0.1	4	2.3	4.8	11.3	
Autos	34	1236	7389	731	9390	65	210	6427	729	7431	0	1459	824	297	2580	29	878	518	1062	2487	21888
% Autos	100	98.9	97.7	98	97.9	100	98.6	97.6	97.9	97.7	0	98.2	99.2	98.7	98.5	100	98.3	99.6	98.9	98.8	98
Heavy Vehicles	0	14	176	15	205	0	3	156	16	175	0	27	7	4	38	0	15	2	12	29	447
% Heavy Vehicles	0	1.1	2.3	2	2.1	0	1.4	2.4	2.1	2.3	0	1.8	0.8	1.3	1.5	0	1.7	0.4	1.1	1.2	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

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JOB NO.: 2021012.001
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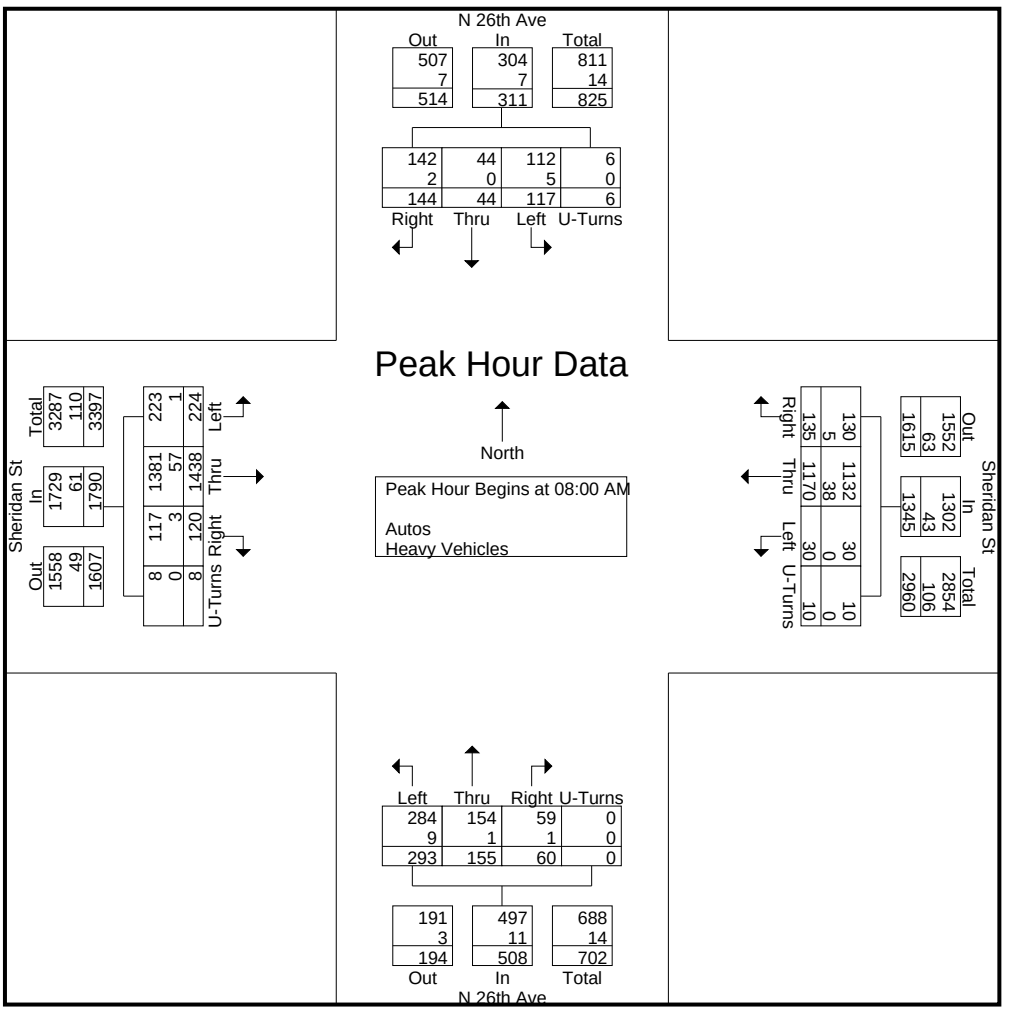
COUNTY: BROWARD

File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	48	**383**	25	459	2	**12**	291	26	331	0	66	35	**23**	124	0	27	10	23	60	974
08:15 AM	**4**	48	326	28	406	**4**	7	323	**41**	**375**	0	76	27	11	114	1	23	10	40	74	969
08:30 AM	0	53	374	28	455	0	4	**330**	40	374	0	74	44	13	131	2	30	7	**43**	82	**1042**
08:45 AM	1	**75**	355	**39**	**470**	4	7	226	28	265	0	**77**	**49**	13	**139**	**3**	**37**	**17**	38	**95**	969
Total Volume	8	224	1438	120	1790	10	30	1170	135	1345	0	293	155	60	508	6	117	44	144	311	3954
% App. Total	0.4	12.5	80.3	6.7		0.7	2.2	87	10		0	57.7	30.5	11.8		1.9	37.6	14.1	46.3		
PHF	.500	.747	.939	.769	.952	.625	.625	.886	.823	.897	.000	.951	.791	.652	.914	.500	.791	.647	.837	.818	.949
Autos	8	223	1381	117	1729	10	30	1132	130	1302	0	284	154	59	497	6	112	44	142	304	3832
% Autos	100	99.6	96.0	97.5	96.6	100	100	96.8	96.3	96.8	0	96.9	99.4	98.3	97.8	100	95.7	100	98.6	97.7	96.9
Heavy Vehicles	0	1	57	3	61	0	0	38	5	43	0	9	1	1	11	0	5	0	2	7	122
% Heavy Vehicles	0	0.4	4.0	2.5	3.4	0	0	3.2	3.7	3.2	0	3.1	0.6	1.7	2.2	0	4.3	0	1.4	2.3	3.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
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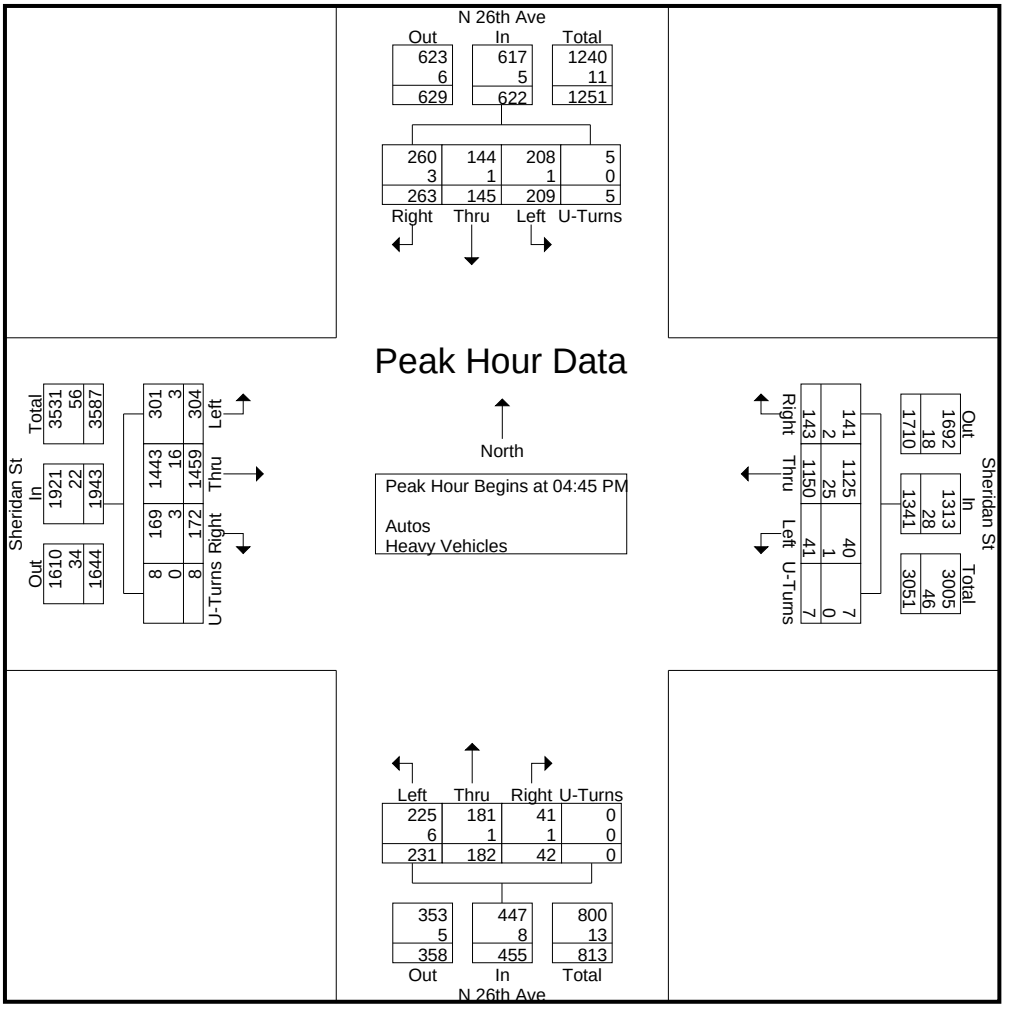
File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	75	**416**	33	**524**	2	7	**318**	31	358	0	56	34	10	100	1	45	41	58	145	**1127**
05:00 PM	1	66	313	46	426	0	9	269	35	313	0	**61**	**63**	**13**	**137**	**3**	56	**44**	72	**175**	1051
05:15 PM	2	**84**	363	**58**	507	**4**	**14**	315	35	**368**	0	57	39	13	109	0	48	29	56	133	1117
05:30 PM	**5**	79	367	35	486	1	11	248	**42**	302	0	57	46	6	109	1	**60**	31	**77**	169	1066
Total Volume	8	304	1459	172	1943	7	41	1150	143	1341	0	231	182	42	455	5	209	145	263	622	4361
% App. Total	0.4	15.6	75.1	8.9		0.5	3.1	85.8	10.7		0	50.8	40	9.2		0.8	33.6	23.3	42.3		
PHF	.400	.905	.877	.741	.927	.438	.732	.904	.851	.911	.000	.947	.722	.808	.830	.417	.871	.824	.854	.889	.967
Autos	8	301	1443	169	1921	7	40	1125	141	1313	0	225	181	41	447	5	208	144	260	617	4298
% Autos	100	99.0	98.9	98.3	98.9	100	97.6	97.8	98.6	97.9	0	97.4	99.5	97.6	98.2	100	99.5	99.3	98.9	99.2	98.6
Heavy Vehicles	0	3	16	3	22	0	1	25	2	28	0	6	1	1	8	0	1	1	3	5	63
% Heavy Vehicles	0	1.0	1.1	1.7	1.1	0	2.4	2.2	1.4	2.1	0	2.6	0.5	2.4	1.8	0	0.5	0.7	1.1	0.8	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
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COUNTY: BROWARD

File Name : 16B- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	8
06:15 AM	0	0	5	0	5	0	0	7	0	7	0	1	1	1	3	0	0	0	1	1	16
06:30 AM	0	0	10	1	11	0	0	6	1	7	0	0	0	0	0	0	1	0	0	1	19
06:45 AM	0	0	9	0	9	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	19
Total	0	0	26	1	27	0	0	28	1	29	0	1	1	1	3	0	2	0	1	3	62
07:00 AM	0	0	13	1	14	0	0	7	0	7	0	2	0	1	3	0	1	0	1	2	26
07:15 AM	0	2	7	0	9	0	0	10	1	11	0	0	0	0	0	0	1	0	0	1	21
07:30 AM	0	0	13	2	15	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1	18
07:45 AM	0	0	2	3	5	0	0	4	1	5	0	3	0	0	3	0	0	0	0	0	13
Total	0	2	35	6	43	0	1	22	2	25	0	5	0	1	6	0	2	0	2	4	78
08:00 AM	0	0	18	0	18	0	0	5	0	5	0	0	0	0	0	0	3	0	1	4	27
08:15 AM	0	0	15	1	16	0	0	7	1	8	0	5	0	0	5	0	0	0	0	0	29
08:30 AM	0	0	15	0	15	0	0	15	2	17	0	1	1	1	3	0	0	0	1	1	36
08:45 AM	0	1	9	2	12	0	0	11	2	13	0	3	0	0	3	0	2	0	0	2	30
Total	0	1	57	3	61	0	0	38	5	43	0	9	1	1	11	0	5	0	2	7	122
*** BREAK ***																					
04:00 PM	0	1	8	0	9	0	0	6	1	7	0	1	0	0	1	0	1	0	0	1	18
04:15 PM	0	0	5	0	5	0	0	7	1	8	0	1	1	0	2	0	0	0	1	1	16
04:30 PM	0	3	9	1	13	0	0	7	1	8	0	2	1	0	3	0	1	1	1	3	27
04:45 PM	0	1	5	1	7	0	0	6	0	6	0	2	0	0	2	0	0	0	1	1	16
Total	0	5	27	2	34	0	0	26	3	29	0	6	2	0	8	0	2	1	3	6	77
05:00 PM	0	0	3	0	3	0	1	8	1	10	0	0	1	0	1	0	1	0	0	1	15
05:15 PM	0	2	4	1	7	0	0	9	1	10	0	2	0	0	2	0	0	0	1	1	20
05:30 PM	0	0	4	1	5	0	0	2	0	2	0	2	0	1	3	0	0	1	1	2	12
05:45 PM	0	0	6	0	6	0	1	7	0	8	0	0	1	0	1	0	1	0	0	1	16
Total	0	2	17	2	21	0	2	26	2	30	0	4	2	1	7	0	2	1	2	5	63
06:00 PM	0	2	2	0	4	0	0	4	2	6	0	1	0	0	1	0	0	0	0	0	11
06:15 PM	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	1	0	1	2	5
06:30 PM	0	0	3	0	3	0	0	7	0	7	0	0	0	0	0	0	0	0	1	1	11
06:45 PM	0	2	9	1	12	0	0	4	1	5	0	0	0	0	0	0	1	0	0	1	18
Total	0	4	14	1	19	0	0	16	3	19	0	2	1	0	3	0	2	0	2	4	45
Grand Total	0	14	176	15	205	0	3	156	16	175	0	27	7	4	38	0	15	2	12	29	447
Apprch %	0	6.8	85.9	7.3		0	1.7	89.1	9.1		0	71.1	18.4	10.5		0	51.7	6.9	41.4		
Total %	0	3.1	39.4	3.4	45.9	0	0.7	34.9	3.6	39.1	0	6	1.6	0.9	8.5	0	3.4	0.4	2.7	6.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

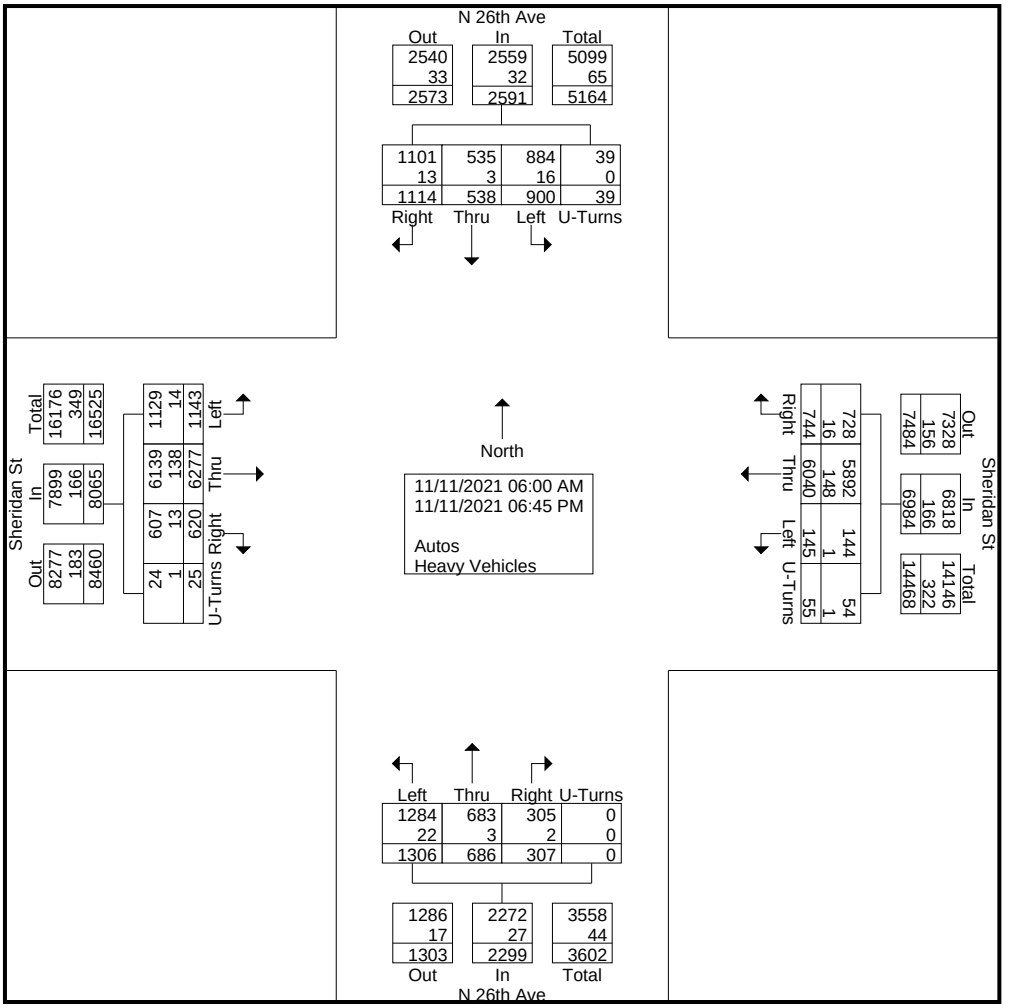
	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	14	74	8	96	0	3	134	11	148	0	24	10	7	41	1	5	2	14	22	307
06:15 AM	1	8	102	5	116	2	2	149	7	160	0	39	10	13	62	1	8	4	13	26	364
06:30 AM	1	17	162	6	186	1	2	174	14	191	0	43	10	11	64	0	7	2	19	28	469
06:45 AM	1	26	161	11	199	1	5	192	18	216	0	64	5	10	79	1	26	4	28	59	553
Total	3	65	499	30	597	4	12	649	50	715	0	170	35	41	246	3	46	12	74	135	1693
07:00 AM	1	28	198	8	235	8	6	183	15	212	0	62	21	7	90	2	13	2	28	45	582
07:15 AM	0	31	213	13	257	3	4	292	15	314	0	52	24	11	87	1	18	9	31	59	717
07:30 AM	1	32	235	15	283	3	3	260	27	293	0	83	23	12	118	0	23	11	23	57	751
07:45 AM	1	52	270	19	342	3	5	292	20	320	0	61	21	9	91	2	38	15	24	79	832
Total	3	143	916	55	1117	17	18	1027	77	1139	0	258	89	39	386	5	92	37	106	240	2882
08:00 AM	2	53	277	16	348	2	7	250	20	279	0	68	28	14	110	3	37	17	27	84	821
08:15 AM	0	45	243	15	303	3	4	230	23	260	0	69	30	11	110	1	33	11	40	85	758
08:30 AM	1	58	264	16	339	1	7	315	32	355	0	56	38	8	102	1	31	27	42	101	897
08:45 AM	2	67	235	20	324	1	8	216	42	267	0	73	44	8	125	3	34	14	50	101	817
Total	5	223	1019	67	1314	7	26	1011	117	1161	0	266	140	41	447	8	135	69	159	371	3293
*** BREAK ***																					
04:00 PM	1	58	334	32	425	5	6	301	34	346	0	42	44	9	95	1	48	43	86	178	1044
04:15 PM	3	76	305	31	415	1	10	259	47	317	0	59	40	18	117	4	60	42	86	192	1041
04:30 PM	2	53	305	27	387	3	4	321	38	366	0	53	28	8	89	2	62	30	67	161	1003
04:45 PM	0	77	313	37	427	2	8	305	48	363	0	57	41	18	116	2	44	30	65	141	1047
Total	6	264	1257	127	1654	11	28	1186	167	1392	0	211	153	53	417	9	214	145	304	672	4135
05:00 PM	0	62	304	37	403	1	8	270	41	320	0	72	48	10	130	2	67	42	62	173	1026
05:15 PM	0	65	411	43	519	2	6	360	54	422	0	71	48	12	131	1	48	51	72	172	1244
05:30 PM	2	69	288	33	392	1	13	267	40	321	0	45	38	12	95	1	58	30	64	153	961
05:45 PM	1	59	317	54	431	1	7	258	30	296	0	49	37	12	98	2	66	34	52	154	979
Total	3	255	1320	167	1745	5	34	1155	165	1359	0	237	171	46	454	6	239	157	250	652	4210
06:00 PM	3	58	321	38	420	5	9	304	29	347	0	47	32	15	94	1	61	44	54	160	1021
06:15 PM	1	63	312	37	413	2	8	246	36	292	0	61	38	13	112	1	62	36	45	144	961
06:30 PM	1	57	307	36	401	3	8	248	41	300	0	43	20	13	76	4	32	34	57	127	904
06:45 PM	0	15	326	63	404	1	2	214	62	279	0	13	8	46	67	2	19	4	65	90	840
Total	5	193	1266	174	1638	11	27	1012	168	1218	0	164	98	87	349	8	174	118	221	521	3726
Grand Total	25	1143	6277	620	8065	55	145	6040	744	6984	0	1306	686	307	2299	39	900	538	1114	2591	19939
Apprch %	0.3	14.2	77.8	7.7		0.8	2.1	86.5	10.7		0	56.8	29.8	13.4		1.5	34.7	20.8	43		
Total %	0.1	5.7	31.5	3.1	40.4	0.3	0.7	30.3	3.7	35	0	6.5	3.4	1.5	11.5	0.2	4.5	2.7	5.6	13	
Autos	24	1129	6139	607	7899	54	144	5892	728	6818	0	1284	683	305	2272	39	884	535	1101	2559	19548
% Autos	96	98.8	97.8	97.9	97.9	98.2	99.3	97.5	97.8	97.6	0	98.3	99.6	99.3	98.8	100	98.2	99.4	98.8	98.8	98
Heavy Vehicles	1	14	138	13	166	1	1	148	16	166	0	22	3	2	27	0	16	3	13	32	391
% Heavy Vehicles	4	1.2	2.2	2.1	2.1	1.8	0.7	2.5	2.2	2.4	0	1.7	0.4	0.7	1.2	0	1.8	0.6	1.2	1.2	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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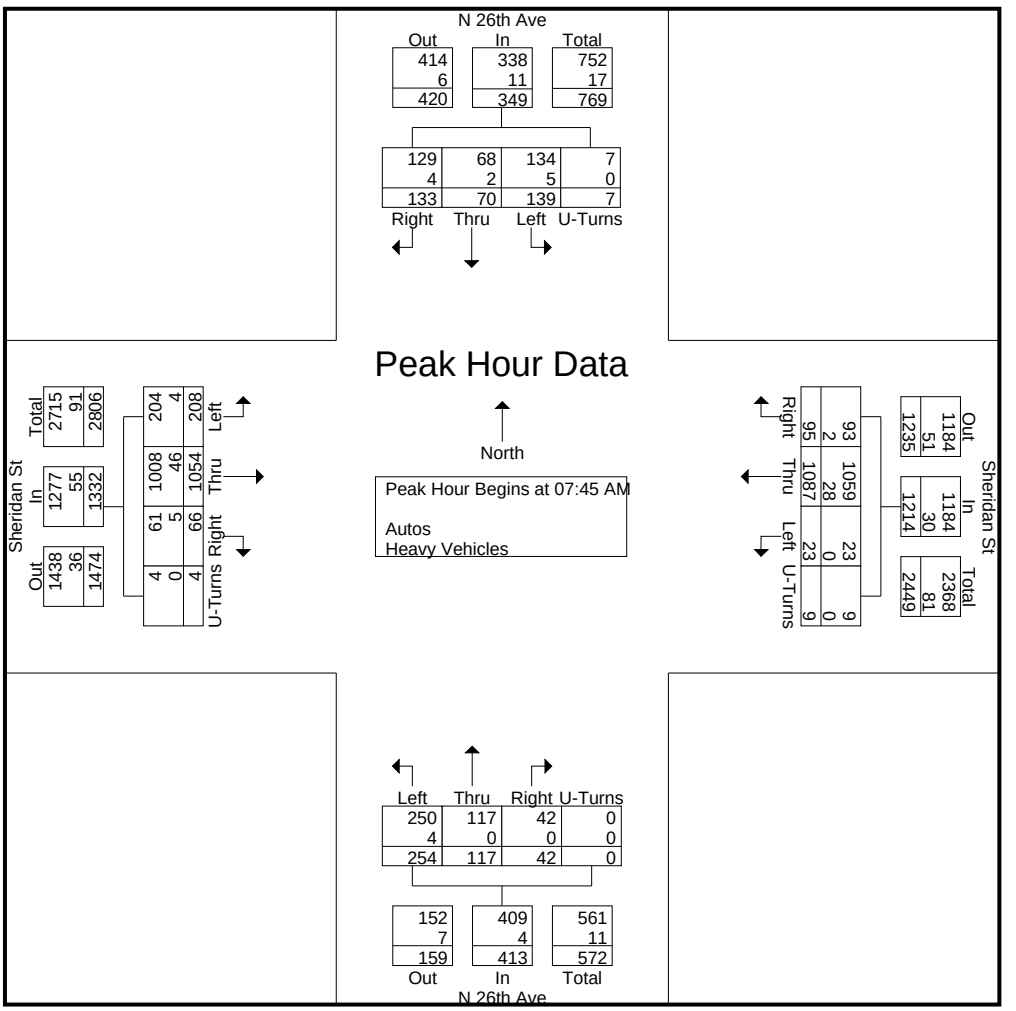
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	52	270	**19**	342	**3**	5	292	20	320	0	61	21	9	91	2	**38**	15	24	79	832
08:00 AM	**2**	53	**277**	16	**348**	2	**7**	250	20	279	0	68	28	**14**	**110**	**3**	37	17	27	84	821
08:15 AM	0	45	243	15	303	3	4	230	23	260	0	**69**	30	11	110	1	33	11	40	85	758
08:30 AM	1	**58**	264	16	339	1	7	**315**	**32**	**355**	0	56	**38**	8	102	1	31	**27**	**42**	**101**	**897**
Total Volume	4	208	1054	66	1332	9	23	1087	95	1214	0	254	117	42	413	7	139	70	133	349	3308
% App. Total	0.3	15.6	79.1	5		0.7	1.9	89.5	7.8		0	61.5	28.3	10.2		2	39.8	20.1	38.1		
PHF	.500	.897	.951	.868	.957	.750	.821	.863	.742	.855	.000	.920	.770	.750	.939	.583	.914	.648	.792	.864	.922
Autos	4	204	1008	61	1277	9	23	1059	93	1184	0	250	117	42	409	7	134	68	129	338	3208
% Autos	100	98.1	95.6	92.4	95.9	100	100	97.4	97.9	97.5	0	98.4	100	100	99.0	100	96.4	97.1	97.0	96.8	97.0
Heavy Vehicles	0	4	46	5	55	0	0	28	2	30	0	4	0	0	4	0	5	2	4	11	100
% Heavy Vehicles	0	1.9	4.4	7.6	4.1	0	0	2.6	2.1	2.5	0	1.6	0	0	1.0	0	3.6	2.9	3.0	3.2	3.0



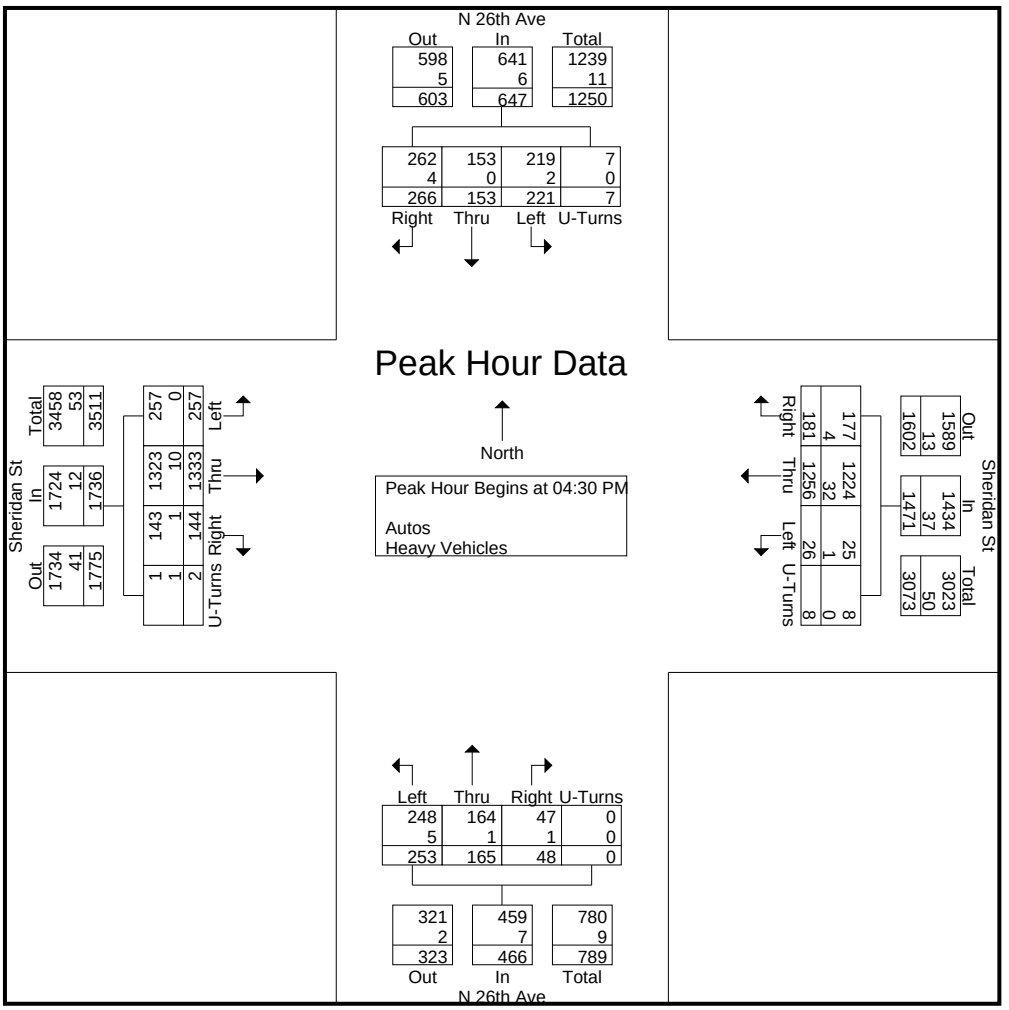
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	**2**	53	305	27	387	**3**	4	321	38	366	0	53	28	8	89	**2**	62	30	67	161	1003
04:45 PM	0	**77**	313	37	427	2	**8**	305	48	363	0	57	41	**18**	116	2	44	30	65	141	1047
05:00 PM	0	62	304	37	403	1	8	270	41	320	0	**72**	**48**	10	130	2	**67**	42	62	**173**	1026
05:15 PM	0	65	**411**	**43**	**519**	2	6	**360**	**54**	**422**	0	71	48	12	**131**	1	48	**51**	**72**	172	**1244**
Total Volume	2	257	1333	144	1736	8	26	1256	181	1471	0	253	165	48	466	7	221	153	266	647	4320
% App. Total	0.1	14.8	76.8	8.3		0.5	1.8	85.4	12.3		0	54.3	35.4	10.3		1.1	34.2	23.6	41.1		
PHF	.250	.834	.811	.837	.836	.667	.813	.872	.838	.871	.000	.878	.859	.667	.889	.875	.825	.750	.924	.935	.868
Autos	1	257	1323	143	1724	8	25	1224	177	1434	0	248	164	47	459	7	219	153	262	641	4258
% Autos	50.0	100	99.2	99.3	99.3	100	96.2	97.5	97.8	97.5	0	98.0	99.4	97.9	98.5	100	99.1	100	98.5	99.1	98.6
Heavy Vehicles	1	0	10	1	12	0	1	32	4	37	0	5	1	1	7	0	2	0	4	6	62
% Heavy Vehicles	50.0	0	0.8	0.7	0.7	0	3.8	2.5	2.2	2.5	0	2.0	0.6	2.1	1.5	0	0.9	0	1.5	0.9	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 16C- N26th Ave & Sheridan St
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Sheridan St Eastbound					Sheridan St Westbound					N 26th Ave Northbound					N 26th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	2	1	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	10
06:15 AM	0	0	6	0	6	0	0	6	0	6	0	0	0	0	0	0	0	0	2	2	14
06:30 AM	0	0	10	1	11	0	0	6	1	7	0	0	1	0	1	0	1	0	0	1	20
06:45 AM	0	1	5	0	6	0	0	6	0	6	0	0	0	0	0	0	1	0	1	2	14
Total	0	2	23	2	27	0	0	24	1	25	0	0	1	0	1	0	2	0	3	5	58
07:00 AM	0	1	8	0	9	0	0	6	1	7	0	2	0	0	2	0	0	0	0	0	18
07:15 AM	0	1	9	0	10	0	0	5	1	6	0	0	0	0	0	0	1	0	0	1	17
07:30 AM	0	1	8	1	10	1	0	7	1	9	0	0	0	1	1	0	1	0	0	1	21
07:45 AM	0	1	13	0	14	0	0	8	1	9	0	1	0	0	1	0	1	1	2	4	28
Total	0	4	38	1	43	1	0	26	4	31	0	3	0	1	4	0	3	1	2	6	84
08:00 AM	0	1	14	1	16	0	0	4	0	4	0	1	0	0	1	0	2	0	1	3	24
08:15 AM	0	0	13	3	16	0	0	5	1	6	0	0	0	0	0	0	1	0	0	1	23
08:30 AM	0	2	6	1	9	0	0	11	0	11	0	2	0	0	2	0	1	1	1	3	25
08:45 AM	0	2	13	0	15	0	0	5	1	6	0	2	1	0	3	0	1	0	0	1	25
Total	0	5	46	5	56	0	0	25	2	27	0	5	1	0	6	0	5	1	2	8	97
*** BREAK ***																					
04:00 PM	0	0	2	1	3	0	0	13	0	13	0	2	0	0	2	0	1	1	1	3	21
04:15 PM	0	2	12	1	15	0	0	7	1	8	0	2	0	0	2	0	0	0	0	0	25
04:30 PM	1	0	3	1	5	0	1	10	1	12	0	3	0	1	4	0	1	0	0	1	22
04:45 PM	0	0	5	0	5	0	0	12	1	13	0	1	1	0	2	0	0	0	2	2	22
Total	1	2	22	3	28	0	1	42	3	46	0	8	1	1	10	0	2	1	3	6	90
05:00 PM	0	0	0	0	0	0	0	8	0	8	0	1	0	0	1	0	1	0	1	2	11
05:15 PM	0	0	2	0	2	0	0	2	2	4	0	0	0	0	0	0	0	0	1	1	7
05:30 PM	0	0	1	0	1	0	0	6	1	7	0	0	0	0	0	0	0	0	1	1	9
05:45 PM	0	0	0	0	0	0	0	4	0	4	0	1	0	0	1	0	2	0	0	2	7
Total	0	0	3	0	3	0	0	20	3	23	0	2	0	0	2	0	3	0	3	6	34
06:00 PM	0	0	1	0	1	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	2	0	2	0	0	5	0	5	0	1	0	0	1	0	1	0	0	1	9
06:30 PM	0	1	3	2	6	0	0	1	1	2	0	2	0	0	2	0	0	0	0	0	10
06:45 PM	0	0	0	0	0	0	0	3	1	4	0	1	0	0	1	0	0	0	0	0	5
Total	0	1	6	2	9	0	0	11	3	14	0	4	0	0	4	0	1	0	0	1	28
Grand Total	1	14	138	13	166	1	1	148	16	166	0	22	3	2	27	0	16	3	13	32	391
Apprch %	0.6	8.4	83.1	7.8		0.6	0.6	89.2	9.6		0	81.5	11.1	7.4		0	50	9.4	40.6		
Total %	0.3	3.6	35.3	3.3	42.5	0.3	0.3	37.9	4.1	42.5	0	5.6	0.8	0.5	6.9	0	4.1	0.8	3.3	8.2	

County: 86
Station: 1201
Description: N 29TH AVE N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	33	28	28	18	107	36	16	22	23	97	204
0100	18	13	26	21	78	16	13	9	12	50	128
0200	21	12	15	8	56	16	8	7	8	39	95
0300	9	8	5	10	32	5	7	11	5	28	60
0400	11	17	11	21	60	9	17	10	16	52	112
0500	13	18	22	45	98	13	8	18	22	61	159
0600	34	48	54	78	214	25	33	38	33	129	343
0700	72	81	114	157	424	57	46	53	80	236	660
0800	136	121	116	152	525	63	84	63	92	302	827
0900	137	111	114	96	458	84	63	82	108	337	795
1000	123	88	97	84	392	121	102	90	69	382	774
1100	86	93	95	90	364	84	92	94	88	358	722
1200	85	127	90	78	380	116	85	101	76	378	758
1300	86	81	70	95	332	73	81	85	94	333	665
1400	70	87	95	95	347	98	92	88	76	354	701
1500	102	72	80	82	336	100	85	102	111	398	734
1600	75	67	61	66	269	99	122	123	106	450	719
1700	64	64	68	62	258	174	142	113	95	524	782
1800	59	57	70	65	251	137	90	95	94	416	667
1900	72	51	44	46	213	80	69	50	62	261	474
2000	57	58	33	39	187	40	56	37	40	173	360
2100	27	44	39	31	141	43	39	31	34	147	288
2200	39	54	25	35	153	33	43	34	19	129	282
2300	28	23	13	22	86	40	37	18	24	119	205
24-Hour Totals:					5761					5753	11514

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	530	815	323	815	849
P.M.	1215	381	1630	545	1630	800
Daily	745	530	1630	545	815	849

Generated by SPS 5.0.49P

County: 86
Station: 1201
Description: N 29TH AVE N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	25	15	14	9	63	18	8	17	13	56	119
0100	13	11	18	9	51	12	8	7	7	34	85
0200	28	8	13	5	54	5	4	8	6	23	77
0300	4	4	8	14	30	6	7	2	5	20	50
0400	5	3	10	16	34	4	8	10	5	27	61
0500	12	21	18	47	98	8	8	13	21	50	148
0600	47	36	59	81	223	17	51	28	43	139	362
0700	87	79	117	147	430	47	63	58	58	226	656
0800	147	137	121	133	538	71	79	96	66	312	850
0900	140	104	117	100	461	82	86	82	95	345	806
1000	90	98	92	83	363	82	73	100	90	345	708
1100	90	98	89	92	369	101	100	89	96	386	755
1200	89	106	106	94	395	109	96	107	103	415	810
1300	93	91	77	83	344	90	78	70	95	333	677
1400	78	89	78	103	348	99	74	74	85	332	680
1500	102	83	80	92	357	124	72	99	101	396	753
1600	72	66	70	89	297	99	111	157	108	475	772
1700	59	74	63	75	271	182	147	127	108	564	835
1800	59	81	77	59	276	137	79	100	88	404	680
1900	52	59	70	41	222	69	62	78	66	275	497
2000	49	39	47	44	179	54	34	53	43	184	363
2100	54	18	45	33	150	53	41	40	32	166	316
2200	33	43	36	26	138	34	29	36	32	131	269
2300	24	28	17	16	85	40	24	24	17	105	190
24-Hour Totals:					5776					5743	11519

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	552	830	330	745	856
P.M.	1215	399	1630	594	1630	886
Daily	745	552	1630	594	1630	886

Generated by SPS 5.0.49P

County: 86
Station: 1201
Description: N 29TH AVE N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	26	16	17	14	73	17	10	22	9	58	131
0100	8	21	14	17	60	13	8	16	14	51	111
0200	18	8	13	13	52	8	6	10	10	34	86
0300	12	6	13	8	39	8	9	14	9	40	79
0400	2	9	6	12	29	6	8	4	6	24	53
0500	20	13	15	24	72	12	16	18	22	68	140
0600	31	29	62	79	201	28	33	30	38	129	330
0700	64	94	107	140	405	50	54	43	63	210	615
0800	137	139	151	174	601	57	83	69	89	298	899
0900	152	109	104	108	473	87	87	94	95	363	836
1000	99	97	80	110	386	113	91	87	88	379	765
1100	91	94	108	90	383	101	78	85	99	363	746
1200	78	87	91	91	347	105	87	104	94	390	737
1300	79	80	98	82	339	84	67	84	86	321	660
1400	78	85	88	98	349	99	106	75	93	373	722
1500	61	96	80	102	339	105	93	122	122	442	781
1600	86	72	77	64	299	114	95	146	119	474	773
1700	77	74	76	85	312	191	145	143	119	598	910
1800	79	68	69	50	266	126	113	98	82	419	685
1900	68	62	59	48	237	69	63	43	51	226	463
2000	62	56	59	39	216	56	61	59	56	232	448
2100	34	38	42	33	147	59	50	47	36	192	339
2200	32	39	28	41	140	34	35	28	36	133	273
2300	38	27	25	26	116	35	27	20	31	113	229
24-Hour Totals:					5881					5930	11811

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	616	845	357	815	944
P.M.	1515	364	1630	601	1700	910
Daily	815	616	1630	601	815	944

Generated by SPS 5.0.49P

County: 86
Station: 1203
Description: SHERIDAN ST E OF N 29TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	68	65	37	48	218	66	69	47	46	228	446
0100	56	35	17	16	124	41	34	31	28	134	258
0200	18	12	25	21	76	26	19	30	23	98	174
0300	27	38	35	44	144	27	12	17	13	69	213
0400	34	49	56	76	215	24	25	38	35	122	337
0500	57	85	145	151	438	42	44	69	94	249	687
0600	171	278	359	430	1238	137	175	199	285	796	2034
0700	493	585	594	562	2234	304	366	449	456	1575	3809
0800	629	554	507	462	2152	361	382	428	399	1570	3722
0900	427	454	393	431	1705	352	343	389	340	1424	3129
1000	367	344	405	350	1466	371	351	392	319	1433	2899
1100	390	453	372	423	1638	310	342	366	365	1383	3021
1200	413	390	400	380	1583	360	367	368	410	1505	3088
1300	428	417	406	424	1675	391	382	417	430	1620	3295
1400	416	425	465	397	1703	342	350	451	450	1593	3296
1500	548	485	424	478	1935	459	448	487	502	1896	3831
1600	435	483	467	473	1858	488	502	486	575	2051	3909
1700	538	522	446	456	1962	540	563	532	508	2143	4105
1800	415	404	366	404	1589	519	542	474	464	1999	3588
1900	336	392	345	340	1413	467	387	318	339	1511	2924
2000	283	235	249	232	999	296	273	261	190	1020	2019
2100	191	199	164	166	720	239	231	166	158	794	1514
2200	140	142	115	133	530	140	156	148	146	590	1120
2300	120	104	89	80	393	117	127	108	103	455	848
24-Hour Totals:					28008					26258	54266

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2370	730	1648	715	4002
P.M.	1630	2000	1645	2210	1645	4189
Daily	715	2370	1645	2210	1645	4189

Truck Percentage 7.90 2.67 5.37

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	174	22381	3240	65	404	175	89	428	474	578	0	0	0	0	0	2213	28008
W	53	21123	4382	98	505	41	1	26	28	1	0	0	0	0	0	700	26258

Generated by SPS 5.0.49P

County: 86
Station: 1203
Description: SHERIDAN ST E OF N 29TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	56	56	44	43	199	74	73	74	46	267	466
0100	40	36	29	24	129	53	38	28	33	152	281
0200	28	20	32	24	104	23	24	22	26	95	199
0300	24	30	34	31	119	15	16	14	32	77	196
0400	30	36	43	58	167	18	13	33	31	95	262
0500	67	93	132	161	453	39	53	69	100	261	714
0600	181	296	323	344	1144	117	173	183	286	759	1903
0700	447	594	521	528	2090	297	350	419	424	1490	3580
0800	573	538	512	484	2107	352	429	381	355	1517	3624
0900	381	403	431	404	1619	336	373	347	370	1426	3045
1000	385	367	428	375	1555	368	342	362	346	1418	2973
1100	416	396	370	474	1656	328	323	343	358	1352	3008
1200	429	390	422	370	1611	329	356	353	374	1412	3023
1300	429	383	393	450	1655	354	428	338	417	1537	3192
1400	423	435	454	431	1743	389	368	396	421	1574	3317
1500	459	500	458	486	1903	484	453	400	455	1792	3695
1600	449	473	427	439	1788	469	505	532	455	1961	3749
1700	492	451	440	491	1874	588	599	587	517	2291	4165
1800	420	362	367	386	1535	513	524	492	427	1956	3491
1900	367	396	402	394	1559	388	399	378	322	1487	3046
2000	315	292	257	228	1092	282	214	241	224	961	2053
2100	223	235	230	184	872	205	230	202	200	837	1709
2200	195	185	156	145	681	173	162	151	156	642	1323
2300	140	105	128	85	458	142	146	135	88	511	969
24-Hour Totals:					28113					25870	53983

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2216	730	1624	730	3784
P.M.	1500	1903	1700	2291	1700	4165
Daily	715	2216	1700	2291	1700	4165
Truck Percentage	6.88		2.47		4.77	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	625	22430	3124	56	296	194	56	479	372	481	0	0	0	0	0	1934	28113
W	50	20977	4204	97	450	30	1	26	31	4	0	0	0	0	0	639	25870

Generated by SPS 5.0.49P

County: 86
Station: 1203
Description: SHERIDAN ST E OF N 29TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	83	66	52	50	251	98	70	66	61	295	546
0100	49	46	37	38	170	54	70	45	38	207	377
0200	25	27	28	14	94	38	25	30	19	112	206
0300	22	27	31	27	107	28	22	27	24	101	208
0400	25	34	49	58	166	20	12	37	46	115	281
0500	42	86	119	113	360	33	48	61	111	253	613
0600	130	218	243	284	875	100	131	164	213	608	1483
0700	312	401	439	421	1573	219	243	318	365	1145	2718
0800	413	356	322	346	1437	332	322	375	365	1394	2831
0900	319	350	358	402	1429	336	364	297	347	1344	2773
1000	378	402	398	435	1613	347	322	365	323	1357	2970
1100	429	469	429	433	1760	335	394	410	366	1505	3265
1200	399	483	418	412	1712	378	375	451	446	1650	3362
1300	466	432	359	423	1680	430	417	430	435	1712	3392
1400	440	460	459	419	1778	431	478	440	430	1779	3557
1500	493	454	432	437	1816	430	420	430	481	1761	3577
1600	495	467	489	430	1881	422	426	500	503	1851	3732
1700	567	529	427	441	1964	487	507	498	464	1956	3920
1800	472	385	393	301	1551	452	497	468	381	1798	3349
1900	295	376	283	313	1267	361	294	310	299	1264	2531
2000	270	239	251	217	977	292	260	238	233	1023	2000
2100	171	238	183	180	772	227	228	186	166	807	1579
2200	151	160	149	135	595	198	187	157	159	701	1296
2300	109	86	107	72	374	144	121	145	99	509	883
24-Hour Totals:					26202					25247	51449

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1674	830	1440	730	2966
P.M.	1630	2015	1630	1997	1630	4012
Daily	1630	2015	1630	1997	1630	4012

Truck Percentage 9.56 2.43 6.06

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	56	20736	2906	46	278	237	74	592	645	632	0	0	0	0	0	2504	26202
W	49	20439	4145	58	467	29	1	32	23	4	0	0	0	0	0	614	25247

Generated by SPS 5.0.49P

County: 86
Station: 1205
Description: N 29TH AVE S OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	1	4	6	16	9	13	11	4	37	53
0100	5	2	2	1	10	7	9	2	6	24	34
0200	0	2	1	2	5	3	4	10	4	21	26
0300	1	7	1	4	13	5	3	5	2	15	28
0400	4	1	1	1	7	5	4	5	6	20	27
0500	1	7	7	15	30	10	11	26	24	71	101
0600	9	14	14	18	55	30	39	30	39	138	193
0700	14	21	21	19	75	42	51	70	43	206	281
0800	25	25	12	23	85	51	56	41	26	174	259
0900	26	27	28	13	94	30	40	33	39	142	236
1000	18	13	18	12	61	33	25	28	28	114	175
1100	21	16	8	8	53	24	30	18	19	91	144
1200	11	15	9	8	43	25	27	24	22	98	141
1300	11	12	12	12	47	21	23	20	18	82	129
1400	8	13	21	15	57	20	38	38	17	113	170
1500	31	15	18	23	87	37	33	30	27	127	214
1600	12	15	16	28	71	40	35	44	47	166	237
1700	26	26	18	16	86	52	53	48	40	193	279
1800	21	21	8	21	71	62	44	57	47	210	281
1900	20	9	19	12	60	46	30	42	36	154	214
2000	8	11	21	7	47	32	24	23	25	104	151
2100	6	15	13	12	46	24	25	31	25	105	151
2200	7	11	12	2	32	28	24	25	13	90	122
2300	6	4	5	2	17	14	10	9	9	42	59
24-Hour Totals:					1168					2537	3705

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	104	730	220	730	310
P.M.	1645	98	1800	210	1645	298
Daily	845	104	730	220	730	310

Generated by SPS 5.0.49P

County: 86
Station: 1205
Description: N 29TH AVE S OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	2	5	1	12	10	7	4	6	27	39
0100	1	1	1	4	7	3	6	5	2	16	23
0200	4	1	1	1	7	6	7	1	1	15	22
0300	1	1	1	1	4	3	1	1	2	7	11
0400	0	0	4	5	9	1	3	9	10	23	32
0500	2	5	4	6	17	6	6	17	21	50	67
0600	8	13	14	20	55	28	52	44	40	164	219
0700	11	25	18	18	72	52	49	56	63	220	292
0800	21	21	18	23	83	54	57	51	44	206	289
0900	22	15	14	18	69	38	25	28	39	130	199
1000	20	12	18	11	61	31	21	23	21	96	157
1100	18	18	9	13	58	19	36	40	21	116	174
1200	18	18	9	13	58	30	28	21	32	111	169
1300	19	15	18	14	66	24	25	35	22	106	172
1400	12	15	15	12	54	31	24	25	25	105	159
1500	12	21	18	19	70	32	32	34	40	138	208
1600	21	11	20	26	78	36	40	39	47	162	240
1700	19	20	20	25	84	46	38	44	45	173	257
1800	19	21	15	21	76	57	48	51	45	201	277
1900	21	15	16	8	60	34	43	39	30	146	206
2000	15	8	12	15	50	26	29	30	24	109	159
2100	12	12	9	7	40	24	24	24	21	93	133
2200	8	9	12	5	34	12	28	21	17	78	112
2300	2	8	7	4	21	18	19	16	11	64	85
24-Hour Totals:					1145					2556	3701

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	84	730	230	730	308
P.M.	1630	85	1745	201	1745	281
Daily	1630	85	730	230	730	308

Generated by SPS 5.0.49P

County: 86
Station: 1205
Description: N 29TH AVE S OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	2	5	4	16	10	15	5	3	33	49
0100	1	1	1	1	4	3	3	8	1	15	19
0200	1	1	1	1	4	5	4	3	2	14	18
0300	1	4	1	1	7	1	3	3	0	7	14
0400	1	1	1	1	4	1	6	6	4	17	21
0500	2	6	5	8	21	10	11	14	19	54	75
0600	10	11	11	9	41	32	43	28	33	136	177
0700	7	12	17	9	45	29	40	50	47	166	211
0800	23	25	18	27	93	53	39	41	49	182	275
0900	21	22	19	18	80	36	36	36	41	149	229
1000	18	15	16	15	64	31	34	35	28	128	192
1100	18	15	15	13	61	24	27	28	30	109	170
1200	15	18	13	11	57	39	39	38	20	136	193
1300	15	13	15	15	58	32	24	28	38	122	180
1400	12	15	18	12	57	26	28	25	31	110	167
1500	19	19	18	20	76	31	24	29	38	122	198
1600	19	14	16	28	77	40	34	39	38	151	228
1700	25	23	20	18	86	49	50	55	33	187	273
1800	23	23	12	27	85	47	55	61	49	212	297
1900	22	13	19	12	66	44	45	24	32	145	211
2000	15	12	15	12	54	29	45	27	36	137	191
2100	8	12	12	9	41	23	21	25	29	98	139
2200	11	9	12	6	38	23	35	22	18	98	136
2300	4	5	6	2	17	18	13	9	7	47	64
24-Hour Totals:					1152					2575	3727

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	93	715	190	800	275
P.M.	1645	96	1800	212	1800	297
Daily	1645	96	1800	212	1800	297

Generated by SPS 5.0.49P

County: 86
Station: 1207
Description: SHERIDAN ST W OF N 29TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	80	66	55	54	255	120	108	70	76	374	629
0100	36	50	41	35	162	58	50	49	44	201	363
0200	25	28	37	29	119	37	36	31	27	131	250
0300	23	29	44	44	140	23	30	22	24	99	239
0400	33	40	58	59	190	30	28	45	45	148	338
0500	68	81	138	137	424	38	45	50	109	242	666
0600	167	248	295	344	1054	118	138	204	210	670	1724
0700	431	590	556	603	2180	283	300	384	414	1381	3561
0800	613	552	539	445	2149	417	327	351	390	1485	3634
0900	346	363	365	415	1489	356	327	339	370	1392	2881
1000	385	383	410	413	1591	286	332	356	286	1260	2851
1100	407	379	390	425	1601	325	324	338	328	1315	2916
1200	423	430	398	354	1605	310	320	345	360	1335	2940
1300	351	354	353	408	1466	371	381	356	396	1504	2970
1400	403	412	449	438	1702	431	357	390	476	1654	3356
1500	490	440	468	505	1903	403	405	418	442	1668	3571
1600	396	517	445	435	1793	464	486	429	443	1822	3615
1700	490	526	561	447	2024	468	535	524	452	1979	4003
1800	395	371	388	352	1506	502	527	523	446	1998	3504
1900	338	344	353	302	1337	392	335	376	344	1447	2784
2000	318	307	281	250	1156	266	291	241	223	1021	2177
2100	202	219	180	161	762	234	213	200	203	850	1612
2200	174	148	131	149	602	180	160	148	125	613	1215
2300	106	93	90	88	377	143	115	115	80	453	830
24-Hour Totals:					27587					25042	52629

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2362	730	1542	715	3877
P.M.	1700	2024	1715	2013	1700	4003
Daily	715	2362	1715	2013	1700	4003

Generated by SPS 5.0.49P

County: 86
Station: 1207
Description: SHERIDAN ST W OF N 29TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	61	49	47	49	206	99	71	68	54	292	498
0100	34	32	37	29	132	64	47	37	31	179	311
0200	30	25	22	27	104	22	20	34	25	101	205
0300	21	24	30	38	113	22	13	22	19	76	189
0400	40	28	47	65	180	17	16	43	35	111	291
0500	68	86	144	152	450	29	48	55	108	240	690
0600	172	296	306	397	1171	96	157	176	266	695	1866
0700	439	597	621	608	2265	299	314	370	440	1423	3688
0800	654	542	567	504	2267	374	325	364	338	1401	3668
0900	449	421	433	389	1692	335	268	335	343	1281	2973
1000	344	385	368	368	1465	268	327	364	302	1261	2726
1100	429	394	410	385	1618	333	370	317	339	1359	2977
1200	414	409	400	362	1585	365	365	364	358	1452	3037
1300	419	456	419	417	1711	331	363	366	372	1432	3143
1400	388	447	404	364	1603	381	383	399	466	1629	3232
1500	495	441	495	510	1941	426	484	436	399	1745	3686
1600	350	490	522	464	1826	487	453	473	438	1851	3677
1700	539	516	485	442	1982	529	509	500	538	2076	4058
1800	392	406	382	361	1541	537	424	420	382	1763	3304
1900	363	429	363	350	1505	356	339	339	283	1317	2822
2000	264	237	247	246	994	298	280	265	231	1074	2068
2100	205	161	185	159	710	216	218	223	183	840	1550
2200	163	137	151	140	591	162	205	194	159	720	1311
2300	95	100	99	84	378	142	127	135	104	508	886
24-Hour Totals:					28030					24826	52856

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	2480	730	1509	715	3978
P.M.	1630	2041	1715	2084	1700	4058
Daily	715	2480	1715	2084	1700	4058

Generated by SPS 5.0.49P

County: 86
Station: 1207
Description: SHERIDAN ST W OF N 29TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	69	52	48	51	220	103	84	76	54	317	537
0100	36	35	34	25	130	47	60	42	44	193	323
0200	29	21	26	30	106	48	28	19	27	122	228
0300	34	24	30	28	116	27	17	18	26	88	204
0400	25	30	50	58	163	23	22	34	32	111	274
0500	67	96	116	139	418	41	40	63	98	242	660
0600	155	240	266	318	979	104	155	179	236	674	1653
0700	353	480	469	497	1799	261	247	374	370	1252	3051
0800	451	478	498	469	1896	389	375	341	385	1490	3386
0900	457	409	445	407	1718	324	318	291	366	1299	3017
1000	376	426	380	458	1640	331	303	337	348	1319	2959
1100	457	384	380	411	1632	270	316	347	336	1269	2901
1200	379	390	411	348	1528	336	358	381	373	1448	2976
1300	402	371	392	404	1569	369	317	427	407	1520	3089
1400	384	470	482	444	1780	376	412	360	459	1607	3387
1500	564	547	558	500	2169	465	385	431	421	1702	3871
1600	417	468	553	468	1906	495	441	466	476	1878	3784
1700	508	515	497	482	2002	510	582	496	484	2072	4074
1800	445	367	397	306	1515	501	466	449	429	1845	3360
1900	335	394	305	278	1312	386	313	344	322	1365	2677
2000	319	237	220	233	1009	267	296	279	229	1071	2080
2100	220	235	184	174	813	238	269	217	221	945	1758
2200	169	179	128	143	619	197	187	181	163	728	1347
2300	121	121	90	86	418	145	155	120	158	578	996
24-Hour Totals:					27457					25135	52592

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1924	730	1508	730	3403
P.M.	1500	2169	1700	2072	1630	4078
Daily	1500	2169	1700	2072	1630	4078

Generated by SPS 5.0.49P

County: 86
Station: 1301
Description: I-95 SB OFF RAMP N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	55	62	58	47	222
0100	44	40	30	28	142
0200	30	23	33	24	110
0300	24	24	18	21	87
0400	15	23	26	36	100
0500	47	50	65	107	269
0600	116	160	200	241	717
0700	261	251	288	296	1096
0800	281	289	254	284	1108
0900	276	247	234	233	990
1000	229	245	246	254	974
1100	240	267	246	266	1019
1200	236	268	257	268	1029
1300	278	274	249	253	1054
1400	247	283	281	272	1083
1500	286	280	276	299	1141
1600	303	316	313	330	1262
1700	295	338	311	303	1247
1800	300	318	288	276	1182
1900	246	246	255	245	992
2000	237	218	190	163	808
2100	183	172	150	150	655
2200	149	136	123	135	543
2300	110	120	96	74	400
24-Hour Totals:					18230

Peak Volume Information

	Hour	Volume
A.M.	730	1154
P.M.	1630	1276
Daily	1630	1276

Truck Percentage	4.49	NaN	4.49

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	163	14845	2404	156	398	55	5	69	94	32	0	0	9	0	0	818	18230

Generated by SPS 5.0.49P

County: 86
Station: 1301
Description: I-95 SB OFF RAMP N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	49	58	62	38	207
0100	39	39	29	21	128
0200	23	20	35	28	106
0300	21	20	12	22	75
0400	10	26	22	33	91
0500	50	54	69	114	287
0600	126	184	229	278	817
0700	344	280	317	322	1263
0800	307	330	255	299	1191
0900	287	278	264	248	1077
1000	227	257	271	277	1032
1100	238	267	235	268	1008
1200	220	297	262	266	1045
1300	301	294	244	224	1063
1400	225	279	301	263	1068
1500	284	280	273	304	1141
1600	328	314	325	332	1299
1700	308	352	318	327	1305
1800	318	351	320	272	1261
1900	272	278	304	276	1130
2000	265	223	194	164	846
2100	185	177	159	146	667
2200	136	109	119	138	502
2300	116	122	80	59	377
24-Hour Totals:					18986

Peak Volume Information

	Hour	Volume
A.M.	730	1276
P.M.	1630	1317
Daily	1630	1317

Truck Percentage	3.55	NaN	3.55

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	144	15631	2537	135	351	41	2	44	79	19	0	0	3	0	0	674	18986

Generated by SPS 5.0.49P

County: 86
Station: 1301
Description: I-95 SB OFF RAMP N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	60	69	49	53	231
0100	49	43	35	35	162
0200	33	16	30	16	95
0300	25	29	22	21	97
0400	22	16	30	42	110
0500	50	47	69	108	274
0600	99	150	193	210	652
0700	184	234	292	301	1011
0800	276	243	272	278	1069
0900	295	227	223	234	979
1000	250	238	250	274	1012
1100	277	290	285	285	1137
1200	278	251	289	284	1102
1300	262	283	279	288	1112
1400	286	305	283	299	1173
1500	297	293	284	305	1179
1600	303	334	314	366	1317
1700	314	355	329	298	1296
1800	299	312	299	297	1207
1900	225	227	232	242	926
2000	215	211	206	161	793
2100	193	174	140	148	655
2200	169	169	137	124	599
2300	100	106	103	76	385
24-Hour Totals:					18573

Peak Volume Information

	Hour	Volume
A.M.	730	1112
P.M.	1645	1364
Daily	1645	1364

Truck Percentage	3.31	NaN	3.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	65	15390	2504	113	339	27	3	52	72	7	0	0	1	0	0	614	18573

Generated by SPS 5.0.49P

County: 86
Station: 1303
Description: SHERIDAN ST E OF I-95 SB RAMPS
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	86	87	79	69	321	116	121	94	76	407	728
0100	67	69	58	46	240	70	62	58	44	234	474
0200	30	45	44	35	154	56	53	36	43	188	342
0300	29	40	56	38	163	29	30	22	35	116	279
0400	36	49	54	46	185	32	39	51	52	174	359
0500	68	92	119	158	437	51	58	92	139	340	777
0600	152	233	303	334	1022	159	153	232	232	776	1798
0700	490	564	542	566	2162	356	327	412	500	1595	3757
0800	529	586	518	457	2090	430	352	406	472	1660	3750
0900	434	384	403	445	1666	395	358	366	354	1473	3139
1000	455	439	421	397	1712	284	323	382	359	1348	3060
1100	452	391	437	447	1727	314	357	343	367	1381	3108
1200	389	447	375	419	1630	308	336	375	324	1343	2973
1300	377	365	445	476	1663	355	389	337	387	1468	3131
1400	412	475	486	496	1869	428	354	386	426	1594	3463
1500	461	498	519	518	1996	408	393	405	435	1641	3637
1600	479	509	580	506	2074	450	467	370	380	1667	3741
1700	525	576	562	479	2142	368	450	469	397	1684	3826
1800	488	503	500	470	1961	411	450	464	437	1762	3723
1900	404	396	419	351	1570	384	338	380	372	1474	3044
2000	339	330	323	256	1248	251	322	243	232	1048	2296
2100	248	253	221	196	918	270	288	212	230	1000	1918
2200	202	185	158	166	711	213	162	158	156	689	1400
2300	153	117	110	85	465	132	136	122	101	491	956
24-Hour Totals:					30126					25553	55679

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2223	730	1694	730	3917
P.M.	1630	2187	1800	1762	1645	3836
Daily	730	2223	1800	1762	730	3917

Generated by SPS 5.0.49P

County: 86
Station: 1303
Description: SHERIDAN ST E OF I-95 SB RAMPS
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	92	76	91	51	310	120	104	83	70	377	687
0100	49	52	55	45	201	69	46	47	26	188	389
0200	28	37	39	34	138	50	30	36	29	145	283
0300	26	31	28	34	119	35	28	19	22	104	223
0400	39	38	53	57	187	25	30	58	49	162	349
0500	69	91	129	167	456	43	68	89	132	332	788
0600	128	273	304	386	1091	152	173	248	298	871	1962
0700	487	554	545	588	2174	338	382	424	508	1652	3826
0800	568	576	509	498	2151	422	373	425	365	1585	3736
0900	490	410	435	371	1706	348	307	384	352	1391	3097
1000	358	408	389	405	1560	265	366	410	337	1378	2938
1100	395	364	400	402	1561	355	412	346	373	1486	3047
1200	428	399	404	439	1670	366	409	384	343	1502	3172
1300	418	455	422	419	1714	330	372	384	408	1494	3208
1400	478	442	421	468	1809	371	393	419	405	1588	3397
1500	454	565	500	487	2006	457	483	448	368	1756	3762
1600	483	488	580	496	2047	470	444	371	441	1726	3773
1700	525	508	559	479	2071	432	454	403	510	1799	3870
1800	422	468	446	409	1745	498	401	396	394	1689	3434
1900	394	424	397	401	1616	426	338	340	269	1373	2989
2000	323	257	283	292	1155	312	281	275	222	1090	2245
2100	250	215	230	228	923	259	204	263	183	909	1832
2200	200	171	177	175	723	185	223	205	156	769	1492
2300	145	130	123	107	505	140	147	116	115	518	1023
24-Hour Totals:					29638					25884	55522

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	2277	715	1736	730	4004
P.M.	1630	2109	1715	1865	1700	3870
Daily	730	2277	1715	1865	730	4004

Generated by SPS 5.0.49P

County: 86
Station: 1303
Description: SHERIDAN ST E OF I-95 SB RAMPS
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	95	65	82	67	309	122	120	102	71	415	724
0100	55	39	31	40	165	52	76	57	51	236	401
0200	37	38	36	31	142	56	41	30	39	166	308
0300	33	36	35	41	145	32	24	30	36	122	267
0400	35	42	41	53	171	36	35	47	36	154	325
0500	63	88	113	129	393	62	51	74	124	311	704
0600	117	217	289	305	928	115	154	208	237	714	1642
0700	309	453	449	473	1684	265	268	371	392	1296	2980
0800	494	500	448	431	1873	357	298	352	401	1408	3281
0900	431	373	343	343	1490	316	253	293	290	1152	2642
1000	364	390	380	403	1537	316	342	347	386	1391	2928
1100	445	413	378	366	1602	272	373	333	362	1340	2942
1200	407	442	406	408	1663	347	394	333	343	1417	3080
1300	383	405	436	395	1619	390	316	433	409	1548	3167
1400	456	467	492	483	1898	322	419	357	438	1536	3434
1500	532	552	587	535	2206	439	379	358	417	1593	3799
1600	540	502	552	564	2158	441	378	377	360	1556	3714
1700	562	573	488	487	2110	464	491	419	409	1783	3893
1800	434	402	433	403	1672	474	479	431	410	1794	3466
1900	353	430	363	321	1467	414	343	368	294	1419	2886
2000	325	264	267	265	1121	328	303	295	241	1167	2288
2100	264	254	234	205	957	210	284	237	257	988	1945
2200	180	218	149	173	720	207	201	202	185	795	1515
2300	159	150	129	112	550	142	184	121	153	600	1150
24-Hour Totals:					28580					24901	53481

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1916	730	1418	730	3334
P.M.	1630	2251	1800	1794	1630	3943
Daily	1630	2251	1800	1794	1630	3943

Generated by SPS 5.0.49P

County: 86
Station: 1305
Description: I-95 SB ON RAMP S OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	83	77	61	58	279
0100	53	41	49	36	179
0200	32	23	27	41	123
0300	32	28	24	17	101
0400	30	29	36	35	130
0500	36	52	75	127	290
0600	116	158	193	155	622
0700	196	243	232	234	905
0800	197	214	179	195	785
0900	199	189	185	226	799
1000	196	201	230	202	829
1100	211	180	184	181	756
1200	220	192	227	182	821
1300	204	217	207	226	854
1400	232	244	172	200	848
1500	217	233	226	224	900
1600	197	205	193	196	791
1700	265	211	184	194	854
1800	202	157	194	178	731
1900	178	185	172	183	718
2000	155	168	162	147	632
2100	193	138	137	134	602
2200	122	141	150	127	540
2300	137	121	109	96	463
24-Hour Totals:					14552

Peak Volume Information

	Hour	Volume
A.M.	715	906
P.M.	1330	909
Daily	1330	909

Truck Percentage	6.83	NaN	6.83

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	41	12050	1467	69	212	43	9	47	277	263	3	0	71	0	0	994	14552

Generated by SPS 5.0.49P

County: 86
Station: 1305
Description: I-95 SB ON RAMP S OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	62	47	37	39	185
0100	36	24	22	19	101
0200	24	15	26	25	90
0300	22	22	22	20	86
0400	16	33	42	28	119
0500	44	54	93	93	284
0600	117	197	177	201	692
0700	201	257	236	226	920
0800	225	208	220	221	874
0900	202	201	211	206	820
1000	178	195	219	192	784
1100	211	199	181	223	814
1200	223	201	193	193	810
1300	210	204	220	205	839
1400	231	220	220	188	859
1500	202	235	225	223	885
1600	225	223	211	221	880
1700	239	225	212	235	911
1800	209	206	188	167	770
1900	202	198	158	172	730
2000	143	164	142	160	609
2100	135	152	150	148	585
2200	113	128	118	108	467
2300	139	124	133	106	502
24-Hour Totals:					14616

Peak Volume Information

	Hour	Volume
A.M.	715	944
P.M.	1700	911
Daily	715	944

Truck Percentage	6.31	NaN	6.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	32	12099	1501	69	179	26	4	63	276	242	4	0	59	0	62	922	14616

Generated by SPS 5.0.49P

County: 86
Station: 1305
Description: I-95 SB ON RAMP S OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	116	92	80	73	361
0100	70	68	53	53	244
0200	44	27	26	9	106
0300	33	20	26	26	105
0400	26	35	46	34	141
0500	34	64	78	100	276
0600	96	128	166	164	554
0700	182	174	204	201	761
0800	167	215	212	208	802
0900	194	191	236	192	813
1000	215	227	189	232	863
1100	224	219	239	217	899
1200	211	237	223	239	910
1300	215	181	184	169	749
1400	217	235	209	204	865
1500	214	222	191	231	858
1600	232	222	203	205	862
1700	276	242	194	202	914
1800	207	188	208	185	788
1900	197	189	189	171	746
2000	155	170	155	130	610
2100	157	133	133	122	545
2200	121	111	129	99	460
2300	119	106	87	72	384
24-Hour Totals:					14616

Peak Volume Information

	Hour	Volume
A.M.	815	829
P.M.	1630	926
Daily	1630	926

Truck Percentage	6.47	NaN	6.47

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	28	12014	1540	43	208	42	7	64	266	254	2	0	59	0	89	945	14616

Generated by SPS 5.0.49P

County: 86
Station: 1306
Description: CORTLAND RAMP TO I-95 SB ON RAMP
Start Date: 11/09/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	1	7	7	2	17
0100	3	2	3	4	12
0200	2	1	0	3	6
0300	1	1	2	2	6
0400	1	6	4	4	15
0500	5	14	10	13	42
0600	21	24	36	36	117
0700	42	35	55	43	175
0800	42	49	42	32	165
0900	23	29	31	30	113
1000	24	21	17	24	86
1100	25	10	27	21	83
1200	30	17	30	23	100
1300	26	24	25	25	100
1400	28	23	23	18	92
1500	13	34	25	26	98
1600	32	29	38	27	126
1700	32	21	27	25	105
1800	20	35	26	21	102
1900	20	13	8	11	52
2000	17	10	17	8	52
2100	10	8	18	5	41
2200	13	7	11	7	38
2300	6	5	9	6	26
24-Hour Totals:					1769

Peak Volume Information

	Hour	Volume
A.M.	730	189
P.M.	1600	126
Daily	730	189

Truck Percentage	5.43	NaN	5.43

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	35	1250	386	17	60	4	0	3	6	5	0	0	1	0	2	96	1769

Generated by SPS 5.0.49P

County: 86
Station: 1306
Description: CORTLAND RAMP TO I-95 SB ON RAMP
Start Date: 11/10/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	1	3	5	1	10
0100	1	0	3	3	7
0200	0	2	0	2	4
0300	1	0	2	3	6
0400	2	1	7	2	12
0500	4	13	9	15	41
0600	24	40	47	36	147
0700	51	42	49	52	194
0800	56	56	43	35	190
0900	18	27	25	31	101
1000	30	29	29	27	115
1100	19	25	31	32	107
1200	33	13	23	20	89
1300	18	21	21	22	82
1400	23	23	17	23	86
1500	18	26	14	26	84
1600	26	20	23	24	93
1700	31	25	24	29	109
1800	29	14	21	24	88
1900	30	14	21	17	82
2000	13	12	16	4	45
2100	10	13	12	10	45
2200	13	12	9	6	40
2300	13	4	4	4	25
24-Hour Totals:					1802

Peak Volume Information

	Hour	Volume
A.M.	730	213
P.M.	1700	109
Daily	730	213

Truck Percentage	5.88	NaN	5.88

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	48	1277	370	23	52	7	1	4	11	5	0	0	3	0	1	106	1802

Generated by SPS 5.0.49P

County: 86
Station: 1306
Description: CORTLAND RAMP TO I-95 SB ON RAMP
Start Date: 11/11/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	7	7	2	2	18
0100	2	3	3	2	10
0200	5	3	1	1	10
0300	4	5	5	3	17
0400	1	4	2	2	9
0500	3	4	14	11	32
0600	20	28	21	28	97
0700	28	36	37	36	137
0800	48	33	32	37	150
0900	32	26	32	31	121
1000	28	30	18	32	108
1100	26	29	24	22	101
1200	19	25	26	20	90
1300	14	34	28	24	100
1400	16	15	17	17	65
1500	26	19	26	18	89
1600	27	21	23	26	97
1700	29	34	23	17	103
1800	25	20	36	19	100
1900	28	27	19	16	90
2000	13	12	21	7	53
2100	15	14	10	18	57
2200	10	10	18	10	48
2300	9	7	2	3	21
24-Hour Totals:					1723

Peak Volume Information

	Hour	Volume
A.M.	715	157
P.M.	1630	112
Daily	715	157

Truck Percentage	5.28	NaN	5.28

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	26	1247	356	12	52	9	1	5	3	7	0	0	2	0	3	91	1723

Generated by SPS 5.0.49P

County: 86
Station: 1401
Description: I-95 NB ON RAMP N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	59	54	45	42	200
0100	39	43	35	28	145
0200	32	25	30	22	109
0300	20	22	31	30	103
0400	23	31	50	47	151
0500	63	76	113	138	390
0600	166	225	270	307	968
0700	351	400	398	383	1532
0800	376	392	374	300	1442
0900	255	269	274	244	1042
1000	237	255	271	251	1014
1100	267	267	234	249	1017
1200	286	258	281	280	1105
1300	250	270	261	265	1046
1400	265	283	309	288	1145
1500	311	343	299	326	1279
1600	326	358	340	285	1309
1700	308	296	287	301	1192
1800	272	244	253	231	1000
1900	220	234	253	219	926
2000	193	181	191	180	745
2100	170	145	149	144	608
2200	120	115	116	104	455
2300	105	99	89	58	351
24-Hour Totals:					19274

Peak Volume Information

	Hour	Volume
A.M.	715	1557
P.M.	1545	1350
Daily	715	1557

Truck Percentage	3.63	NaN	3.63

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	35	15715	2824	110	439	28	0	65	50	6	1	1	0	0	0	700	19274

Generated by SPS 5.0.49P

County: 86
Station: 1401
Description: I-95 NB ON RAMP N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	56	44	42	44	186
0100	32	31	20	21	104
0200	31	19	21	21	92
0300	21	21	33	26	101
0400	17	29	49	50	145
0500	67	75	122	146	410
0600	191	262	283	343	1079
0700	404	437	439	417	1697
0800	422	429	418	304	1573
0900	288	284	297	252	1121
1000	243	254	297	255	1049
1100	262	273	263	288	1086
1200	262	262	291	274	1089
1300	260	278	287	302	1127
1400	321	296	336	281	1234
1500	327	375	323	340	1365
1600	334	362	336	273	1305
1700	322	290	285	315	1212
1800	263	221	241	229	954
1900	184	252	268	232	936
2000	206	190	192	177	765
2100	165	146	161	134	606
2200	131	134	123	111	499
2300	102	109	99	64	374
24-Hour Totals:					20109

Peak Volume Information

	Hour	Volume
A.M.	715	1715
P.M.	1515	1372
Daily	715	1715

Truck Percentage 3.55 NaN 3.55

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	36	16403	2956	93	448	45	1	65	56	3	0	3	0	0	0	714	20109

Generated by SPS 5.0.49P

County: 86
Station: 1401
Description: I-95 NB ON RAMP N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	85	59	49	45	238
0100	44	50	72	52	218
0200	31	40	39	23	133
0300	17	32	41	33	123
0400	30	47	51	61	189
0500	57	87	122	140	406
0600	153	224	256	276	909
0700	290	372	400	367	1429
0800	300	360	352	275	1287
0900	252	314	283	255	1104
1000	290	276	285	254	1105
1100	261	269	289	249	1068
1200	254	295	289	242	1080
1300	277	282	266	253	1078
1400	269	281	304	299	1153
1500	354	319	308	333	1314
1600	341	340	370	363	1414
1700	393	379	323	272	1367
1800	296	273	275	199	1043
1900	183	226	221	199	829
2000	185	166	160	148	659
2100	141	152	145	114	552
2200	111	122	118	115	466
2300	84	86	98	87	355
24-Hour Totals:					19519

Peak Volume Information

	Hour	Volume
A.M.	715	1439
P.M.	1630	1505
Daily	1630	1505

Truck Percentage	3.48	NaN	3.48

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	15950	2858	88	434	37	1	64	51	2	0	3	0	0	0	680	19519

Generated by SPS 5.0.49P

County: 86
Station: 1403
Description: SHERIDAN ST E OF I-95 NB RAMPS
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	122	100	87	84	393	116	110	83	80	389	782
0100	54	63	47	40	204	56	45	51	59	211	415
0200	39	45	23	35	142	32	32	38	43	145	287
0300	34	38	35	30	137	43	29	52	36	160	297
0400	38	44	43	67	192	33	53	77	73	236	428
0500	58	67	117	147	389	104	112	186	177	579	968
0600	140	173	262	375	950	230	279	367	336	1212	2162
0700	446	504	434	449	1833	464	477	432	376	1749	3582
0800	501	546	506	443	1996	407	469	434	380	1690	3686
0900	436	411	420	446	1713	387	356	358	330	1431	3144
1000	353	365	344	430	1492	361	382	394	342	1479	2971
1100	402	412	399	388	1601	366	362	365	370	1463	3064
1200	389	391	414	417	1611	355	377	356	401	1489	3100
1300	452	450	391	374	1667	356	326	403	359	1444	3111
1400	397	464	499	520	1880	391	399	431	427	1648	3528
1500	457	458	495	466	1876	414	366	414	394	1588	3464
1600	479	564	525	543	2111	438	510	436	407	1791	3902
1700	520	534	551	515	2120	463	430	340	456	1689	3809
1800	518	522	548	532	2120	434	466	409	395	1704	3824
1900	465	486	423	386	1760	368	319	337	326	1350	3110
2000	323	374	322	292	1311	299	303	303	259	1164	2475
2100	261	289	267	210	1027	302	304	225	205	1036	2063
2200	226	241	191	174	832	214	186	258	202	860	1692
2300	200	164	147	119	630	217	176	145	137	675	1305
24-Hour Totals:					29987					27182	57169

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	2002	700	1749	745	3688
P.M.	1615	2152	1615	1816	1615	3968
Daily	1615	2152	1615	1816	1615	3968

Truck Percentage 3.58 3.11 3.36

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	90	25307	3515	74	294	147	289	169	50	38	8	6	0	0	0	1075	29987
W	233	23648	2455	43	222	102	264	90	31	86	3	5	0	0	0	846	27182

Generated by SPS 5.0.49P

County: 86
Station: 1403
Description: SHERIDAN ST E OF I-95 NB RAMPS
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	89	97	103	93	382	122	100	86	94	402	784
0100	62	64	50	52	228	72	53	51	46	222	450
0200	47	34	64	35	180	60	40	44	45	189	369
0300	50	48	29	43	170	30	41	47	57	175	345
0400	34	43	44	66	187	34	52	96	68	250	437
0500	75	65	105	117	362	101	114	178	185	578	940
0600	123	169	253	315	860	243	384	353	404	1384	2244
0700	361	444	450	437	1692	448	413	436	373	1670	3362
0800	494	459	492	517	1962	410	471	443	378	1702	3664
0900	417	438	412	439	1706	360	345	390	338	1433	3139
1000	382	397	399	388	1566	351	334	362	361	1408	2974
1100	374	431	360	425	1590	348	359	351	341	1399	2989
1200	375	451	439	392	1657	371	374	340	428	1513	3170
1300	459	441	385	443	1728	344	391	392	371	1498	3226
1400	404	443	499	520	1866	406	403	408	424	1641	3507
1500	433	420	472	491	1816	450	402	424	412	1688	3504
1600	486	502	475	531	1994	378	398	434	388	1598	3592
1700	521	511	554	519	2105	433	364	379	379	1555	3660
1800	514	467	463	460	1904	367	361	372	350	1450	3354
1900	430	484	479	445	1838	322	356	336	313	1327	3165
2000	419	398	339	272	1428	304	337	323	307	1271	2699
2100	300	292	281	264	1137	285	307	296	282	1170	2307
2200	251	233	226	211	921	233	263	261	220	977	1898
2300	189	185	170	143	687	226	254	232	180	892	1579
24-Hour Totals:					29966					27392	57358

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1962	800	1702	800	3664
P.M.	1645	2117	1445	1700	1615	3682
Daily	1645	2117	800	1702	1615	3682
Truck Percentage	3.54		3.33		3.44	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	108	25273	3523	72	304	174	265	146	39	49	9	4	0	0	0	1062	29966
W	248	23431	2800	38	240	82	306	98	46	93	7	3	0	0	0	913	27392

Generated by SPS 5.0.49P

County: 86
Station: 1403
Description: SHERIDAN ST E OF I-95 NB RAMPS
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	103	120	101	77	401	180	115	134	113	542	943
0100	84	75	72	56	287	90	120	120	96	426	713
0200	60	28	61	25	174	84	61	65	46	256	430
0300	39	42	42	49	172	57	59	69	69	254	426
0400	38	30	57	57	182	51	71	84	83	289	471
0500	70	65	115	129	379	96	109	149	185	539	918
0600	128	168	144	255	695	198	234	279	316	1027	1722
0700	295	292	343	399	1329	311	366	368	365	1410	2739
0800	383	380	421	384	1568	365	389	389	361	1504	3072
0900	412	401	381	406	1600	352	355	321	342	1370	2970
1000	397	366	403	405	1571	401	380	381	403	1565	3136
1100	451	414	436	482	1783	387	392	376	368	1523	3306
1200	439	452	442	448	1781	372	419	414	394	1599	3380
1300	425	431	420	469	1745	402	416	422	378	1618	3363
1400	351	485	497	458	1791	460	407	409	406	1682	3473
1500	464	414	472	478	1828	433	459	411	418	1721	3549
1600	444	489	496	445	1874	447	419	429	413	1708	3582
1700	498	527	490	494	2009	433	443	388	390	1654	3663
1800	463	469	479	449	1860	371	380	373	357	1481	3341
1900	422	416	376	354	1568	352	299	352	319	1322	2890
2000	380	383	352	269	1384	289	280	246	251	1066	2450
2100	314	298	263	247	1122	266	246	259	198	969	2091
2200	263	261	243	222	989	227	223	209	200	859	1848
2300	192	167	174	148	681	191	186	196	152	725	1406
24-Hour Totals:					28773					27109	55882

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1618	745	1508	745	3091
P.M.	1700	2009	1515	1735	1630	3684
Daily	1700	2009	1515	1735	1630	3684
Truck Percentage	3.65		0.78		2.26	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	81	23759	3883	44	369	126	230	175	50	46	8	2	0	0	0	1050	28773
W	66	20141	6691	7	85	22	45	25	7	20	0	0	0	0	0	211	27109

Generated by SPS 5.0.49P

County: 86
Station: 1405
Description: I-95 NB OFF RAMP S OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	56	49	57	38	200
0100	38	30	23	26	117
0200	23	24	17	24	88
0300	16	20	20	16	72
0400	13	15	28	35	91
0500	33	36	45	81	195
0600	84	104	148	211	547
0700	220	237	273	275	1005
0800	235	318	321	262	1136
0900	242	204	224	234	904
1000	218	220	209	211	858
1100	237	213	197	229	876
1200	179	222	203	247	851
1300	262	237	246	208	953
1400	211	256	296	278	1041
1500	238	275	256	302	1071
1600	242	310	295	334	1181
1700	267	312	303	303	1185
1800	328	268	335	340	1271
1900	322	258	247	207	1034
2000	204	182	169	136	691
2100	153	157	135	108	553
2200	109	118	90	110	427
2300	88	94	83	56	321
24-Hour Totals:					16668

Peak Volume Information

	Hour	Volume
A.M.	745	1149
P.M.	1800	1271
Daily	1800	1271

Truck Percentage	3.50	NaN	3.50

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	23	13769	2293	96	363	33	2	50	38	1	0	0	0	0	0	583	16668

Generated by SPS 5.0.49P

County: 86
Station: 1405
Description: I-95 NB OFF RAMP S OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	60	60	46	44	210
0100	40	30	29	27	126
0200	22	16	22	16	76
0300	17	19	20	30	86
0400	14	18	26	37	95
0500	27	41	39	59	166
0600	67	76	127	182	452
0700	199	226	290	282	997
0800	317	249	255	251	1072
0900	252	232	211	242	937
1000	204	193	239	221	857
1100	213	219	219	224	875
1200	172	246	199	227	844
1300	239	272	253	236	1000
1400	221	241	301	350	1113
1500	231	242	256	327	1056
1600	279	258	311	334	1182
1700	346	352	352	326	1376
1800	301	301	288	306	1196
1900	290	295	260	222	1067
2000	206	182	165	152	705
2100	160	179	127	135	601
2200	143	118	122	113	496
2300	110	105	83	78	376
24-Hour Totals:					16961

Peak Volume Information

	Hour	Volume
A.M.	730	1138
P.M.	1645	1384
Daily	1645	1384

Truck Percentage	3.14	NaN	3.14

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	26	14138	2265	96	322	26	3	46	38	1	0	0	0	0	0	532	16961

Generated by SPS 5.0.49P

County: 86
Station: 1405
Description: I-95 NB OFF RAMP S OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	74	68	52	45	239
0100	49	45	32	31	157
0200	31	25	23	19	98
0300	23	24	15	19	81
0400	11	14	19	31	75
0500	24	39	47	80	190
0600	60	86	108	139	393
0700	182	181	210	236	809
0800	245	244	254	250	993
0900	230	214	218	245	907
1000	219	234	241	212	906
1100	180	245	224	220	869
1200	265	238	271	256	1030
1300	253	248	273	239	1013
1400	244	273	270	274	1061
1500	222	265	290	265	1042
1600	246	254	273	255	1028
1700	264	293	271	269	1097
1800	284	267	277	282	1110
1900	233	250	225	180	888
2000	211	196	195	153	755
2100	143	170	146	130	589
2200	139	154	138	123	554
2300	108	103	106	78	395
24-Hour Totals:					16279

Peak Volume Information

	Hour	Volume
A.M.	800	993
P.M.	1715	1117
Daily	1715	1117

Truck Percentage	3.30	NaN	3.30

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	19	13524	2199	77	336	35	2	51	33	2	0	1	0	0	0	537	16279

Generated by SPS 5.0.49P

County: 86
Station: 1501
Description: N 28TH AVE N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	0	1	1	0	1	0	1	2	3
0100	0	0	0	1	1	0	0	0	0	0	1
0200	0	1	0	0	1	1	0	0	0	1	2
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	1	0	0	1	0	0	0	0	0	1
0500	2	1	0	1	4	4	1	1	2	8	12
0600	2	2	0	1	5	1	1	3	0	5	10
0700	0	1	1	0	2	3	3	3	1	10	12
0800	0	2	2	1	5	1	3	2	5	11	16
0900	2	2	3	5	12	0	1	6	6	13	25
1000	2	2	4	0	8	5	0	4	1	10	18
1100	2	1	2	3	8	1	1	2	3	7	15
1200	3	5	1	3	12	2	4	4	4	14	26
1300	1	3	1	2	7	0	1	2	2	5	12
1400	4	3	1	2	10	6	0	2	2	10	20
1500	3	1	4	5	13	2	3	3	4	12	25
1600	2	3	2	0	7	2	2	1	0	5	12
1700	5	2	1	3	11	8	0	0	1	9	20
1800	3	3	4	4	14	5	2	3	1	11	25
1900	2	1	1	2	6	0	1	2	2	5	11
2000	3	2	1	2	8	1	0	1	0	2	10
2100	1	1	0	3	5	2	3	0	2	7	12
2200	0	1	0	1	2	0	0	0	0	0	2
2300	0	0	0	1	1	1	0	0	0	1	2
24-Hour Totals:					144					148	292

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	8	845	12	845	20
P.M.	1530	14	1200	14	1200	26
Daily	1530	14	915	18	915	30

Generated by SPS 5.0.49P

County: 86
Station: 1501
Description: N 28TH AVE N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	0	0	1	0	1	0	0	1	0	1	2
0100	0	1	0	0	1	1	0	1	0	2	3
0200	0	0	0	0	0	0	0	0	0	0	0
0300	0	0	0	0	0	0	0	0	0	0	0
0400	0	0	2	2	4	0	0	0	3	3	7
0500	0	1	0	0	1	0	0	0	0	0	1
0600	1	1	1	0	3	2	1	2	1	6	9
0700	0	3	2	1	6	3	2	4	3	12	18
0800	1	3	1	1	6	1	4	2	1	8	14
0900	3	0	2	2	7	2	3	1	4	10	17
1000	0	3	1	4	8	2	3	2	3	10	18
1100	3	3	2	1	9	3	5	3	3	14	23
1200	3	2	4	3	12	2	2	2	5	11	23
1300	1	2	3	7	13	0	2	2	3	7	20
1400	1	0	2	0	3	6	2	2	1	11	14
1500	3	3	2	2	10	1	2	5	2	10	20
1600	1	2	4	1	8	2	1	3	2	8	16
1700	1	3	1	4	9	3	2	2	2	9	18
1800	2	2	1	1	6	2	2	1	2	7	13
1900	0	2	2	1	5	0	2	1	2	5	10
2000	3	3	3	2	11	5	1	0	4	10	21
2100	3	3	0	0	6	2	1	0	0	3	9
2200	1	0	0	0	1	0	1	0	0	1	2
2300	1	0	0	1	2	0	0	1	1	2	4
24-Hour Totals:					132					150	282

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	8	700	12	730	19
P.M.	1300	13	1315	13	1315	26
Daily	1300	13	1045	14	1045	26

Generated by SPS 5.0.49P

County: 86
Station: 1501
Description: N 28TH AVE N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	0	0	1	2	2	1	1	0	4	6
0100	0	1	0	0	1	0	0	0	1	1	2
0200	1	0	1	0	2	0	0	0	0	0	2
0300	0	1	1	0	2	0	0	0	1	1	3
0400	1	0	2	0	3	0	1	0	1	2	5
0500	0	0	0	0	0	0	0	0	0	0	0
0600	1	1	2	1	5	1	3	1	2	7	12
0700	0	1	0	4	5	1	1	2	2	6	11
0800	1	2	0	2	5	3	2	2	5	12	17
0900	2	1	4	3	10	5	4	3	2	14	24
1000	2	2	2	3	9	3	3	3	1	10	19
1100	1	2	1	2	6	0	5	2	2	9	15
1200	1	5	1	2	9	2	4	0	3	9	18
1300	3	3	4	4	14	4	1	2	1	8	22
1400	3	0	1	2	6	4	3	4	5	16	22
1500	3	3	4	3	13	4	4	3	7	18	31
1600	3	2	2	1	8	4	2	0	0	6	14
1700	0	3	3	3	9	4	1	3	1	9	18
1800	5	3	1	1	10	4	1	1	0	6	16
1900	2	2	4	0	8	1	2	1	0	4	12
2000	4	4	0	3	11	2	0	1	2	5	16
2100	2	1	4	1	8	0	3	0	2	5	13
2200	2	0	0	1	3	1	0	1	0	2	5
2300	1	2	0	0	3	0	1	1	0	2	5
24-Hour Totals:					152					156	308

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	9	845	17	845	26
P.M.	1300	14	1500	18	1500	31
Daily	1300	14	1500	18	1500	31

Generated by SPS 5.0.49P

County: 86
Station: 1503
Description: SHERDIANS ST E OF N 28TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	90	76	67	62	295	95	70	64	60	289	584
0100	41	47	36	29	153	48	50	58	51	207	360
0200	30	35	18	28	111	34	27	32	28	121	232
0300	29	28	28	23	108	31	29	37	33	130	238
0400	32	34	34	55	155	31	42	57	52	182	337
0500	44	52	102	145	343	62	70	122	143	397	740
0600	123	158	259	374	914	188	233	307	284	1012	1926
0700	456	454	402	431	1743	406	486	484	463	1839	3582
0800	488	490	487	454	1919	330	405	463	412	1610	3529
0900	407	375	385	408	1575	349	338	343	329	1359	2934
1000	335	346	331	377	1389	359	342	381	359	1441	2830
1100	350	369	353	359	1431	339	329	345	347	1360	2791
1200	361	353	355	385	1454	385	377	377	397	1536	2990
1300	454	399	366	337	1556	351	383	406	308	1448	3004
1400	367	435	444	472	1718	398	369	372	358	1497	3215
1500	438	455	458	406	1757	435	441	478	469	1823	3580
1600	449	510	490	488	1937	459	493	487	502	1941	3878
1700	505	518	507	453	1983	491	434	449	482	1856	3839
1800	473	487	495	483	1938	464	438	410	343	1655	3593
1900	406	431	367	332	1536	345	256	304	245	1150	2686
2000	289	327	276	238	1130	230	221	216	195	862	1992
2100	217	236	200	163	816	209	202	170	142	723	1539
2200	174	199	154	140	667	156	141	168	137	602	1269
2300	161	126	113	92	492	143	115	113	95	466	958
24-Hour Totals:					27120					25506	52626

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1919	700	1839	700	3582
P.M.	1645	2018	1615	1973	1615	3966
Daily	1645	2018	1615	1973	1615	3966

Generated by SPS 5.0.49P

County: 86
Station: 1503
Description: SHERDIANS ST E OF N 28TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	67	77	79	72	295	81	70	62	61	274	569
0100	52	49	39	41	181	46	36	31	36	149	330
0200	37	26	50	30	143	37	29	27	29	122	265
0300	37	51	24	35	147	21	24	31	46	122	269
0400	28	45	33	49	155	24	38	62	41	165	320
0500	59	50	97	111	317	65	72	118	131	386	703
0600	126	169	264	344	903	164	266	283	345	1058	1961
0700	407	460	419	414	1700	442	424	592	479	1937	3637
0800	477	435	466	483	1861	403	543	508	384	1838	3699
0900	375	390	366	383	1514	332	318	377	292	1319	2833
1000	334	356	380	370	1440	356	317	372	323	1368	2808
1100	363	376	348	408	1495	294	304	366	383	1347	2842
1200	359	406	400	344	1509	400	321	317	491	1529	3038
1300	427	406	347	377	1557	382	365	423	387	1557	3114
1400	358	408	448	485	1699	456	402	419	487	1764	3463
1500	399	381	417	445	1642	519	522	499	550	2090	3732
1600	432	478	415	534	1859	453	531	486	426	1896	3755
1700	454	495	533	471	1953	469	452	428	452	1801	3754
1800	463	439	410	441	1753	413	408	357	344	1522	3275
1900	390	429	434	394	1647	369	361	255	250	1235	2882
2000	356	322	282	234	1194	225	224	227	224	900	2094
2100	238	242	225	211	916	215	207	190	187	799	1715
2200	198	184	176	164	722	147	178	172	153	650	1372
2300	151	149	130	114	544	155	163	146	104	568	1112
24-Hour Totals:					27146					26396	53542

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1861	730	2017	730	3762
P.M.	1645	2016	1500	2090	1530	3805
Daily	1645	2016	1500	2090	1530	3805

Generated by SPS 5.0.49P

County: 86
Station: 1503
Description: SHERDIANS ST E OF N 28TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	77	93	80	61	311	114	70	79	69	332	643
0100	63	60	56	44	223	53	75	83	58	269	492
0200	49	23	46	21	139	50	34	41	27	152	291
0300	35	33	34	39	141	35	35	40	42	152	293
0400	31	24	45	47	147	36	47	61	54	198	345
0500	54	52	96	101	303	57	67	102	140	366	669
0600	103	138	209	218	668	158	179	221	256	814	1482
0700	279	276	334	382	1271	262	351	381	344	1338	2609
0800	341	364	368	363	1436	308	355	402	365	1430	2866
0900	378	366	364	384	1492	319	346	369	314	1348	2840
1000	378	372	387	371	1508	345	348	348	372	1413	2921
1100	407	413	369	435	1624	352	348	350	373	1423	3047
1200	412	430	390	423	1655	332	437	389	385	1543	3198
1300	384	392	374	444	1594	355	416	552	365	1688	3282
1400	339	412	446	434	1631	496	436	426	393	1751	3382
1500	421	382	426	448	1677	492	461	454	463	1870	3547
1600	426	457	437	426	1746	480	455	490	481	1906	3652
1700	481	503	440	441	1865	489	502	449	404	1844	3709
1800	416	407	414	414	1651	439	403	371	316	1529	3180
1900	364	355	311	304	1334	339	255	328	238	1160	2494
2000	323	308	304	218	1153	214	214	182	197	807	1960
2100	252	244	224	196	916	199	184	186	140	709	1625
2200	206	216	196	176	794	164	159	152	142	617	1411
2300	148	137	144	114	543	133	125	136	107	501	1044
24-Hour Totals:					25822					25160	50982

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1475	815	1441	815	2914
P.M.	1700	1865	1630	1962	1630	3809
Daily	1700	1865	1630	1962	1630	3809

Generated by SPS 5.0.49P

County: 86
Station: 1601
Description: N 26TH AVE N OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	20	13	10	54	26	16	16	11	69	123
0100	6	12	10	3	31	16	4	11	2	33	64
0200	7	7	7	1	22	4	5	8	4	21	43
0300	3	7	8	8	26	1	3	2	3	9	35
0400	9	8	12	18	47	1	4	8	3	16	63
0500	17	21	19	26	83	7	5	16	19	47	130
0600	22	30	42	71	165	29	30	33	46	138	303
0700	64	72	91	103	330	56	57	64	71	248	578
0800	112	119	116	166	513	77	83	78	92	330	843
0900	133	127	110	131	501	93	93	137	99	422	923
1000	135	136	157	133	561	126	127	128	134	515	1076
1100	138	146	155	167	606	134	133	149	150	566	1172
1200	149	171	162	158	640	175	157	164	186	682	1322
1300	123	142	129	138	532	159	178	164	160	661	1193
1400	143	128	124	132	527	190	162	176	165	693	1220
1500	133	142	138	161	574	175	176	173	193	717	1291
1600	141	149	137	135	562	180	182	176	157	695	1257
1700	140	136	149	131	556	192	171	173	176	712	1268
1800	141	142	140	136	559	190	177	176	132	675	1234
1900	116	104	123	91	434	176	161	135	145	617	1051
2000	70	80	75	62	287	147	119	122	102	490	777
2100	39	60	36	39	174	98	105	80	62	345	519
2200	43	28	27	28	126	69	50	66	43	228	354
2300	23	19	16	10	68	51	40	36	23	150	218
24-Hour Totals:					7978					9079	17057

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	542	845	415	845	951
P.M.	1200	640	1545	731	1200	1322
Daily	1145	649	1545	731	1200	1322

Generated by SPS 5.0.49P

County: 86
Station: 1601
Description: N 26TH AVE N OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	18	17	10	8	53	35	29	13	10	87	140
0100	11	8	9	5	33	17	9	12	3	41	74
0200	3	0	4	3	10	4	3	4	1	12	22
0300	10	4	4	4	22	9	5	1	3	18	40
0400	8	12	12	21	53	5	2	8	5	20	73
0500	17	14	18	34	83	10	5	9	27	51	134
0600	29	37	49	67	182	27	42	42	54	165	347
0700	73	72	82	130	357	66	68	73	80	287	644
0800	125	110	122	155	512	73	77	97	108	355	867
0900	126	120	119	140	505	98	96	123	102	419	924
1000	127	145	156	150	578	108	135	119	121	483	1061
1100	136	132	144	167	579	149	142	155	146	592	1171
1200	156	131	143	155	585	161	166	181	176	684	1269
1300	126	161	138	132	557	150	159	181	157	647	1204
1400	147	121	134	142	544	186	160	189	152	687	1231
1500	157	147	122	145	571	202	169	189	159	719	1290
1600	131	147	132	137	547	177	167	162	158	664	1211
1700	122	146	137	153	558	195	176	185	131	687	1245
1800	151	124	106	142	523	171	178	148	126	623	1146
1900	111	109	111	84	415	147	120	116	121	504	919
2000	83	71	64	69	287	106	131	82	80	399	686
2100	54	52	54	48	208	91	85	74	52	302	510
2200	35	30	28	22	115	80	58	51	54	243	358
2300	23	15	13	12	63	44	44	33	33	154	217
24-Hour Totals:					7940					8843	16783

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	523	845	425	845	945
P.M.	1715	587	1500	719	1430	1292
Daily	1115	599	1500	719	1430	1292

Generated by SPS 5.0.49P

County: 86
Station: 1601
Description: N 26TH AVE N OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	18	8	20	13	59	55	30	28	18	131	190
0100	10	11	7	5	33	11	10	8	3	32	65
0200	3	3	0	5	11	3	4	3	3	13	24
0300	4	7	9	3	23	2	3	8	7	20	43
0400	6	15	9	22	52	1	3	5	4	13	65
0500	15	11	21	33	80	8	6	13	19	46	126
0600	36	31	45	58	170	28	33	46	44	151	321
0700	67	77	91	103	338	61	51	83	72	267	605
0800	115	120	129	153	517	83	80	98	98	359	876
0900	141	144	142	167	594	99	111	98	122	430	1024
1000	145	119	129	175	568	167	111	122	126	526	1094
1100	152	164	143	106	565	126	146	134	152	558	1123
1200	150	148	153	150	601	153	166	153	134	606	1207
1300	123	149	125	125	522	149	142	179	150	620	1142
1400	116	136	109	151	512	149	159	159	139	606	1118
1500	114	156	145	143	558	157	147	165	131	600	1158
1600	119	119	146	149	533	165	161	161	161	648	1181
1700	149	142	144	140	575	160	166	162	152	640	1215
1800	144	149	130	113	536	156	163	143	124	586	1122
1900	111	104	95	111	421	156	121	113	129	519	940
2000	91	85	77	64	317	106	89	111	89	395	712
2100	55	53	54	46	208	85	76	84	64	309	517
2200	39	29	23	31	122	49	46	46	39	180	302
2300	19	18	14	17	68	46	39	47	35	167	235
24-Hour Totals:					7983					8422	16405

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	580	830	406	845	986
P.M.	1200	601	1645	649	1630	1234
Daily	1045	634	1645	649	1630	1234

Generated by SPS 5.0.49P

County: 86
Station: 1603
Description: SHERIDAN ST E OF N 26TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	85	75	78	76	314	117	80	99	69	365	679
0100	82	70	57	41	250	61	60	67	32	220	470
0200	33	35	39	38	145	51	40	30	38	159	304
0300	32	33	36	28	129	21	29	34	42	126	255
0400	27	36	27	29	119	28	42	56	59	185	304
0500	34	56	62	105	257	57	78	107	152	394	651
0600	98	144	204	299	745	174	196	240	249	859	1604
0700	370	395	371	367	1503	357	390	414	391	1552	3055
0800	406	442	414	393	1655	318	384	410	335	1447	3102
0900	416	327	342	344	1429	281	335	331	340	1287	2716
1000	317	349	322	347	1335	294	323	316	288	1221	2556
1100	328	331	365	334	1358	367	339	305	305	1316	2674
1200	315	326	301	360	1302	319	311	325	352	1307	2609
1300	350	308	369	367	1394	353	332	374	310	1369	2763
1400	364	367	424	427	1582	330	390	331	393	1444	3026
1500	380	380	413	384	1557	421	369	404	392	1586	3143
1600	395	399	408	419	1621	382	362	396	317	1457	3078
1700	436	460	449	419	1764	390	372	357	441	1560	3324
1800	421	412	437	406	1676	366	333	370	311	1380	3056
1900	387	367	333	335	1422	347	323	294	321	1285	2707
2000	311	279	277	249	1116	236	211	205	198	850	1966
2100	243	213	189	183	828	195	260	163	254	872	1700
2200	173	188	163	141	665	195	160	145	129	629	1294
2300	144	122	101	84	451	148	113	87	87	435	886
24-Hour Totals:					24617					23305	47922

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1665	700	1552	745	3132
P.M.	1645	1764	1445	1587	1700	3324
Daily	1645	1764	1445	1587	1700	3324

Generated by SPS 5.0.49P

County: 86
Station: 1603
Description: SHERIDAN ST E OF N 26TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	84	80	79	57	300	88	96	71	36	291	591
0100	57	41	46	39	183	58	44	35	32	169	352
0200	28	40	34	27	129	37	27	35	28	127	256
0300	20	23	21	24	88	28	24	20	28	100	188
0400	34	30	24	33	121	29	30	63	63	185	306
0500	45	55	71	94	265	53	89	111	120	373	638
0600	106	143	207	261	717	174	212	257	257	900	1617
0700	374	376	373	394	1517	374	403	412	404	1593	3110
0800	385	438	426	315	1564	328	359	409	328	1424	2988
0900	382	315	326	360	1383	312	299	325	268	1204	2587
1000	263	323	324	320	1230	247	348	333	306	1234	2464
1100	322	327	344	322	1315	351	297	314	365	1327	2642
1200	330	345	339	364	1378	309	357	316	317	1299	2677
1300	343	335	350	368	1396	387	320	389	351	1447	2843
1400	353	408	406	408	1575	353	384	287	416	1440	3015
1500	380	404	445	387	1616	437	391	379	425	1632	3248
1600	413	419	443	393	1668	377	394	402	363	1536	3204
1700	426	454	509	412	1801	363	398	390	390	1541	3342
1800	392	425	408	364	1589	347	375	278	319	1319	2908
1900	351	349	332	308	1340	331	255	247	247	1080	2420
2000	298	284	258	300	1140	243	279	250	189	961	2101
2100	238	223	228	225	914	226	173	210	190	799	1713
2200	196	170	178	155	699	153	162	159	141	615	1314
2300	167	123	114	109	513	138	115	99	109	461	974
24-Hour Totals:					24441					23057	47498

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1643	700	1593	745	3143
P.M.	1700	1801	1500	1632	1700	3342
Daily	1700	1801	1500	1632	1700	3342

Generated by SPS 5.0.49P

County: 86
Station: 1603
Description: SHERIDAN ST E OF N 26TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	92	61	73	58	284	94	76	85	51	306	590
0100	48	35	37	35	155	42	72	58	62	234	389
0200	33	44	32	36	145	50	43	36	43	172	317
0300	16	20	30	28	94	23	35	33	29	120	214
0400	29	22	26	25	102	28	48	44	44	164	266
0500	37	36	78	94	245	59	83	113	149	404	649
0600	89	128	196	221	634	157	172	207	226	762	1396
0700	264	282	289	338	1173	238	334	333	329	1234	2407
0800	351	320	325	312	1308	286	291	370	290	1237	2545
0900	430	290	341	326	1387	345	293	369	315	1322	2709
1000	328	314	345	353	1340	274	332	335	385	1326	2666
1100	332	317	305	318	1272	302	330	385	208	1225	2497
1200	305	383	311	394	1393	406	366	337	334	1443	2836
1300	344	333	378	348	1403	380	312	401	366	1459	2862
1400	392	403	388	439	1622	292	375	337	371	1375	2997
1500	445	440	468	425	1778	401	395	390	465	1651	3429
1600	407	423	392	399	1621	362	360	367	365	1454	3075
1700	428	460	413	428	1729	379	399	329	315	1422	3151
1800	405	426	403	405	1639	362	361	340	303	1366	3005
1900	395	405	329	337	1466	378	265	330	303	1276	2742
2000	303	298	286	276	1163	250	271	254	199	974	2137
2100	256	250	233	235	974	244	205	237	219	905	1879
2200	173	230	144	171	718	162	204	178	156	700	1418
2300	164	150	127	135	576	166	137	101	114	518	1094
24-Hour Totals:					24221					23049	47270

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1387	830	1298	815	2683
P.M.	1445	1792	1500	1651	1500	3429
Daily	1445	1792	1500	1651	1500	3429

Generated by SPS 5.0.49P

County: 86
Station: 1605
Description: N 26TH AVE S OF SHERIDAN ST
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	12	7	11	43	19	19	11	22	71	114
0100	10	6	4	1	21	12	13	7	9	41	62
0200	5	4	4	2	15	11	7	6	7	31	46
0300	4	3	7	1	15	11	6	12	5	34	49
0400	3	3	4	1	11	5	13	13	13	44	55
0500	5	6	6	6	23	17	26	22	35	100	123
0600	11	9	11	25	56	41	61	76	97	275	331
0700	27	53	45	48	173	100	105	119	113	437	610
0800	47	51	67	62	227	129	112	118	147	506	733
0900	54	50	50	48	202	110	103	100	93	406	608
1000	51	49	58	62	220	77	96	100	102	375	595
1100	55	55	58	52	220	93	85	100	86	364	584
1200	82	44	56	79	261	114	97	99	112	422	683
1300	58	60	60	65	243	97	91	94	100	382	625
1400	88	44	78	77	287	119	91	108	108	426	713
1500	96	77	100	94	367	94	117	126	108	445	812
1600	82	97	88	91	358	117	123	93	125	458	816
1700	100	103	98	97	398	113	101	127	109	450	848
1800	111	89	90	76	366	108	102	92	86	388	754
1900	80	72	63	58	273	100	85	75	72	332	605
2000	58	36	47	41	182	73	58	73	55	259	441
2100	32	44	43	30	149	46	61	62	49	218	367
2200	25	21	29	22	97	43	39	32	38	152	249
2300	21	17	15	18	71	24	29	30	23	106	177
24-Hour Totals:					4278					6722	11000

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	234	800	506	800	733
P.M.	1715	409	1530	474	1645	858
Daily	1715	409	800	506	1645	858

Generated by SPS 5.0.49P

County: 86
Station: 1605
Description: N 26TH AVE S OF SHERIDAN ST
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	21	14	12	4	51	27	19	18	10	74	125
0100	3	7	5	2	17	7	18	7	4	36	53
0200	3	1	3	3	10	6	1	5	4	16	26
0300	7	2	1	1	11	11	6	9	4	30	41
0400	1	1	4	5	11	6	11	12	16	45	56
0500	4	5	2	7	18	16	16	26	30	88	106
0600	4	20	14	26	64	45	75	72	110	302	366
0700	34	45	56	52	187	97	111	127	130	465	652
0800	51	53	53	59	216	130	119	128	129	506	722
0900	45	32	52	48	177	114	91	88	103	396	573
1000	42	64	57	61	224	94	101	103	77	375	599
1100	60	51	57	70	238	100	91	94	116	401	639
1200	62	56	68	70	256	89	110	112	100	411	667
1300	73	73	70	70	286	103	97	106	95	401	687
1400	76	68	74	69	287	112	121	124	136	493	780
1500	73	80	94	97	344	111	127	114	130	482	826
1600	80	83	89	84	336	120	125	105	113	463	799
1700	98	95	97	85	375	130	120	125	137	512	887
1800	91	95	90	69	345	119	126	96	109	450	795
1900	71	59	73	59	262	103	93	99	80	375	637
2000	57	56	42	42	197	74	69	68	52	263	460
2100	41	48	41	29	159	62	55	54	46	217	376
2200	42	23	27	26	118	51	37	34	34	156	274
2300	24	17	10	12	63	30	23	16	21	90	153
24-Hour Totals:					4252					7047	11299

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	216	745	507	800	722
P.M.	1700	375	1700	512	1700	887
Daily	1700	375	1700	512	1700	887

Generated by SPS 5.0.49P

County: 86
Station: 1605
Description: N 26TH AVE S OF SHERIDAN ST
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	14	17	14	6	51	16	21	16	12	65	116
0100	7	4	2	2	15	12	7	4	4	27	42
0200	4	3	5	4	16	6	6	9	5	26	42
0300	7	4	4	4	19	6	4	7	7	24	43
0400	1	6	4	3	14	1	11	18	13	43	57
0500	3	1	8	4	16	13	13	22	32	80	96
0600	11	11	13	19	54	43	60	71	84	258	312
0700	22	27	32	42	123	103	100	121	109	433	556
0800	40	34	47	46	167	121	118	108	120	467	634
0900	46	39	42	54	181	116	100	107	101	424	605
1000	49	49	54	46	198	97	90	94	97	378	576
1100	49	58	64	56	227	89	91	91	91	362	589
1200	51	69	86	66	272	100	103	106	102	411	683
1300	47	68	59	69	243	103	102	114	106	425	668
1400	43	77	91	85	296	91	107	121	131	450	746
1500	102	100	90	89	381	106	141	141	119	507	888
1600	88	92	72	87	339	113	123	103	117	456	795
1700	103	105	87	100	395	131	118	113	102	464	859
1800	98	98	83	79	358	112	103	88	88	391	749
1900	72	62	49	63	246	91	93	76	81	341	587
2000	56	51	44	32	183	77	74	63	63	277	460
2100	34	29	34	27	124	72	57	49	60	238	362
2200	31	24	18	30	103	55	34	34	46	169	272
2300	21	13	22	13	69	38	27	28	26	119	188
24-Hour Totals:					4090					6835	10925

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	178	730	469	815	635
P.M.	1700	395	1445	519	1445	896
Daily	1700	395	1445	519	1445	896

Generated by SPS 5.0.49P

Stirling Road Corridor

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

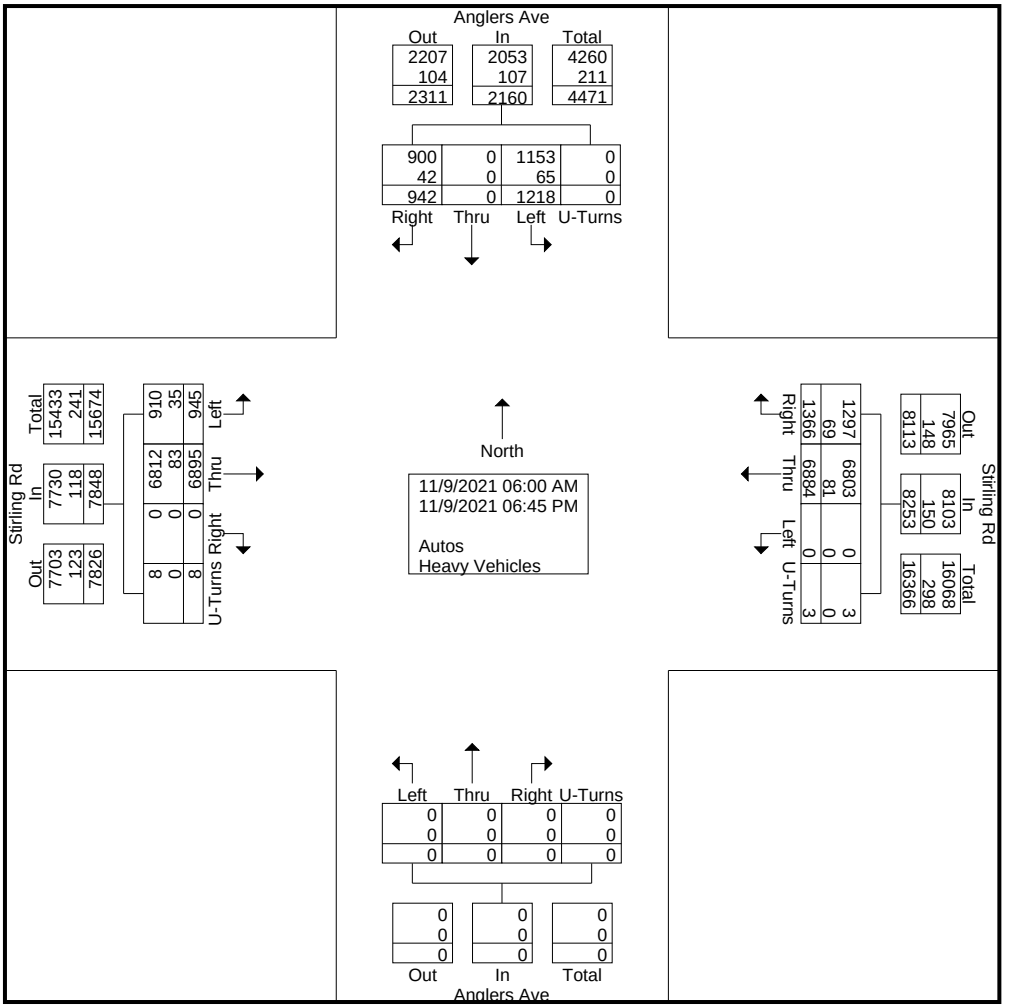
	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	22	88	0	110	0	0	58	16	74	0	0	0	0	0	0	13	0	11	24	208
06:15 AM	0	24	137	0	161	0	0	77	21	98	0	0	0	0	0	0	19	0	10	29	288
06:30 AM	0	25	153	0	178	0	0	108	24	132	0	0	0	0	0	0	15	0	14	29	339
06:45 AM	0	26	209	0	235	0	0	154	39	193	0	0	0	0	0	0	32	0	17	49	477
Total	0	97	587	0	684	0	0	397	100	497	0	0	0	0	0	0	79	0	52	131	1312
07:00 AM	0	38	223	0	261	0	0	177	27	204	0	0	0	0	0	0	32	0	23	55	520
07:15 AM	1	41	325	0	367	0	0	251	47	298	0	0	0	0	0	0	34	0	28	62	727
07:30 AM	0	47	357	0	404	0	0	217	34	251	0	0	0	0	0	0	35	0	36	71	726
07:45 AM	0	56	368	0	424	0	0	246	59	305	0	0	0	0	0	0	53	0	25	78	807
Total	1	182	1273	0	1456	0	0	891	167	1058	0	0	0	0	0	0	154	0	112	266	2780
08:00 AM	0	71	293	0	364	1	0	260	65	326	0	0	0	0	0	0	59	0	16	75	765
08:15 AM	0	55	427	0	482	0	0	222	81	303	0	0	0	0	0	0	49	0	19	68	853
08:30 AM	0	53	396	0	449	0	0	266	49	315	0	0	0	0	0	0	48	0	26	74	838
08:45 AM	0	54	378	0	432	0	0	306	68	374	0	0	0	0	0	0	58	0	32	90	896
Total	0	233	1494	0	1727	1	0	1054	263	1318	0	0	0	0	0	0	214	0	93	307	3352
*** BREAK ***																					
04:00 PM	0	35	297	0	332	2	0	390	51	443	0	0	0	0	0	0	70	0	63	133	908
04:15 PM	2	34	336	0	372	0	0	333	50	383	0	0	0	0	0	0	51	0	64	115	870
04:30 PM	0	29	312	0	341	0	0	415	53	468	0	0	0	0	0	0	65	0	51	116	925
04:45 PM	0	41	286	0	327	0	0	387	61	448	0	0	0	0	0	0	67	0	53	120	895
Total	2	139	1231	0	1372	2	0	1525	215	1742	0	0	0	0	0	0	253	0	231	484	3598
05:00 PM	0	46	375	0	421	0	0	397	47	444	0	0	0	0	0	0	77	0	65	142	1007
05:15 PM	1	32	225	0	258	0	0	446	90	536	0	0	0	0	0	0	71	0	77	148	942
05:30 PM	0	44	354	0	398	0	0	473	81	554	0	0	0	0	0	0	74	0	76	150	1102
05:45 PM	1	34	311	0	346	0	0	355	57	412	0	0	0	0	0	0	56	0	61	117	875
Total	2	156	1265	0	1423	0	0	1671	275	1946	0	0	0	0	0	0	278	0	279	557	3926
06:00 PM	2	26	283	0	311	0	0	369	59	428	0	0	0	0	0	0	97	0	60	157	896
06:15 PM	0	37	285	0	322	0	0	326	51	377	0	0	0	0	0	0	60	0	46	106	805
06:30 PM	0	41	235	0	276	0	0	320	105	425	0	0	0	0	0	0	53	0	44	97	798
06:45 PM	1	34	242	0	277	0	0	331	131	462	0	0	0	0	0	0	30	0	25	55	794
Total	3	138	1045	0	1186	0	0	1346	346	1692	0	0	0	0	0	0	240	0	175	415	3293
Grand Total	8	945	6895	0	7848	3	0	6884	1366	8253	0	0	0	0	0	0	1218	0	942	2160	18261
Apprch %	0.1	12	87.9	0		0	0	83.4	16.6		0	0	0	0		0	56.4	0	43.6		
Total %	0	5.2	37.8	0	43	0	0	37.7	7.5	45.2	0	0	0	0	0	0	6.7	0	5.2	11.8	
Autos	8	910	6812	0	7730	3	0	6803	1297	8103	0	0	0	0	0	0	1153	0	900	2053	17886
% Autos	100	96.3	98.8	0	98.5	100	0	98.8	94.9	98.2	0	0	0	0	0	0	94.7	0	95.5	95	97.9
Heavy Vehicles	0	35	83	0	118	0	0	81	69	150	0	0	0	0	0	0	65	0	42	107	375
% Heavy Vehicles	0	3.7	1.2	0	1.5	0	0	1.2	5.1	1.8	0	0	0	0	0	0	5.3	0	4.5	5	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



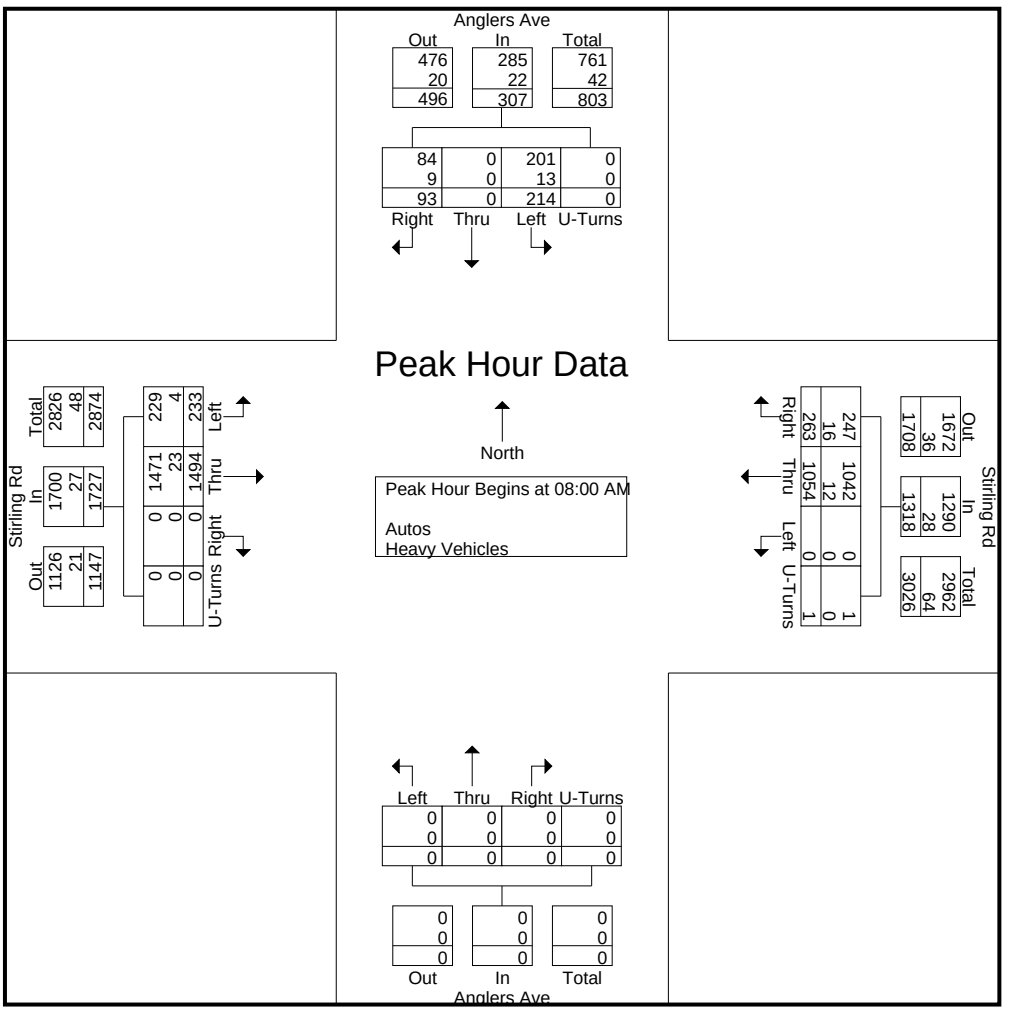
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**71**	293	0	364	**1**	0	260	65	326	0	0	0	0	0	0	**59**	0	16	75	765
08:15 AM	0	55	**427**	0	**482**	0	0	222	**81**	303	0	0	0	0	0	0	49	0	19	68	853
08:30 AM	0	53	396	0	449	0	0	266	49	315	0	0	0	0	0	0	48	0	26	74	838
08:45 AM	0	54	378	0	432	0	0	**306**	68	**374**	0	0	0	0	0	0	58	0	**32**	**90**	**896**
Total Volume	0	233	1494	0	1727	1	0	1054	263	1318	0	0	0	0	0	0	214	0	93	307	3352
% App. Total	0	13.5	86.5	0		0.1	0	80	20		0	0	0	0		0	69.7	0	30.3		
PHF	.000	.820	.875	.000	.896	.250	.000	.861	.812	.881	.000	.000	.000	.000	.000	.000	.907	.000	.727	.853	.935
Autos	0	229	1471	0	1700	1	0	1042	247	1290	0	0	0	0	0	0	201	0	84	285	3275
% Autos	0	98.3	98.5	0	98.4	100	0	98.9	93.9	97.9	0	0	0	0	0	0	93.9	0	90.3	92.8	97.7
Heavy Vehicles	0	4	23	0	27	0	0	12	16	28	0	0	0	0	0	0	13	0	9	22	77
% Heavy Vehicles	0	1.7	1.5	0	1.6	0	0	1.1	6.1	2.1	0	0	0	0	0	0	6.1	0	9.7	7.2	2.3



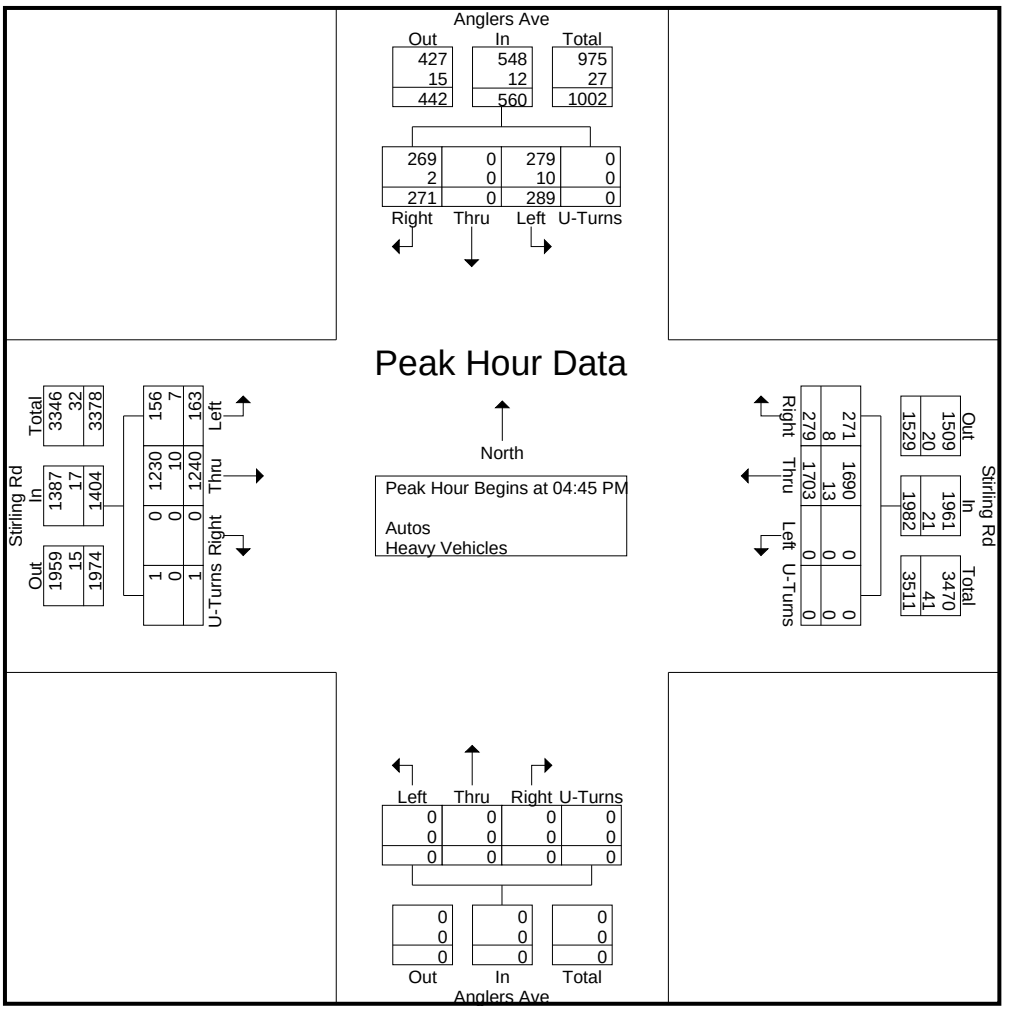
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	41	286	0	327	0	0	387	61	448	0	0	0	0	0	0	67	0	53	120	895
05:00 PM	0	**46**	**375**	0	**421**	0	0	397	47	444	0	0	0	0	0	0	**77**	0	65	142	1007
05:15 PM	**1**	32	225	0	258	0	0	446	**90**	536	0	0	0	0	0	0	71	0	**77**	148	942
05:30 PM	0	44	354	0	398	0	0	**473**	81	**554**	0	0	0	0	0	0	74	0	76	**150**	**1102**
Total Volume	1	163	1240	0	1404	0	0	1703	279	1982	0	0	0	0	0	0	289	0	271	560	3946
% App. Total	0.1	11.6	88.3	0		0	0	85.9	14.1		0	0	0	0		0	51.6	0	48.4		
PHF	.250	.886	.827	.000	.834	.000	.000	.900	.775	.894	.000	.000	.000	.000	.000	.000	.938	.000	.880	.933	.895
Autos	1	156	1230	0	1387	0	0	1690	271	1961	0	0	0	0	0	0	279	0	269	548	3896
% Autos	100	95.7	99.2	0	98.8	0	0	99.2	97.1	98.9	0	0	0	0	0	0	96.5	0	99.3	97.9	98.7
Heavy Vehicles	0	7	10	0	17	0	0	13	8	21	0	0	0	0	0	0	10	0	2	12	50
% Heavy Vehicles	0	4.3	0.8	0	1.2	0	0	0.8	2.9	1.1	0	0	0	0	0	0	3.5	0	0.7	2.1	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05A-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	1	3	4	0	0	0	0	0	0	2	0	3	5	10
06:15 AM	0	2	2	0	4	0	0	3	1	4	0	0	0	0	0	0	5	0	1	6	14
06:30 AM	0	3	2	0	5	0	0	2	0	2	0	0	0	0	0	0	4	0	4	8	15
06:45 AM	0	0	2	0	2	0	0	5	4	9	0	0	0	0	0	0	7	0	3	10	21
Total	0	5	7	0	12	0	0	11	8	19	0	0	0	0	0	0	18	0	11	29	60
07:00 AM	0	1	5	0	6	0	0	10	1	11	0	0	0	0	0	0	4	0	1	5	22
07:15 AM	0	2	8	0	10	0	0	5	5	10	0	0	0	0	0	0	2	0	5	7	27
07:30 AM	0	2	3	0	5	0	0	1	4	5	0	0	0	0	0	0	1	0	0	1	11
07:45 AM	0	1	6	0	7	0	0	6	4	10	0	0	0	0	0	0	1	0	1	2	19
Total	0	6	22	0	28	0	0	22	14	36	0	0	0	0	0	0	8	0	7	15	79
08:00 AM	0	1	5	0	6	0	0	6	2	8	0	0	0	0	0	0	3	0	2	5	19
08:15 AM	0	1	8	0	9	0	0	1	6	7	0	0	0	0	0	0	6	0	3	9	25
08:30 AM	0	1	6	0	7	0	0	2	4	6	0	0	0	0	0	0	0	0	1	1	14
08:45 AM	0	1	4	0	5	0	0	3	4	7	0	0	0	0	0	0	4	0	3	7	19
Total	0	4	23	0	27	0	0	12	16	28	0	0	0	0	0	0	13	0	9	22	77
*** BREAK ***																					
04:00 PM	0	1	9	0	10	0	0	1	2	3	0	0	0	0	0	0	5	0	2	7	20
04:15 PM	0	3	7	0	10	0	0	5	4	9	0	0	0	0	0	0	4	0	2	6	25
04:30 PM	0	2	1	0	3	0	0	9	3	12	0	0	0	0	0	0	3	0	4	7	22
04:45 PM	0	2	5	0	7	0	0	6	3	9	0	0	0	0	0	0	7	0	0	7	23
Total	0	8	22	0	30	0	0	21	12	33	0	0	0	0	0	0	19	0	8	27	90
05:00 PM	0	3	2	0	5	0	0	4	1	5	0	0	0	0	0	0	2	0	1	3	13
05:15 PM	0	1	0	0	1	0	0	2	2	4	0	0	0	0	0	0	1	0	1	2	7
05:30 PM	0	1	3	0	4	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	7
05:45 PM	0	1	0	0	1	0	0	1	5	6	0	0	0	0	0	0	0	0	2	2	9
Total	0	6	5	0	11	0	0	8	10	18	0	0	0	0	0	0	3	0	4	7	36
06:00 PM	0	1	2	0	3	0	0	2	1	3	0	0	0	0	0	0	2	0	1	3	9
06:15 PM	0	3	0	0	3	0	0	2	3	5	0	0	0	0	0	0	0	0	1	1	9
06:30 PM	0	2	2	0	4	0	0	1	3	4	0	0	0	0	0	0	1	0	1	2	10
06:45 PM	0	0	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	0	0	1	5
Total	0	6	4	0	10	0	0	7	9	16	0	0	0	0	0	0	4	0	3	7	33
Grand Total	0	35	83	0	118	0	0	81	69	150	0	0	0	0	0	0	65	0	42	107	375
Apprch %	0	29.7	70.3	0		0	0	54	46		0	0	0	0		0	60.7	0	39.3		
Total %	0	9.3	22.1	0	31.5	0	0	21.6	18.4	40	0	0	0	0	0	0	17.3	0	11.2	28.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05B-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

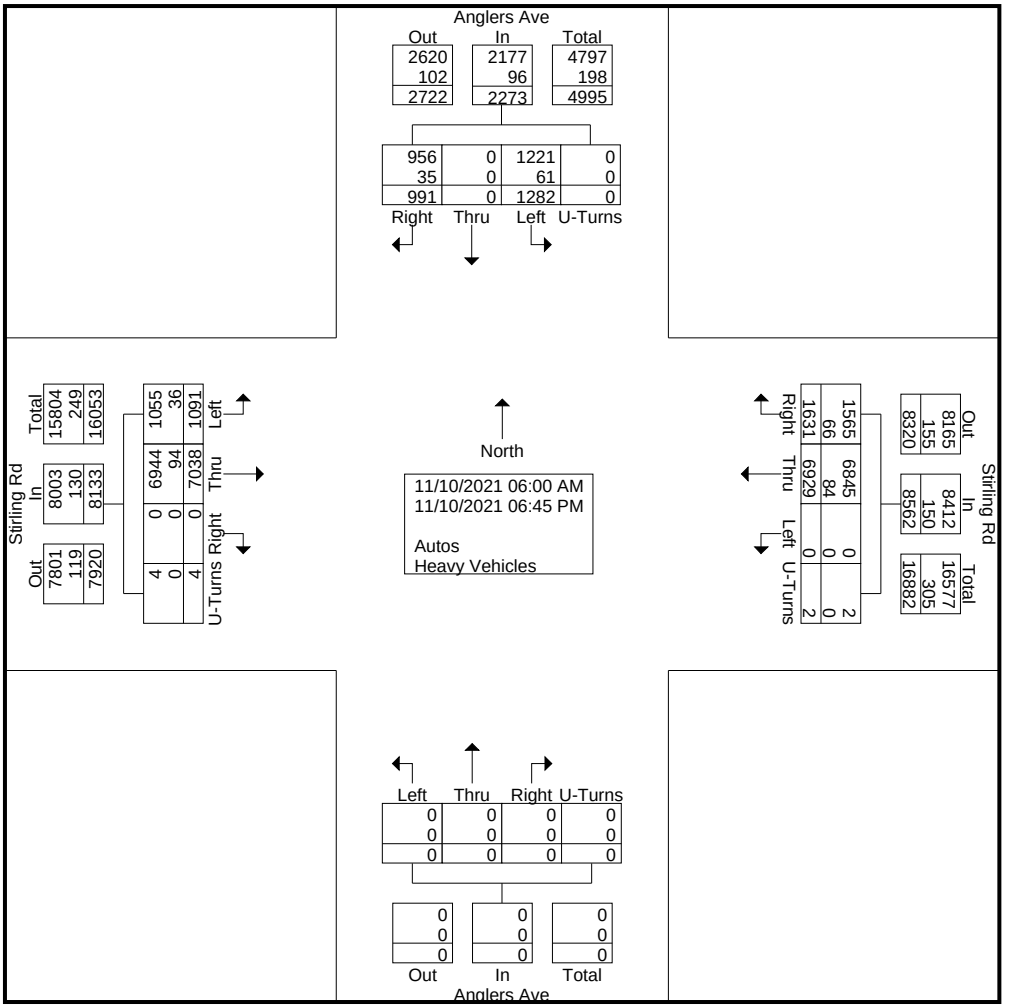
	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	22	105	0	127	0	0	59	24	83	0	0	0	0	0	0	11	0	9	20	230
06:15 AM	0	18	95	0	113	0	0	85	25	110	0	0	0	0	0	0	16	0	10	26	249
06:30 AM	0	23	180	0	203	0	0	110	31	141	0	0	0	0	0	0	24	0	19	43	387
06:45 AM	0	29	190	0	219	0	0	147	29	176	0	0	0	0	0	0	17	0	17	34	429
Total	0	92	570	0	662	0	0	401	109	510	0	0	0	0	0	0	68	0	55	123	1295
07:00 AM	0	47	284	0	331	0	0	202	38	240	0	0	0	0	0	0	41	0	21	62	633
07:15 AM	0	45	284	0	329	0	0	234	55	289	0	0	0	0	0	0	38	0	20	58	676
07:30 AM	0	53	359	0	412	0	0	247	33	280	0	0	0	0	0	0	52	0	36	88	780
07:45 AM	0	52	350	0	402	1	0	187	66	254	0	0	0	0	0	0	60	0	29	89	745
Total	0	197	1277	0	1474	1	0	870	192	1063	0	0	0	0	0	0	191	0	106	297	2834
08:00 AM	0	67	364	0	431	0	0	248	56	304	0	0	0	0	0	0	47	0	22	69	804
08:15 AM	0	61	441	0	502	0	0	251	69	320	0	0	0	0	0	0	57	0	28	85	907
08:30 AM	0	67	373	0	440	0	0	272	64	336	0	0	0	0	0	0	32	0	24	56	832
08:45 AM	0	64	371	0	435	0	0	329	69	398	0	0	0	0	0	0	58	0	38	96	929
Total	0	259	1549	0	1808	0	0	1100	258	1358	0	0	0	0	0	0	194	0	112	306	3472
*** BREAK ***																					
04:00 PM	0	49	293	0	342	0	0	439	84	523	0	0	0	0	0	0	79	0	67	146	1011
04:15 PM	2	35	321	0	358	0	0	365	76	441	0	0	0	0	0	0	72	0	55	127	926
04:30 PM	0	26	290	0	316	0	0	401	102	503	0	0	0	0	0	0	71	0	66	137	956
04:45 PM	0	50	302	0	352	0	0	399	97	496	0	0	0	0	0	0	89	0	66	155	1003
Total	2	160	1206	0	1368	0	0	1604	359	1963	0	0	0	0	0	0	311	0	254	565	3896
05:00 PM	0	50	329	0	379	0	0	420	109	529	0	0	0	0	0	0	67	0	63	130	1038
05:15 PM	0	62	357	0	419	0	0	400	81	481	0	0	0	0	0	0	85	0	52	137	1037
05:30 PM	0	47	303	0	350	0	0	420	112	532	0	0	0	0	0	0	66	0	78	144	1026
05:45 PM	0	46	345	0	391	1	0	435	117	553	0	0	0	0	0	0	79	0	76	155	1099
Total	0	205	1334	0	1539	1	0	1675	419	2095	0	0	0	0	0	0	297	0	269	566	4200
06:00 PM	1	59	312	0	372	0	0	362	91	453	0	0	0	0	0	0	91	0	77	168	993
06:15 PM	0	62	331	0	393	0	0	370	89	459	0	0	0	0	0	0	41	0	48	89	941
06:30 PM	0	27	227	0	254	0	0	323	64	387	0	0	0	0	0	0	46	0	50	96	737
06:45 PM	1	30	232	0	263	0	0	224	50	274	0	0	0	0	0	0	43	0	20	63	600
Total	2	178	1102	0	1282	0	0	1279	294	1573	0	0	0	0	0	0	221	0	195	416	3271
Grand Total	4	1091	7038	0	8133	2	0	6929	1631	8562	0	0	0	0	0	0	1282	0	991	2273	18968
Apprch %	0	13.4	86.5	0		0	0	80.9	19		0	0	0	0		0	56.4	0	43.6		
Total %	0	5.8	37.1	0	42.9	0	0	36.5	8.6	45.1	0	0	0	0	0	0	6.8	0	5.2	12	
Autos	4	1055	6944	0	8003	2	0	6845	1565	8412	0	0	0	0	0	0	1221	0	956	2177	18592
% Autos	100	96.7	98.7	0	98.4	100	0	98.8	96	98.2	0	0	0	0	0	0	95.2	0	96.5	95.8	98
Heavy Vehicles	0	36	94	0	130	0	0	84	66	150	0	0	0	0	0	0	61	0	35	96	376
% Heavy Vehicles	0	3.3	1.3	0	1.6	0	0	1.2	4	1.8	0	0	0	0	0	0	4.8	0	3.5	4.2	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05B-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



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CLIENT: FDOT D4
JOB NO.: 2021012.001
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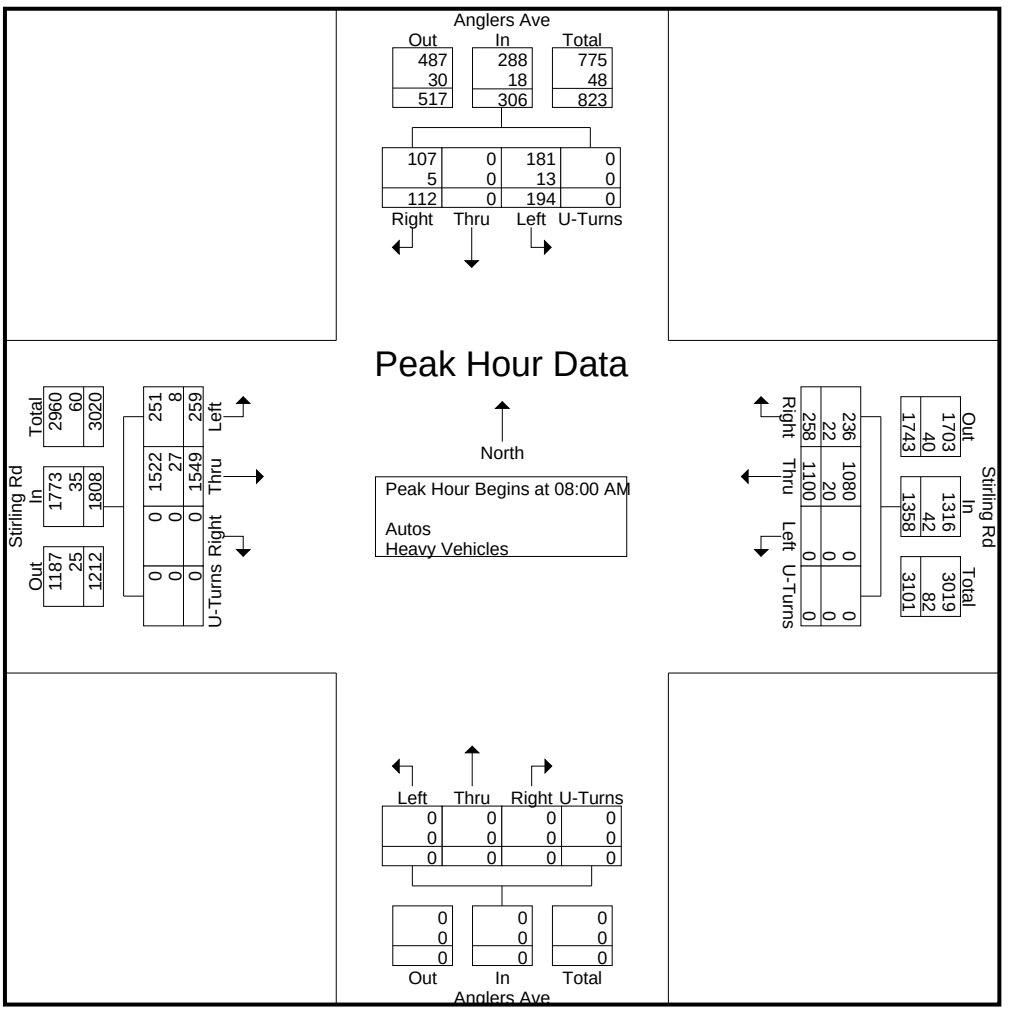
COUNTY: BROWARD

File Name : 05B-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	**67**	364	0	431	0	0	248	56	304	0	0	0	0	0	0	47	0	22	69	804
08:15 AM	0	61	**441**	0	**502**	0	0	251	**69**	320	0	0	0	0	0	0	57	0	28	85	907
08:30 AM	0	67	373	0	440	0	0	272	64	336	0	0	0	0	0	0	32	0	24	56	832
08:45 AM	0	64	371	0	435	0	0	**329**	69	**398**	0	0	0	0	0	0	**58**	0	**38**	**96**	**929**
Total Volume	0	259	1549	0	1808	0	0	1100	258	1358	0	0	0	0	0	0	194	0	112	306	3472
% App. Total	0	14.3	85.7	0		0	0	81	19		0	0	0	0		0	63.4	0	36.6		
PHF	.000	.966	.878	.000	.900	.000	.000	.836	.935	.853	.000	.000	.000	.000	.000	.000	.836	.000	.737	.797	.934
Autos	0	251	1522	0	1773	0	0	1080	236	1316	0	0	0	0	0	0	181	0	107	288	3377
% Autos	0	96.9	98.3	0	98.1	0	0	98.2	91.5	96.9	0	0	0	0	0	0	93.3	0	95.5	94.1	97.3
Heavy Vehicles	0	8	27	0	35	0	0	20	22	42	0	0	0	0	0	0	13	0	5	18	95
% Heavy Vehicles	0	3.1	1.7	0	1.9	0	0	1.8	8.5	3.1	0	0	0	0	0	0	6.7	0	4.5	5.9	2.7



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CLIENT: FDOT D4
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File Name : 05B-Anglers Ave & Stirling Rd
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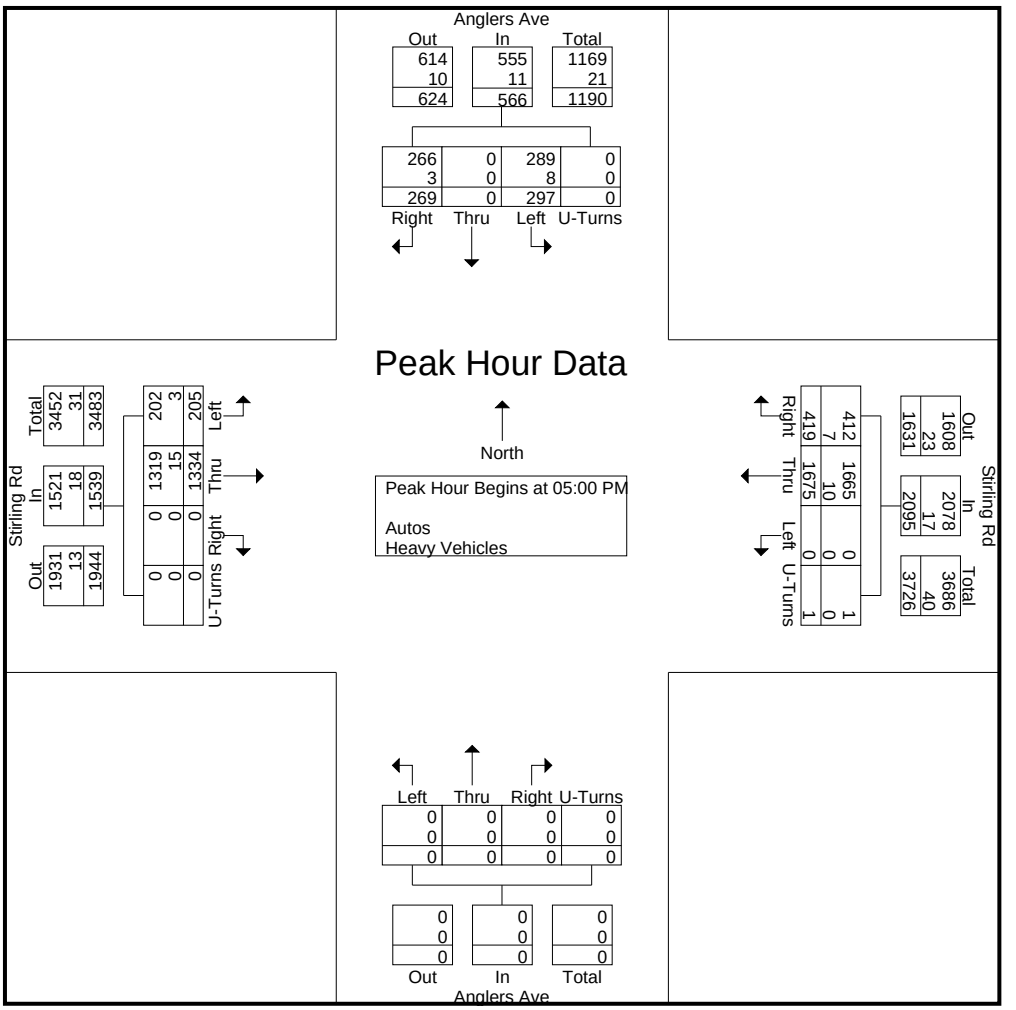
	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	50	329	0	379	0	0	420	109	529	0	0	0	0	0	0	67	0	63	130	1038
05:15 PM	0	**62**	**357**	0	**419**	0	0	400	81	481	0	0	0	0	0	0	**85**	0	52	137	1037
05:30 PM	0	47	303	0	350	0	0	420	112	532	0	0	0	0	0	0	66	0	**78**	144	1026
05:45 PM	0	46	345	0	391	**1**	0	**435**	**117**	**553**	0	0	0	0	0	0	79	0	76	**155**	**1099**
Total Volume	0	205	1334	0	1539	1	0	1675	419	2095	0	0	0	0	0	0	297	0	269	566	4200
% App. Total	0	13.3	86.7	0		0	0	80	20		0	0	0	0		0	52.5	0	47.5		
PHF	.000	.827	.934	.000	.918	.250	.000	.963	.895	.947	.000	.000	.000	.000	.000	.000	.874	.000	.862	.913	.955
Autos	0	202	1319	0	1521	1	0	1665	412	2078	0	0	0	0	0	0	289	0	266	555	4154
% Autos	0	98.5	98.9	0	98.8	100	0	99.4	98.3	99.2	0	0	0	0	0	0	97.3	0	98.9	98.1	98.9
Heavy Vehicles	0	3	15	0	18	0	0	10	7	17	0	0	0	0	0	0	8	0	3	11	46
% Heavy Vehicles	0	1.5	1.1	0	1.2	0	0	0.6	1.7	0.8	0	0	0	0	0	0	2.7	0	1.1	1.9	1.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
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COUNTY: BROWARD

File Name : 05B-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	1	2	3	0	0	0	0	0	0	4	0	2	6	9
06:15 AM	0	2	0	0	2	0	0	6	1	7	0	0	0	0	0	0	4	0	2	6	15
06:30 AM	0	4	6	0	10	0	0	0	2	2	0	0	0	0	0	0	2	0	5	7	19
06:45 AM	0	0	1	0	1	0	0	2	1	3	0	0	0	0	0	0	4	0	2	6	10
Total	0	6	7	0	13	0	0	9	6	15	0	0	0	0	0	0	14	0	11	25	53
07:00 AM	0	1	6	0	7	0	0	9	3	12	0	0	0	0	0	0	4	0	1	5	24
07:15 AM	0	3	2	0	5	0	0	4	5	9	0	0	0	0	0	0	3	0	2	5	19
07:30 AM	0	1	2	0	3	0	0	2	2	4	0	0	0	0	0	0	1	0	1	2	9
07:45 AM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	4	0	1	5	18
Total	0	5	17	0	22	0	0	21	10	31	0	0	0	0	0	0	12	0	5	17	70
08:00 AM	0	2	6	0	8	0	0	3	5	8	0	0	0	0	0	0	3	0	2	5	21
08:15 AM	0	3	13	0	16	0	0	4	8	12	0	0	0	0	0	0	5	0	0	5	33
08:30 AM	0	1	5	0	6	0	0	7	6	13	0	0	0	0	0	0	2	0	1	3	22
08:45 AM	0	2	3	0	5	0	0	6	3	9	0	0	0	0	0	0	3	0	2	5	19
Total	0	8	27	0	35	0	0	20	22	42	0	0	0	0	0	0	13	0	5	18	95
*** BREAK ***																					
04:00 PM	0	1	9	0	10	0	0	4	5	9	0	0	0	0	0	0	1	0	1	2	21
04:15 PM	0	2	8	0	10	0	0	4	3	7	0	0	0	0	0	0	4	0	5	9	26
04:30 PM	0	1	4	0	5	0	0	5	5	10	0	0	0	0	0	0	4	0	3	7	22
04:45 PM	0	3	0	0	3	0	0	5	2	7	0	0	0	0	0	0	1	0	0	1	11
Total	0	7	21	0	28	0	0	18	15	33	0	0	0	0	0	0	10	0	9	19	80
05:00 PM	0	1	3	0	4	0	0	1	3	4	0	0	0	0	0	0	1	0	1	2	10
05:15 PM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	5	0	0	5	13
05:30 PM	0	1	3	0	4	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1	8
05:45 PM	0	1	5	0	6	0	0	4	2	6	0	0	0	0	0	0	1	0	2	3	15
Total	0	3	15	0	18	0	0	10	7	17	0	0	0	0	0	0	8	0	3	11	46
06:00 PM	0	1	2	0	3	0	0	1	3	4	0	0	0	0	0	0	2	0	0	2	9
06:15 PM	0	2	1	0	3	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	4	1	0	5	0	0	1	1	2	0	0	0	0	0	0	1	0	2	3	10
06:45 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	7
Total	0	7	7	0	14	0	0	6	6	12	0	0	0	0	0	0	4	0	2	6	32
Grand Total	0	36	94	0	130	0	0	84	66	150	0	0	0	0	0	0	61	0	35	96	376
Apprch %	0	27.7	72.3	0		0	0	56	44		0	0	0	0		0	63.5	0	36.5		
Total %	0	9.6	25	0	34.6	0	0	22.3	17.6	39.9	0	0	0	0	0	0	16.2	0	9.3	25.5	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

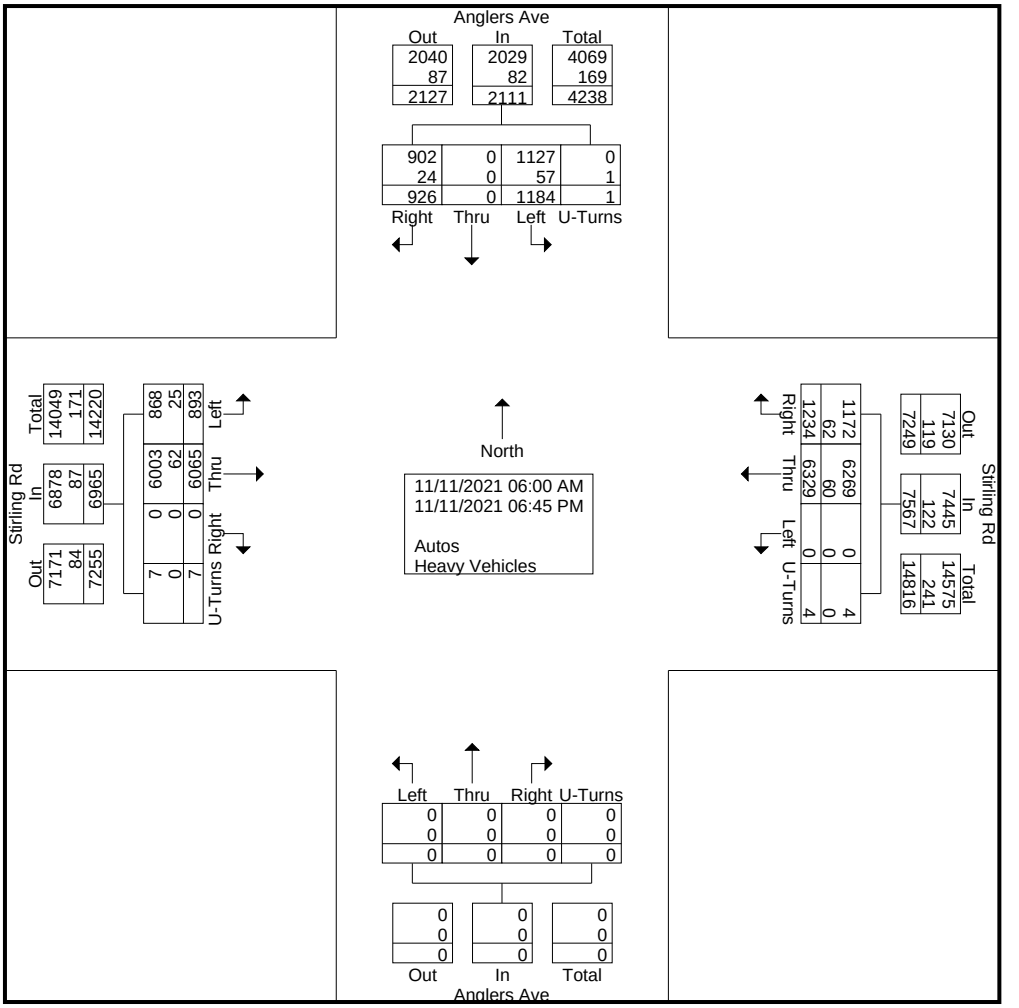
	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	16	96	0	112	1	0	46	18	65	0	0	0	0	0	0	9	0	8	17	194
06:15 AM	0	20	99	0	119	0	0	69	20	89	0	0	0	0	0	0	16	0	9	25	233
06:30 AM	0	26	129	0	155	0	0	93	30	123	0	0	0	0	0	0	13	0	12	25	303
06:45 AM	0	35	177	0	212	1	0	135	27	163	0	0	0	0	0	0	22	0	13	35	410
Total	0	97	501	0	598	2	0	343	95	440	0	0	0	0	0	0	60	0	42	102	1140
07:00 AM	0	40	179	0	219	0	0	128	38	166	0	0	0	0	0	0	29	0	12	41	426
07:15 AM	0	33	199	0	232	0	0	192	44	236	0	0	0	0	0	0	42	0	24	66	534
07:30 AM	0	44	264	0	308	0	0	190	59	249	0	0	0	0	0	0	39	0	23	62	619
07:45 AM	0	48	264	0	312	0	0	222	55	277	0	0	0	0	0	0	47	0	28	75	664
Total	0	165	906	0	1071	0	0	732	196	928	0	0	0	0	0	0	157	0	87	244	2243
08:00 AM	0	40	270	0	310	0	0	180	43	223	0	0	0	0	0	0	54	0	16	70	603
08:15 AM	0	47	348	0	395	0	0	235	61	296	0	0	0	0	0	0	53	0	26	79	770
08:30 AM	0	49	374	0	423	0	0	283	57	340	0	0	0	0	0	0	42	0	29	71	834
08:45 AM	1	55	261	0	317	0	0	220	71	291	0	0	0	0	0	1	57	0	33	91	699
Total	1	191	1253	0	1445	0	0	918	232	1150	0	0	0	0	0	1	206	0	104	311	2906
*** BREAK ***																					
04:00 PM	2	38	295	0	335	0	0	387	50	437	0	0	0	0	0	0	74	0	70	144	916
04:15 PM	1	26	332	0	359	0	0	404	53	457	0	0	0	0	0	0	52	0	53	105	921
04:30 PM	0	43	344	0	387	0	0	377	67	444	0	0	0	0	0	0	58	0	53	111	942
04:45 PM	0	24	164	0	188	0	0	261	47	308	0	0	0	0	0	0	73	0	64	137	633
Total	3	131	1135	0	1269	0	0	1429	217	1646	0	0	0	0	0	0	257	0	240	497	3412
05:00 PM	0	45	411	0	456	0	0	492	81	573	0	0	0	0	0	0	85	0	63	148	1177
05:15 PM	1	38	317	0	356	0	0	395	68	463	0	0	0	0	0	0	73	0	69	142	961
05:30 PM	0	52	277	0	329	0	0	379	72	451	0	0	0	0	0	0	59	0	71	130	910
05:45 PM	0	40	296	0	336	1	0	346	67	414	0	0	0	0	0	0	65	0	54	119	869
Total	1	175	1301	0	1477	1	0	1612	288	1901	0	0	0	0	0	0	282	0	257	539	3917
06:00 PM	0	29	263	0	292	0	0	332	61	393	0	0	0	0	0	0	73	0	75	148	833
06:15 PM	1	41	267	0	309	0	0	339	58	397	0	0	0	0	0	0	52	0	48	100	806
06:30 PM	0	38	240	0	278	0	0	313	44	357	0	0	0	0	0	0	54	0	34	88	723
06:45 PM	1	26	199	0	226	1	0	311	43	355	0	0	0	0	0	0	43	0	39	82	663
Total	2	134	969	0	1105	1	0	1295	206	1502	0	0	0	0	0	0	222	0	196	418	3025
Grand Total	7	893	6065	0	6965	4	0	6329	1234	7567	0	0	0	0	0	1	1184	0	926	2111	16643
Apprch %	0.1	12.8	87.1	0		0.1	0	83.6	16.3		0	0	0	0		0	56.1	0	43.9		
Total %	0	5.4	36.4	0	41.8	0	0	38	7.4	45.5	0	0	0	0	0	0	7.1	0	5.6	12.7	
Autos	7	868	6003	0	6878	4	0	6269	1172	7445	0	0	0	0	0	0	1127	0	902	2029	16352
% Autos	100	97.2	99	0	98.8	100	0	99.1	95	98.4	0	0	0	0	0	0	95.2	0	97.4	96.1	98.3
Heavy Vehicles	0	25	62	0	87	0	0	60	62	122	0	0	0	0	0	1	57	0	24	82	291
% Heavy Vehicles	0	2.8	1	0	1.2	0	0	0.9	5	1.6	0	0	0	0	0	100	4.8	0	2.6	3.9	1.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



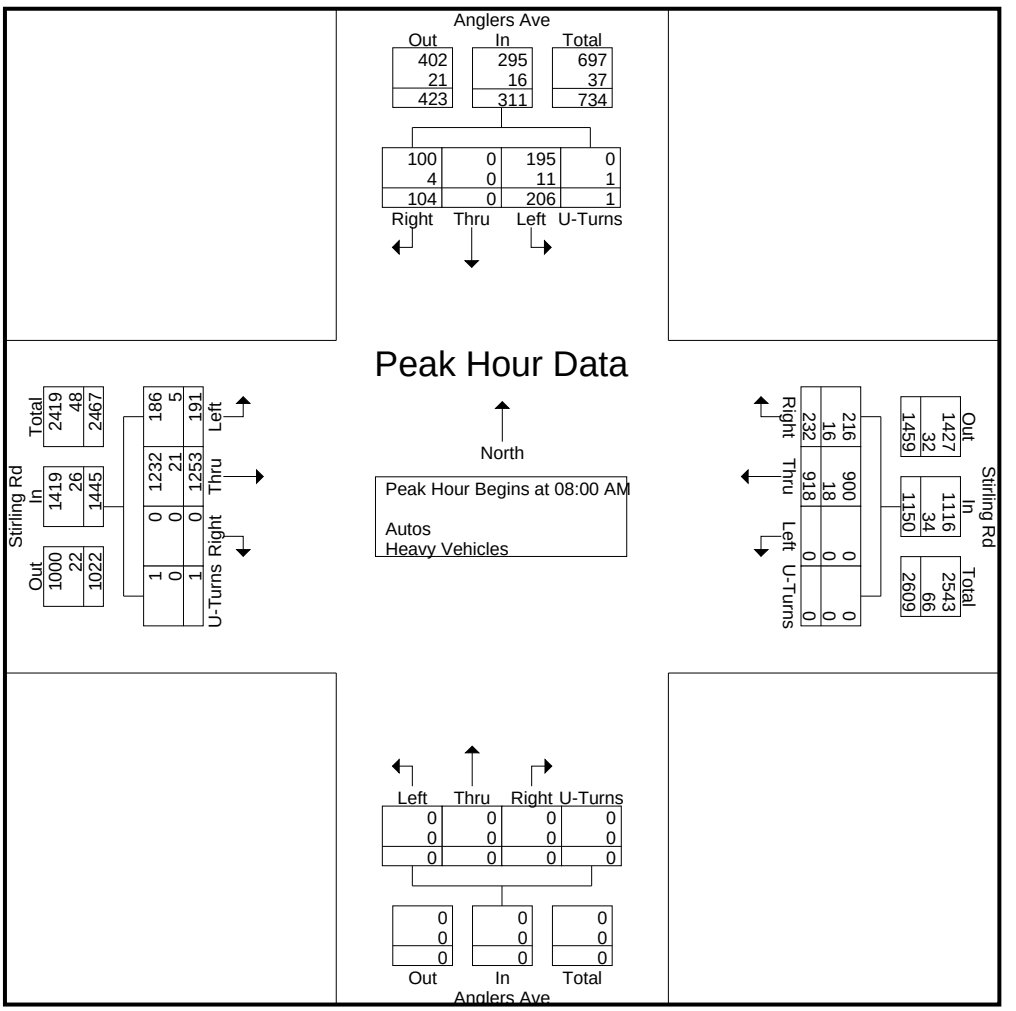
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	40	270	0	310	0	0	180	43	223	0	0	0	0	0	0	54	0	16	70	603
08:15 AM	0	47	348	0	395	0	0	235	61	296	0	0	0	0	0	0	53	0	26	79	770
08:30 AM	0	49	**374**	0	**423**	0	0	**283**	57	**340**	0	0	0	0	0	0	42	0	29	71	**834**
08:45 AM	**1**	**55**	261	0	317	0	0	220	**71**	291	0	0	0	0	0	**1**	**57**	0	**33**	**91**	699
Total Volume	1	191	1253	0	1445	0	0	918	232	1150	0	0	0	0	0	1	206	0	104	311	2906
% App. Total	0.1	13.2	86.7	0		0	0	79.8	20.2		0	0	0	0		0.3	66.2	0	33.4		
PHF	.250	.868	.838	.000	.854	.000	.000	.811	.817	.846	.000	.000	.000	.000	.000	.250	.904	.000	.788	.854	.871
Autos	1	186	1232	0	1419	0	0	900	216	1116	0	0	0	0	0	0	195	0	100	295	2830
% Autos	100	97.4	98.3	0	98.2	0	0	98.0	93.1	97.0	0	0	0	0	0	0	94.7	0	96.2	94.9	97.4
Heavy Vehicles	0	5	21	0	26	0	0	18	16	34	0	0	0	0	0	1	11	0	4	16	76
% Heavy Vehicles	0	2.6	1.7	0	1.8	0	0	2.0	6.9	3.0	0	0	0	0	0	100	5.3	0	3.8	5.1	2.6



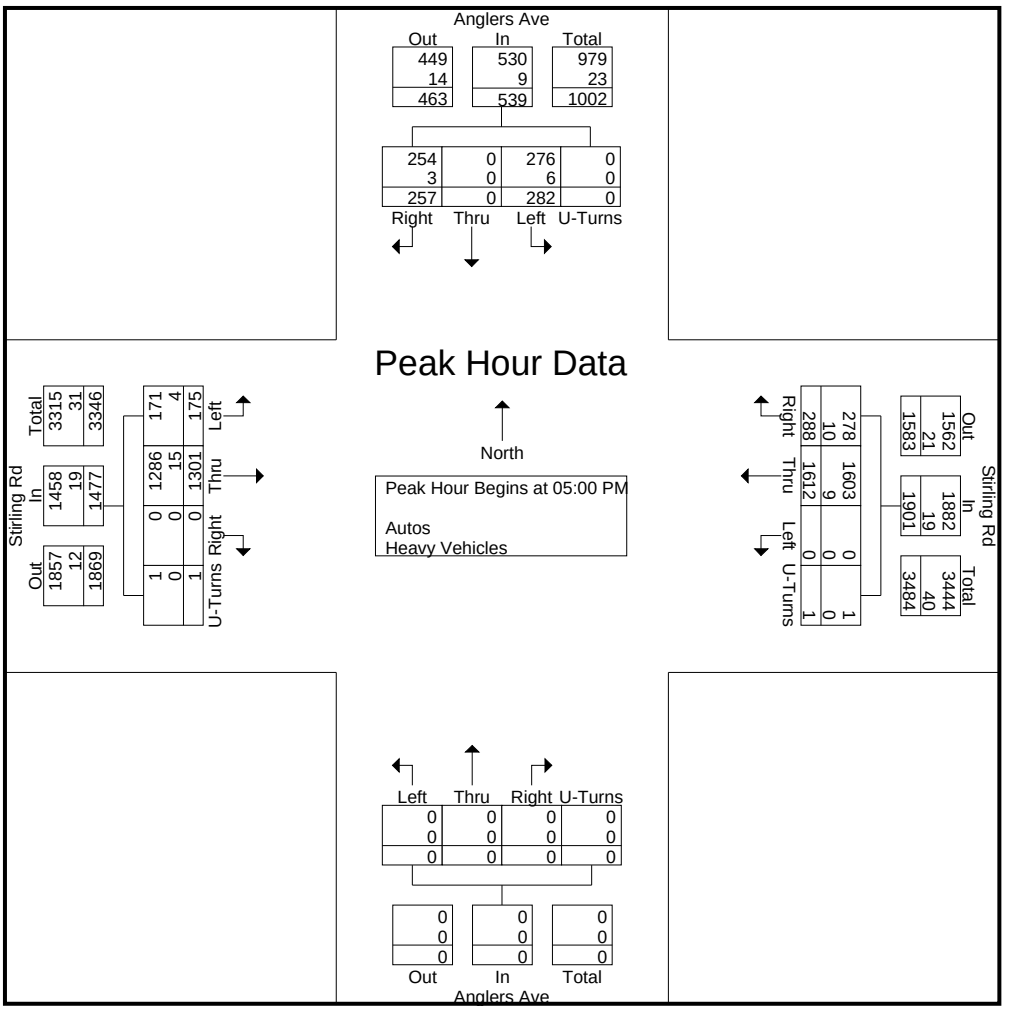
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	45	**411**	0	**456**	0	0	**492**	**81**	**573**	0	0	0	0	0	0	**85**	0	63	**148**	**1177**
05:15 PM	**1**	38	317	0	356	0	0	395	68	463	0	0	0	0	0	0	73	0	69	142	961
05:30 PM	0	**52**	277	0	329	0	0	379	72	451	0	0	0	0	0	0	59	0	**71**	130	910
05:45 PM	0	40	296	0	336	**1**	0	346	67	414	0	0	0	0	0	0	65	0	54	119	869
Total Volume	1	175	1301	0	1477	1	0	1612	288	1901	0	0	0	0	0	0	282	0	257	539	3917
% App. Total	0.1	11.8	88.1	0		0.1	0	84.8	15.1		0	0	0	0		0	52.3	0	47.7		
PHF	.250	.841	.791	.000	.810	.250	.000	.819	.889	.829	.000	.000	.000	.000	.000	.000	.829	.000	.905	.910	.832
Autos	1	171	1286	0	1458	1	0	1603	278	1882	0	0	0	0	0	0	276	0	254	530	3870
% Autos	100	97.7	98.8	0	98.7	100	0	99.4	96.5	99.0	0	0	0	0	0	0	97.9	0	98.8	98.3	98.8
Heavy Vehicles	0	4	15	0	19	0	0	9	10	19	0	0	0	0	0	0	6	0	3	9	47
% Heavy Vehicles	0	2.3	1.2	0	1.3	0	0	0.6	3.5	1.0	0	0	0	0	0	0	2.1	0	1.2	1.7	1.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 05C-Anglers Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	5	0	3	8	10
06:15 AM	0	0	1	0	1	0	0	4	2	6	0	0	0	0	0	0	6	0	1	7	14
06:30 AM	0	1	1	0	2	0	0	2	3	5	0	0	0	0	0	0	0	0	1	1	8
06:45 AM	0	1	0	0	1	0	0	3	2	5	0	0	0	0	0	0	1	0	3	4	10
Total	0	2	2	0	4	0	0	11	7	18	0	0	0	0	0	0	12	0	8	20	42
07:00 AM	0	0	1	0	1	0	0	2	5	7	0	0	0	0	0	0	0	0	0	0	8
07:15 AM	0	2	1	0	3	0	0	1	2	3	0	0	0	0	0	0	4	0	3	7	13
07:30 AM	0	2	2	0	4	0	0	3	4	7	0	0	0	0	0	0	3	0	0	3	14
07:45 AM	0	1	3	0	4	0	0	2	3	5	0	0	0	0	0	0	5	0	0	5	14
Total	0	5	7	0	12	0	0	8	14	22	0	0	0	0	0	0	12	0	3	15	49
08:00 AM	0	2	6	0	8	0	0	3	4	7	0	0	0	0	0	0	3	0	1	4	19
08:15 AM	0	0	6	0	6	0	0	5	4	9	0	0	0	0	0	0	4	0	0	4	19
08:30 AM	0	2	6	0	8	0	0	5	4	9	0	0	0	0	0	0	0	0	2	2	19
08:45 AM	0	1	3	0	4	0	0	5	4	9	0	0	0	0	0	1	4	0	1	6	19
Total	0	5	21	0	26	0	0	18	16	34	0	0	0	0	0	1	11	0	4	16	76
*** BREAK ***																					
04:00 PM	0	2	2	0	4	0	0	3	2	5	0	0	0	0	0	0	2	0	1	3	12
04:15 PM	0	2	3	0	5	0	0	2	3	5	0	0	0	0	0	0	5	0	3	8	18
04:30 PM	0	0	2	0	2	0	0	2	3	5	0	0	0	0	0	0	1	0	0	1	8
04:45 PM	0	2	2	0	4	0	0	1	2	3	0	0	0	0	0	0	2	0	1	3	10
Total	0	6	9	0	15	0	0	8	10	18	0	0	0	0	0	0	10	0	5	15	48
05:00 PM	0	2	8	0	10	0	0	5	2	7	0	0	0	0	0	0	3	0	1	4	21
05:15 PM	0	0	2	0	2	0	0	3	2	5	0	0	0	0	0	0	2	0	0	2	9
05:30 PM	0	1	3	0	4	0	0	1	3	4	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	1	2	0	3	0	0	0	3	3	0	0	0	0	0	0	1	0	2	3	9
Total	0	4	15	0	19	0	0	9	10	19	0	0	0	0	0	0	6	0	3	9	47
06:00 PM	0	0	4	0	4	0	0	1	1	2	0	0	0	0	0	0	3	0	0	3	9
06:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	2	3	0	5	0	0	2	4	6	0	0	0	0	0	0	1	0	1	2	13
06:45 PM	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	5
Total	0	3	8	0	11	0	0	6	5	11	0	0	0	0	0	0	6	0	1	7	29
Grand Total	0	25	62	0	87	0	0	60	62	122	0	0	0	0	0	1	57	0	24	82	291
Apprch %	0	28.7	71.3	0		0	0	49.2	50.8		0	0	0	0		1.2	69.5	0	29.3		
Total %	0	8.6	21.3	0	29.9	0	0	20.6	21.3	41.9	0	0	0	0	0	0.3	19.6	0	8.2	28.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

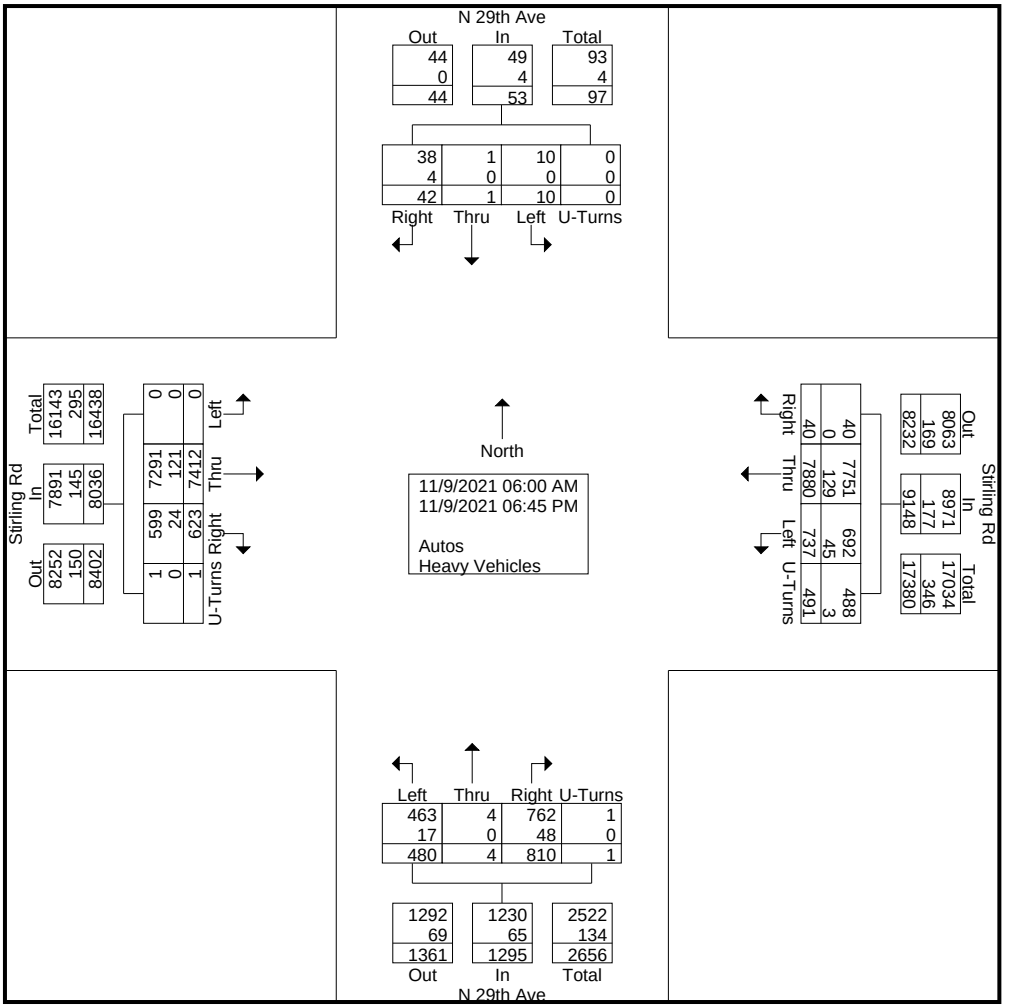
	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	95	8	103	11	14	74	1	100	0	0	0	5	5	0	0	0	1	1	209
06:15 AM	0	0	129	14	143	4	19	106	0	129	0	3	0	12	15	0	0	0	0	0	287
06:30 AM	0	0	168	4	172	11	22	126	1	160	0	7	0	11	18	0	0	0	0	0	350
06:45 AM	0	0	224	21	245	19	35	193	0	247	0	5	0	10	15	0	0	0	0	0	507
Total	0	0	616	47	663	45	90	499	2	636	0	15	0	38	53	0	0	0	1	1	1353
07:00 AM	0	0	225	15	240	21	23	219	3	266	0	6	0	17	23	0	0	0	2	2	531
07:15 AM	0	0	322	23	345	17	25	282	0	324	0	8	0	13	21	0	0	0	1	1	691
07:30 AM	1	0	342	26	369	18	49	274	3	344	0	12	1	21	34	0	0	0	0	0	747
07:45 AM	0	0	344	36	380	14	33	295	0	342	0	16	0	25	41	0	0	0	1	1	764
Total	1	0	1233	100	1334	70	130	1070	6	1276	0	42	1	76	119	0	0	0	4	4	2733
08:00 AM	0	0	350	36	386	20	49	303	1	373	0	13	0	28	41	0	0	0	1	1	801
08:15 AM	0	0	418	55	473	28	72	305	0	405	0	25	0	21	46	0	0	0	2	2	926
08:30 AM	0	0	404	55	459	22	37	288	0	347	0	17	0	23	40	0	0	0	0	0	846
08:45 AM	0	0	377	45	422	30	65	388	0	483	0	14	0	36	50	0	0	0	1	1	956
Total	0	0	1549	191	1740	100	223	1284	1	1608	0	69	0	108	177	0	0	0	4	4	3529
*** BREAK ***																					
04:00 PM	0	0	341	26	367	25	26	433	6	490	0	23	0	39	62	0	3	1	5	9	928
04:15 PM	0	0	360	35	395	21	25	383	2	431	0	29	0	54	83	0	0	0	1	1	910
04:30 PM	0	0	349	26	375	22	22	392	2	438	0	37	0	64	101	0	1	0	1	2	916
04:45 PM	0	0	321	23	344	21	30	432	2	485	0	28	0	39	67	0	1	0	6	7	903
Total	0	0	1371	110	1481	89	103	1640	12	1844	0	117	0	196	313	0	5	1	13	19	3657
05:00 PM	0	0	369	30	399	18	27	409	2	456	0	55	0	91	146	0	0	0	3	3	1004
05:15 PM	0	0	341	32	373	21	22	472	2	517	0	35	0	62	97	0	0	0	3	3	990
05:30 PM	0	0	366	32	398	22	21	498	4	545	0	30	0	55	85	0	0	0	2	2	1030
05:45 PM	0	0	356	24	380	32	30	399	2	463	0	23	0	43	66	0	1	0	3	4	913
Total	0	0	1432	118	1550	93	100	1778	10	1981	0	143	0	251	394	0	1	0	11	12	3937
06:00 PM	0	0	323	18	341	22	29	395	2	448	1	26	0	62	89	0	1	0	2	3	881
06:15 PM	0	0	364	18	382	20	22	386	5	433	0	12	0	26	38	0	0	0	2	2	855
06:30 PM	0	0	269	10	279	34	24	407	1	466	0	20	1	28	49	0	3	0	3	6	800
06:45 PM	0	0	255	11	266	18	16	421	1	456	0	36	2	25	63	0	0	0	2	2	787
Total	0	0	1211	57	1268	94	91	1609	9	1803	1	94	3	141	239	0	4	0	9	13	3323
Grand Total	1	0	7412	623	8036	491	737	7880	40	9148	1	480	4	810	1295	0	10	1	42	53	18532
Apprch %	0	0	92.2	7.8		5.4	8.1	86.1	0.4		0.1	37.1	0.3	62.5		0	18.9	1.9	79.2		
Total %	0	0	40	3.4	43.4	2.6	4	42.5	0.2	49.4	0	2.6	0	4.4	7	0	0.1	0	0.2	0.3	
Autos	1	0	7291	599	7891	488	692	7751	40	8971	1	463	4	762	1230	0	10	1	38	49	18141
% Autos	100	0	98.4	96.1	98.2	99.4	93.9	98.4	100	98.1	100	96.5	100	94.1	95	0	100	100	90.5	92.5	97.9
Heavy Vehicles	0	0	121	24	145	3	45	129	0	177	0	17	0	48	65	0	0	0	4	4	391
% Heavy Vehicles	0	0	1.6	3.9	1.8	0.6	6.1	1.6	0	1.9	0	3.5	0	5.9	5	0	0	0	9.5	7.5	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



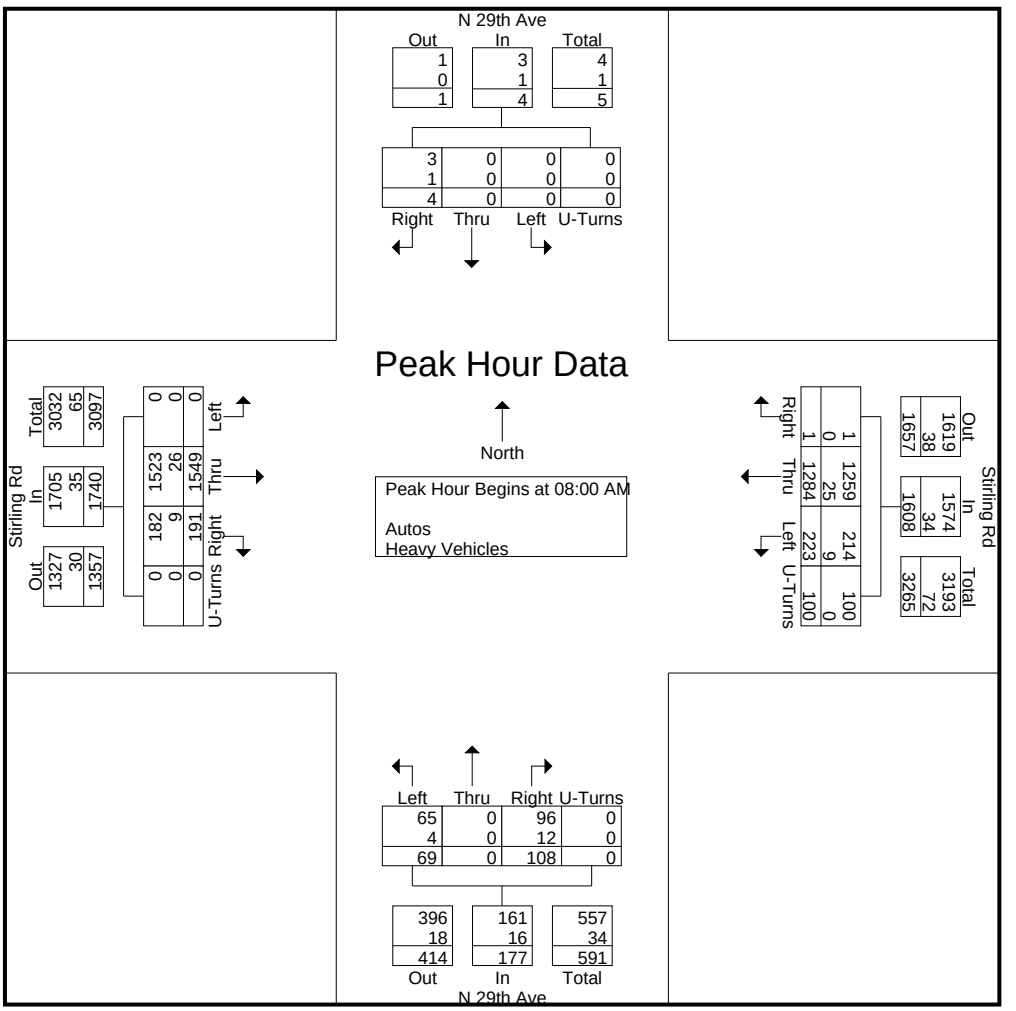
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	350	36	386	20	49	303	**1**	373	0	13	0	28	41	0	0	0	1	1	801
08:15 AM	0	0	**418**	**55**	**473**	28	**72**	305	0	405	0	**25**	0	21	46	0	0	0	**2**	**2**	926
08:30 AM	0	0	404	55	459	22	37	288	0	347	0	17	0	23	40	0	0	0	0	0	846
08:45 AM	0	0	377	45	422	**30**	65	**388**	0	**483**	0	14	0	**36**	**50**	0	0	0	1	1	**956**
Total Volume	0	0	1549	191	1740	100	223	1284	1	1608	0	69	0	108	177	0	0	0	4	4	3529
% App. Total	0	0	89	11		6.2	13.9	79.9	0.1		0	39	0	61		0	0	0	100		
PHF	.000	.000	.926	.868	.920	.833	.774	.827	.250	.832	.000	.690	.000	.750	.885	.000	.000	.000	.500	.500	.923
Autos	0	0	1523	182	1705	100	214	1259	1	1574	0	65	0	96	161	0	0	0	3	3	3443
% Autos	0	0	98.3	95.3	98.0	100	96.0	98.1	100	97.9	0	94.2	0	88.9	91.0	0	0	0	75.0	75.0	97.6
Heavy Vehicles	0	0	26	9	35	0	9	25	0	34	0	4	0	12	16	0	0	0	1	1	86
% Heavy Vehicles	0	0	1.7	4.7	2.0	0	4.0	1.9	0	2.1	0	5.8	0	11.1	9.0	0	0	0	25.0	25.0	2.4



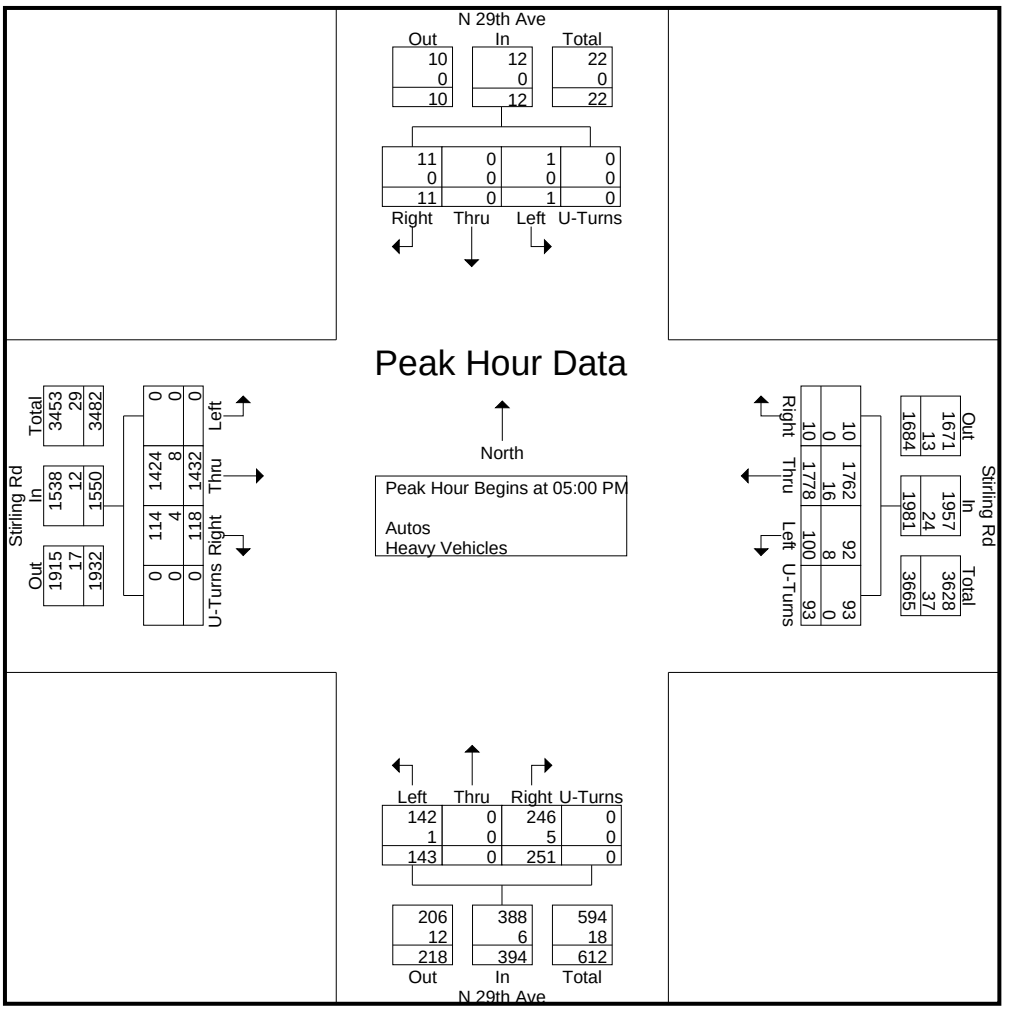
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**369**	30	**399**	18	27	409	2	456	0	**55**	0	**91**	**146**	0	0	0	**3**	3	1004
05:15 PM	0	0	341	**32**	373	21	22	472	2	517	0	35	0	62	97	0	0	0	3	3	990
05:30 PM	0	0	366	32	398	22	21	**498**	**4**	**545**	0	30	0	55	85	0	0	0	2	2	**1030**
05:45 PM	0	0	356	24	380	**32**	**30**	399	2	463	0	23	0	43	66	0	**1**	0	3	**4**	913
Total Volume	0	0	1432	118	1550	93	100	1778	10	1981	0	143	0	251	394	0	1	0	11	12	3937
% App. Total	0	0	92.4	7.6		4.7	5	89.8	0.5		0	36.3	0	63.7		0	8.3	0	91.7		
PHF	.000	.000	.970	.922	.971	.727	.833	.893	.625	.909	.000	.650	.000	.690	.675	.000	.250	.000	.917	.750	.956
Autos	0	0	1424	114	1538	93	92	1762	10	1957	0	142	0	246	388	0	1	0	11	12	3895
% Autos	0	0	99.4	96.6	99.2	100	92.0	99.1	100	98.8	0	99.3	0	98.0	98.5	0	100	0	100	100	98.9
Heavy Vehicles	0	0	8	4	12	0	8	16	0	24	0	1	0	5	6	0	0	0	0	0	42
% Heavy Vehicles	0	0	0.6	3.4	0.8	0	8.0	0.9	0	1.2	0	0.7	0	2.0	1.5	0	0	0	0	0	1.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06A- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	7
06:15 AM	0	0	6	2	8	0	1	5	0	6	0	0	0	2	2	0	0	0	0	0	16
06:30 AM	0	0	6	0	6	0	2	1	0	3	0	1	0	2	3	0	0	0	0	0	12
06:45 AM	0	0	8	0	8	0	1	8	0	9	0	0	0	5	5	0	0	0	0	0	22
Total	0	0	23	2	25	0	4	17	0	21	0	1	0	9	10	0	0	0	1	1	57
07:00 AM	0	0	8	0	8	0	1	13	0	14	0	0	0	5	5	0	0	0	0	0	27
07:15 AM	0	0	10	0	10	0	1	8	0	9	0	0	0	2	2	0	0	0	1	1	22
07:30 AM	0	0	4	0	4	0	3	5	0	8	0	2	0	2	4	0	0	0	0	0	16
07:45 AM	0	0	7	0	7	0	1	9	0	10	0	0	0	3	3	0	0	0	1	1	21
Total	0	0	29	0	29	0	6	35	0	41	0	2	0	12	14	0	0	0	2	2	86
08:00 AM	0	0	5	3	8	0	2	3	0	5	0	1	0	5	6	0	0	0	0	0	19
08:15 AM	0	0	12	2	14	0	2	7	0	9	0	1	0	1	2	0	0	0	1	1	26
08:30 AM	0	0	4	2	6	0	3	6	0	9	0	1	0	3	4	0	0	0	0	0	19
08:45 AM	0	0	5	2	7	0	2	9	0	11	0	1	0	3	4	0	0	0	0	0	22
Total	0	0	26	9	35	0	9	25	0	34	0	4	0	12	16	0	0	0	1	1	86
*** BREAK ***																					
04:00 PM	0	0	12	2	14	1	3	4	0	8	0	1	0	2	3	0	0	0	0	0	25
04:15 PM	0	0	7	1	8	0	1	8	0	9	0	4	0	2	6	0	0	0	0	0	23
04:30 PM	0	0	3	3	6	1	2	4	0	7	0	1	0	0	1	0	0	0	0	0	14
04:45 PM	0	0	6	2	8	1	4	7	0	12	0	1	0	1	2	0	0	0	0	0	22
Total	0	0	28	8	36	3	10	23	0	36	0	7	0	5	12	0	0	0	0	0	84
05:00 PM	0	0	3	3	6	0	2	5	0	7	0	0	0	0	0	0	0	0	0	0	13
05:15 PM	0	0	1	0	1	0	2	4	0	6	0	0	0	1	1	0	0	0	0	0	8
05:30 PM	0	0	4	1	5	0	1	1	0	2	0	0	0	2	2	0	0	0	0	0	9
05:45 PM	0	0	0	0	0	0	3	6	0	9	0	1	0	2	3	0	0	0	0	0	12
Total	0	0	8	4	12	0	8	16	0	24	0	1	0	5	6	0	0	0	0	0	42
06:00 PM	0	0	3	1	4	0	4	3	0	7	0	0	0	3	3	0	0	0	0	0	14
06:15 PM	0	0	0	0	0	0	2	4	0	6	0	1	0	2	3	0	0	0	0	0	9
06:30 PM	0	0	3	0	3	0	0	4	0	4	0	1	0	0	1	0	0	0	0	0	8
06:45 PM	0	0	1	0	1	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	7	1	8	0	8	13	0	21	0	2	0	5	7	0	0	0	0	0	36
Grand Total	0	0	121	24	145	3	45	129	0	177	0	17	0	48	65	0	0	0	4	4	391
Apprch %	0	0	83.4	16.6		1.7	25.4	72.9	0		0	26.2	0	73.8		0	0	0	100		
Total %	0	0	30.9	6.1	37.1	0.8	11.5	33	0	45.3	0	4.3	0	12.3	16.6	0	0	0	1	1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06B- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

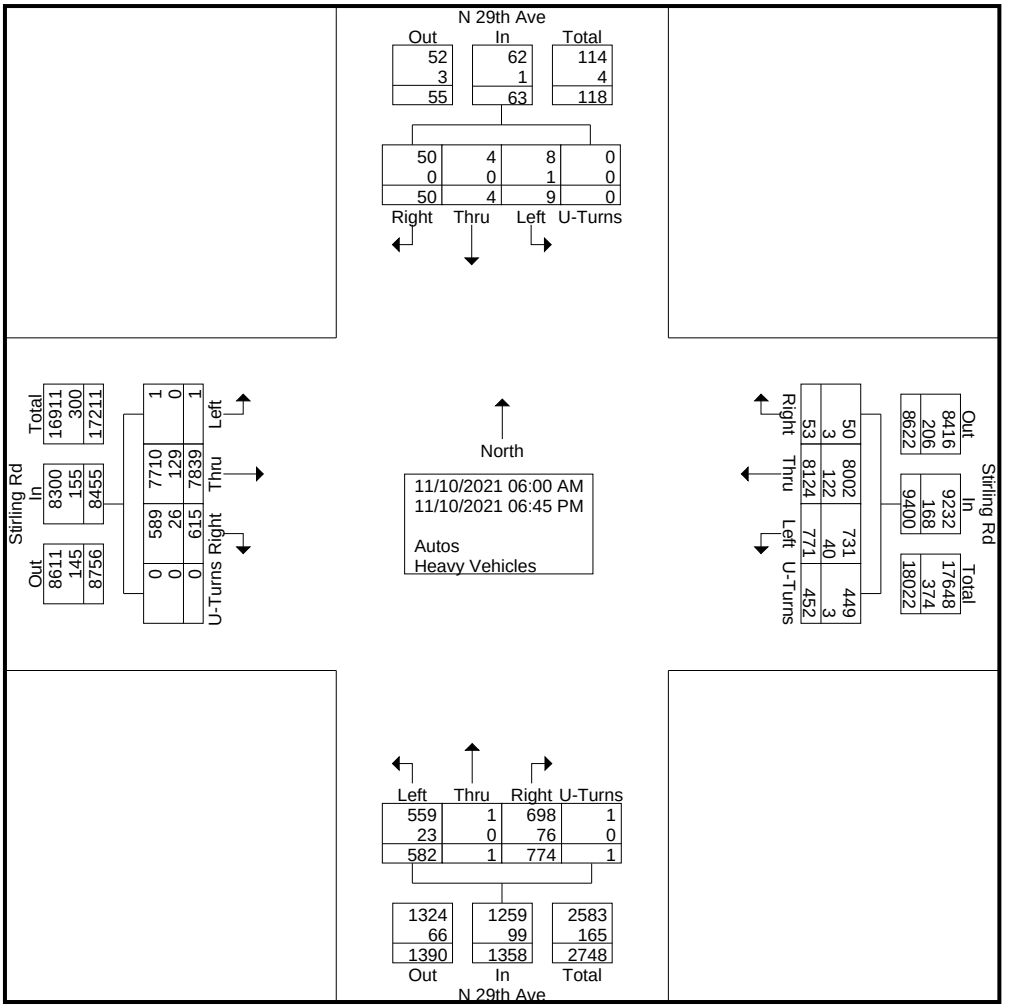
	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	110	10	120	5	11	93	1	110	0	4	0	7	11	0	0	0	0	0	241
06:15 AM	0	0	95	11	106	10	22	100	1	133	0	4	0	9	13	0	0	0	0	0	252
06:30 AM	0	0	189	12	201	15	21	139	3	178	0	3	0	10	13	0	0	0	0	0	392
06:45 AM	0	0	197	18	215	18	43	182	1	244	0	12	0	13	25	0	1	0	1	2	486
Total	0	0	591	51	642	48	97	514	6	665	0	23	0	39	62	0	1	0	1	2	1371
07:00 AM	0	0	298	23	321	18	18	242	1	279	0	4	0	14	18	0	0	0	1	1	619
07:15 AM	0	0	308	17	325	20	20	280	2	322	0	11	0	10	21	0	0	0	0	0	668
07:30 AM	0	0	381	24	405	15	44	292	0	351	0	13	0	18	31	0	0	0	0	0	787
07:45 AM	0	0	364	30	394	38	42	255	0	335	0	19	0	31	50	0	0	0	0	0	779
Total	0	0	1351	94	1445	91	124	1069	3	1287	0	47	0	73	120	0	0	0	1	1	2853
08:00 AM	0	0	394	44	438	20	43	295	2	360	0	15	0	22	37	0	1	0	0	1	836
08:15 AM	0	0	451	45	496	11	65	322	2	400	0	12	0	14	26	0	0	0	0	0	922
08:30 AM	0	0	379	41	420	21	67	349	0	437	0	9	1	13	23	0	1	0	1	2	882
08:45 AM	0	1	381	49	431	26	68	368	4	466	0	17	0	56	73	0	1	0	2	3	973
Total	0	1	1605	179	1785	78	243	1334	8	1663	0	53	1	105	159	0	3	0	3	6	3613
*** BREAK ***																					
04:00 PM	0	0	344	24	368	18	33	496	3	550	0	32	0	50	82	0	1	0	6	7	1007
04:15 PM	0	0	394	31	425	19	33	414	4	470	0	25	0	41	66	0	2	1	5	8	969
04:30 PM	0	0	329	31	360	22	24	478	2	526	0	37	0	64	101	0	0	0	1	1	988
04:45 PM	0	0	328	30	358	13	32	439	2	486	0	46	0	67	113	0	0	0	2	2	959
Total	0	0	1395	116	1511	72	122	1827	11	2032	0	140	0	222	362	0	3	1	14	18	3923
05:00 PM	0	0	397	35	432	13	26	429	3	471	0	77	0	91	168	0	0	0	6	6	1077
05:15 PM	0	0	367	17	384	15	39	463	3	520	0	38	0	52	90	0	0	0	2	2	996
05:30 PM	0	0	370	28	398	24	21	496	3	544	0	51	0	49	100	0	1	0	1	2	1044
05:45 PM	0	0	417	26	443	30	24	500	4	558	0	40	0	38	78	0	1	3	5	9	1088
Total	0	0	1551	106	1657	82	110	1888	13	2093	0	206	0	230	436	0	2	3	14	19	4205
06:00 PM	0	0	403	25	428	25	18	443	3	489	1	32	0	40	73	0	0	0	4	4	994
06:15 PM	0	0	374	24	398	24	18	417	3	462	0	24	0	23	47	0	0	0	4	4	911
06:30 PM	0	0	295	12	307	17	20	376	6	419	0	40	0	20	60	0	0	0	4	4	790
06:45 PM	0	0	274	8	282	15	19	256	0	290	0	17	0	22	39	0	0	0	5	5	616
Total	0	0	1346	69	1415	81	75	1492	12	1660	1	113	0	105	219	0	0	0	17	17	3311
Grand Total	0	1	7839	615	8455	452	771	8124	53	9400	1	582	1	774	1358	0	9	4	50	63	19276
Apprch %	0	0	92.7	7.3		4.8	8.2	86.4	0.6		0.1	42.9	0.1	57		0	14.3	6.3	79.4		
Total %	0	0	40.7	3.2	43.9	2.3	4	42.1	0.3	48.8	0	3	0	4	7	0	0	0	0.3	0.3	
Autos	0	1	7710	589	8300	449	731	8002	50	9232	1	559	1	698	1259	0	8	4	50	62	18853
% Autos	0	100	98.4	95.8	98.2	99.3	94.8	98.5	94.3	98.2	100	96	100	90.2	92.7	0	88.9	100	100	98.4	97.8
Heavy Vehicles	0	0	129	26	155	3	40	122	3	168	0	23	0	76	99	0	1	0	0	1	423
% Heavy Vehicles	0	0	1.6	4.2	1.8	0.7	5.2	1.5	5.7	1.8	0	4	0	9.8	7.3	0	11.1	0	0	1.6	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06B- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



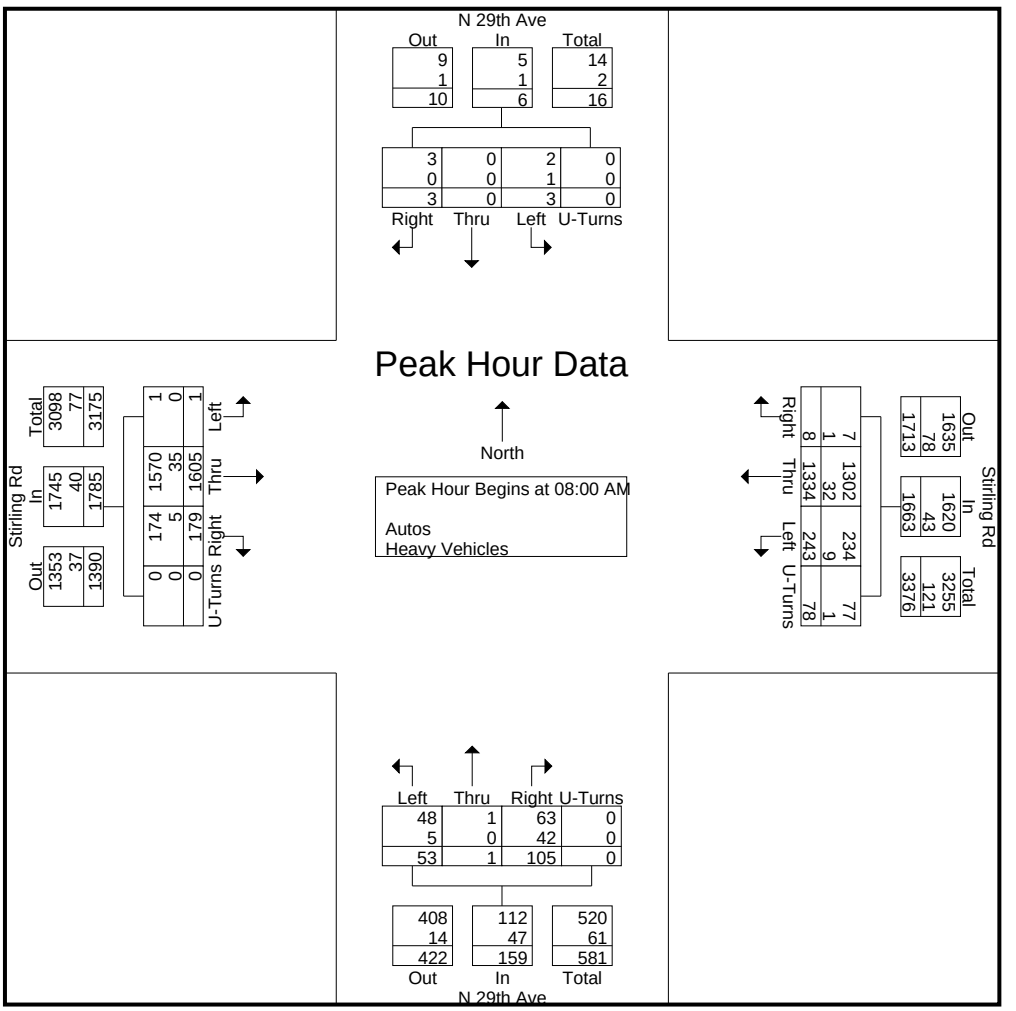
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06B- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	394	44	438	20	43	295	2	360	0	15	0	22	37	0	**1**	0	0	1	836
08:15 AM	0	0	**451**	45	**496**	11	65	322	2	400	0	12	0	14	26	0	0	0	0	0	922
08:30 AM	0	0	379	41	420	21	67	349	0	437	0	9	**1**	13	23	0	1	0	1	2	882
08:45 AM	0	**1**	381	**49**	431	**26**	**68**	**368**	**4**	**466**	0	**17**	0	**56**	**73**	0	1	0	**2**	**3**	**973**
Total Volume	0	1	1605	179	1785	78	243	1334	8	1663	0	53	1	105	159	0	3	0	3	6	3613
% App. Total	0	0.1	89.9	10		4.7	14.6	80.2	0.5		0	33.3	0.6	66		0	50	0	50		
PHF	.000	.250	.890	.913	.900	.750	.893	.906	.500	.892	.000	.779	.250	.469	.545	.000	.750	.000	.375	.500	.928
Autos	0	1	1570	174	1745	77	234	1302	7	1620	0	48	1	63	112	0	2	0	3	5	3482
% Autos	0	100	97.8	97.2	97.8	98.7	96.3	97.6	87.5	97.4	0	90.6	100	60.0	70.4	0	66.7	0	100	83.3	96.4
Heavy Vehicles	0	0	35	5	40	1	9	32	1	43	0	5	0	42	47	0	1	0	0	1	131
% Heavy Vehicles	0	0	2.2	2.8	2.2	1.3	3.7	2.4	12.5	2.6	0	9.4	0	40.0	29.6	0	33.3	0	0	16.7	3.6



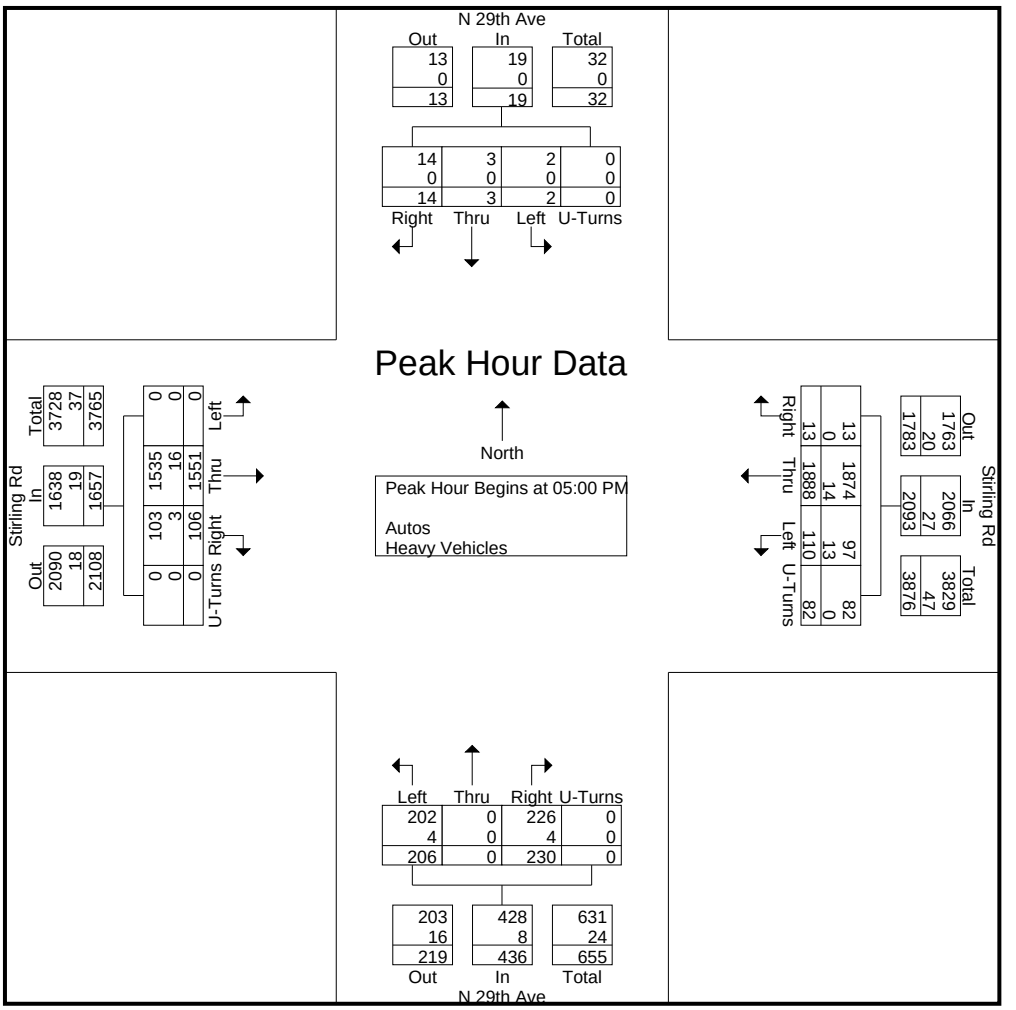
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06B- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	397	**35**	432	13	26	429	3	471	0	**77**	0	**91**	**168**	0	0	0	**6**	6	1077
05:15 PM	0	0	367	17	384	15	**39**	463	3	520	0	38	0	52	90	0	0	0	2	2	996
05:30 PM	0	0	370	28	398	24	21	496	3	544	0	51	0	49	100	0	**1**	0	1	2	1044
05:45 PM	0	0	**417**	26	**443**	**30**	24	**500**	**4**	**558**	0	40	0	38	78	0	1	**3**	5	**9**	**1088**
Total Volume	0	0	1551	106	1657	82	110	1888	13	2093	0	206	0	230	436	0	2	3	14	19	4205
% App. Total	0	0	93.6	6.4		3.9	5.3	90.2	0.6		0	47.2	0	52.8		0	10.5	15.8	73.7		
PHF	.000	.000	.930	.757	.935	.683	.705	.944	.813	.938	.000	.669	.000	.632	.649	.000	.500	.250	.583	.528	.966
Autos	0	0	1535	103	1638	82	97	1874	13	2066	0	202	0	226	428	0	2	3	14	19	4151
% Autos	0	0	99.0	97.2	98.9	100	88.2	99.3	100	98.7	0	98.1	0	98.3	98.2	0	100	100	100	100	98.7
Heavy Vehicles	0	0	16	3	19	0	13	14	0	27	0	4	0	4	8	0	0	0	0	0	54
% Heavy Vehicles	0	0	1.0	2.8	1.1	0	11.8	0.7	0	1.3	0	1.9	0	1.7	1.8	0	0	0	0	0	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06B- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	1	4	0	0	1	0	1	0	2	0	2	4	0	0	0	0	0	9
06:15 AM	0	0	5	0	5	0	0	6	1	7	0	1	0	2	3	0	0	0	0	0	15
06:30 AM	0	0	5	1	6	0	3	1	0	4	0	1	0	5	6	0	0	0	0	0	16
06:45 AM	0	0	6	1	7	0	1	3	1	5	0	1	0	1	2	0	0	0	0	0	14
Total	0	0	19	3	22	0	4	11	2	17	0	5	0	10	15	0	0	0	0	0	54
07:00 AM	0	0	9	1	10	0	0	12	0	12	0	1	0	2	3	0	0	0	0	0	25
07:15 AM	0	0	4	1	5	0	0	5	0	5	0	3	0	1	4	0	0	0	0	0	14
07:30 AM	0	0	3	0	3	0	1	5	0	6	0	0	0	3	3	0	0	0	0	0	12
07:45 AM	0	0	9	1	10	1	1	5	0	7	0	0	0	2	2	0	0	0	0	0	19
Total	0	0	25	3	28	1	2	27	0	30	0	4	0	8	12	0	0	0	0	0	70
08:00 AM	0	0	9	2	11	1	3	7	0	11	0	2	0	3	5	0	1	0	0	1	28
08:15 AM	0	0	15	1	16	0	2	5	0	7	0	2	0	2	4	0	0	0	0	0	27
08:30 AM	0	0	7	1	8	0	1	11	0	12	0	1	0	3	4	0	0	0	0	0	24
08:45 AM	0	0	4	1	5	0	3	9	1	13	0	0	0	34	34	0	0	0	0	0	52
Total	0	0	35	5	40	1	9	32	1	43	0	5	0	42	47	0	1	0	0	1	131
*** BREAK ***																					
04:00 PM	0	0	7	2	9	0	1	7	0	8	0	1	0	2	3	0	0	0	0	0	20
04:15 PM	0	0	13	2	15	0	0	9	0	9	0	0	0	2	2	0	0	0	0	0	26
04:30 PM	0	0	6	2	8	0	3	7	0	10	0	1	0	0	1	0	0	0	0	0	19
04:45 PM	0	0	1	2	3	0	2	5	0	7	0	1	0	4	5	0	0	0	0	0	15
Total	0	0	27	8	35	0	6	28	0	34	0	3	0	8	11	0	0	0	0	0	80
05:00 PM	0	0	3	0	3	0	2	2	0	4	0	2	0	0	2	0	0	0	0	0	9
05:15 PM	0	0	6	0	6	0	4	5	0	9	0	1	0	1	2	0	0	0	0	0	17
05:30 PM	0	0	3	3	6	0	2	1	0	3	0	1	0	2	3	0	0	0	0	0	12
05:45 PM	0	0	4	0	4	0	5	6	0	11	0	0	0	1	1	0	0	0	0	0	16
Total	0	0	16	3	19	0	13	14	0	27	0	4	0	4	8	0	0	0	0	0	54
06:00 PM	0	0	2	2	4	0	0	2	0	2	0	1	0	1	2	0	0	0	0	0	8
06:15 PM	0	0	0	1	1	0	3	2	0	5	0	1	0	1	2	0	0	0	0	0	8
06:30 PM	0	0	1	1	2	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	5
06:45 PM	0	0	4	0	4	1	3	4	0	8	0	0	0	1	1	0	0	0	0	0	13
Total	0	0	7	4	11	1	6	10	0	17	0	2	0	4	6	0	0	0	0	0	34
Grand Total	0	0	129	26	155	3	40	122	3	168	0	23	0	76	99	0	1	0	0	1	423
Apprch %	0	0	83.2	16.8		1.8	23.8	72.6	1.8		0	23.2	0	76.8		0	100	0	0		
Total %	0	0	30.5	6.1	36.6	0.7	9.5	28.8	0.7	39.7	0	5.4	0	18	23.4	0	0.2	0	0	0.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06C- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

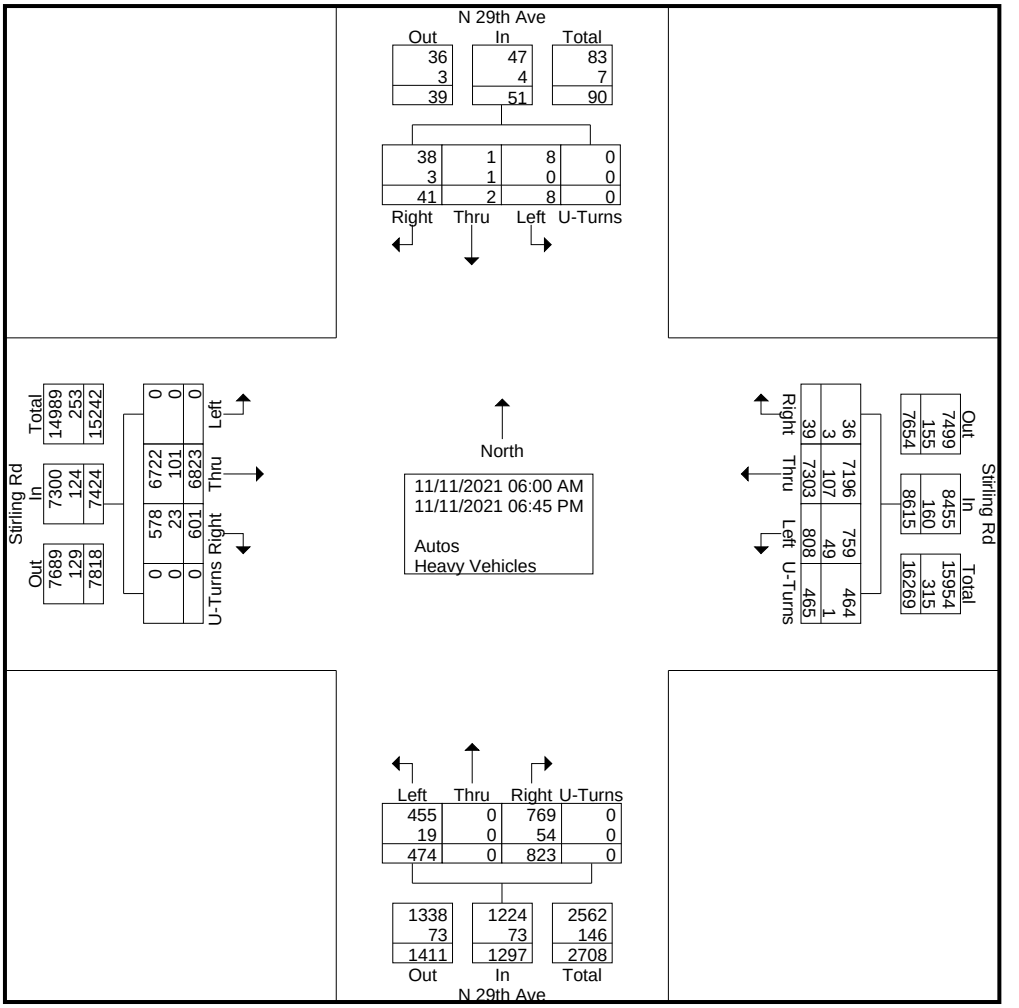
	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	86	9	95	9	10	65	1	85	0	0	0	3	3	0	0	0	0	0	183
06:15 AM	0	0	108	11	119	14	19	87	1	121	0	3	0	8	11	0	0	0	1	1	252
06:30 AM	0	0	138	6	144	15	20	127	1	163	0	3	0	10	13	0	0	0	0	0	320
06:45 AM	0	0	176	24	200	24	39	170	2	235	0	5	0	9	14	0	0	0	0	0	449
Total	0	0	508	50	558	62	88	449	5	604	0	11	0	30	41	0	0	0	1	1	1204
07:00 AM	0	0	193	22	215	14	28	166	1	209	0	9	0	17	26	0	0	0	0	0	450
07:15 AM	0	0	204	18	222	15	31	236	3	285	0	10	0	12	22	0	0	0	0	0	529
07:30 AM	0	0	295	31	326	23	36	245	1	305	0	20	0	19	39	0	0	0	3	3	673
07:45 AM	0	0	273	30	303	26	56	270	1	353	0	12	0	20	32	0	0	0	1	1	689
Total	0	0	965	101	1066	78	151	917	6	1152	0	51	0	68	119	0	0	0	4	4	2341
08:00 AM	0	0	304	37	341	21	44	253	0	318	0	14	0	22	36	0	1	1	0	2	697
08:15 AM	0	0	359	35	394	17	62	271	1	351	0	18	0	22	40	0	0	0	0	0	785
08:30 AM	0	0	316	53	369	18	52	327	1	398	0	23	0	21	44	0	0	0	0	0	811
08:45 AM	0	0	337	35	372	19	77	323	2	421	0	18	0	33	51	0	0	0	1	1	845
Total	0	0	1316	160	1476	75	235	1174	4	1488	0	73	0	98	171	0	1	1	1	3	3138
*** BREAK ***																					
04:00 PM	0	0	331	31	362	22	40	415	1	478	0	28	0	65	93	0	0	0	4	4	937
04:15 PM	0	0	394	33	427	22	24	429	3	478	0	26	0	58	84	0	1	0	1	2	991
04:30 PM	0	0	369	28	397	15	25	424	3	467	0	27	0	65	92	0	1	0	3	4	960
04:45 PM	0	0	226	17	243	22	39	327	1	389	0	42	0	56	98	0	2	0	4	6	736
Total	0	0	1320	109	1429	81	128	1595	8	1812	0	123	0	244	367	0	4	0	12	16	3624
05:00 PM	0	0	479	34	513	18	29	490	1	538	0	53	0	102	155	0	0	0	4	4	1210
05:15 PM	0	0	353	25	378	19	33	419	0	471	0	43	0	92	135	0	1	0	3	4	988
05:30 PM	0	0	343	29	372	26	31	439	2	498	0	20	0	45	65	0	1	1	1	3	938
05:45 PM	0	0	352	18	370	24	31	382	2	439	0	20	0	33	53	0	0	0	1	1	863
Total	0	0	1527	106	1633	87	124	1730	5	1946	0	136	0	272	408	0	2	1	9	12	3999
06:00 PM	0	0	315	20	335	19	20	376	1	416	0	29	0	44	73	0	1	0	2	3	827
06:15 PM	0	0	329	22	351	22	18	371	2	413	0	23	0	32	55	0	0	0	1	1	820
06:30 PM	0	0	298	18	316	22	24	364	6	416	0	14	0	18	32	0	0	0	4	4	768
06:45 PM	0	0	245	15	260	19	20	327	2	368	0	14	0	17	31	0	0	0	7	7	666
Total	0	0	1187	75	1262	82	82	1438	11	1613	0	80	0	111	191	0	1	0	14	15	3081
Grand Total	0	0	6823	601	7424	465	808	7303	39	8615	0	474	0	823	1297	0	8	2	41	51	17387
Apprch %	0	0	91.9	8.1		5.4	9.4	84.8	0.5		0	36.5	0	63.5		0	15.7	3.9	80.4		
Total %	0	0	39.2	3.5	42.7	2.7	4.6	42	0.2	49.5	0	2.7	0	4.7	7.5	0	0	0	0.2	0.3	
Autos	0	0	6722	578	7300	464	759	7196	36	8455	0	455	0	769	1224	0	8	1	38	47	17026
% Autos	0	0	98.5	96.2	98.3	99.8	93.9	98.5	92.3	98.1	0	96	0	93.4	94.4	0	100	50	92.7	92.2	97.9
Heavy Vehicles	0	0	101	23	124	1	49	107	3	160	0	19	0	54	73	0	0	1	3	4	361
% Heavy Vehicles	0	0	1.5	3.8	1.7	0.2	6.1	1.5	7.7	1.9	0	4	0	6.6	5.6	0	0	50	7.3	7.8	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06C- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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Start Date : 11/11/2021
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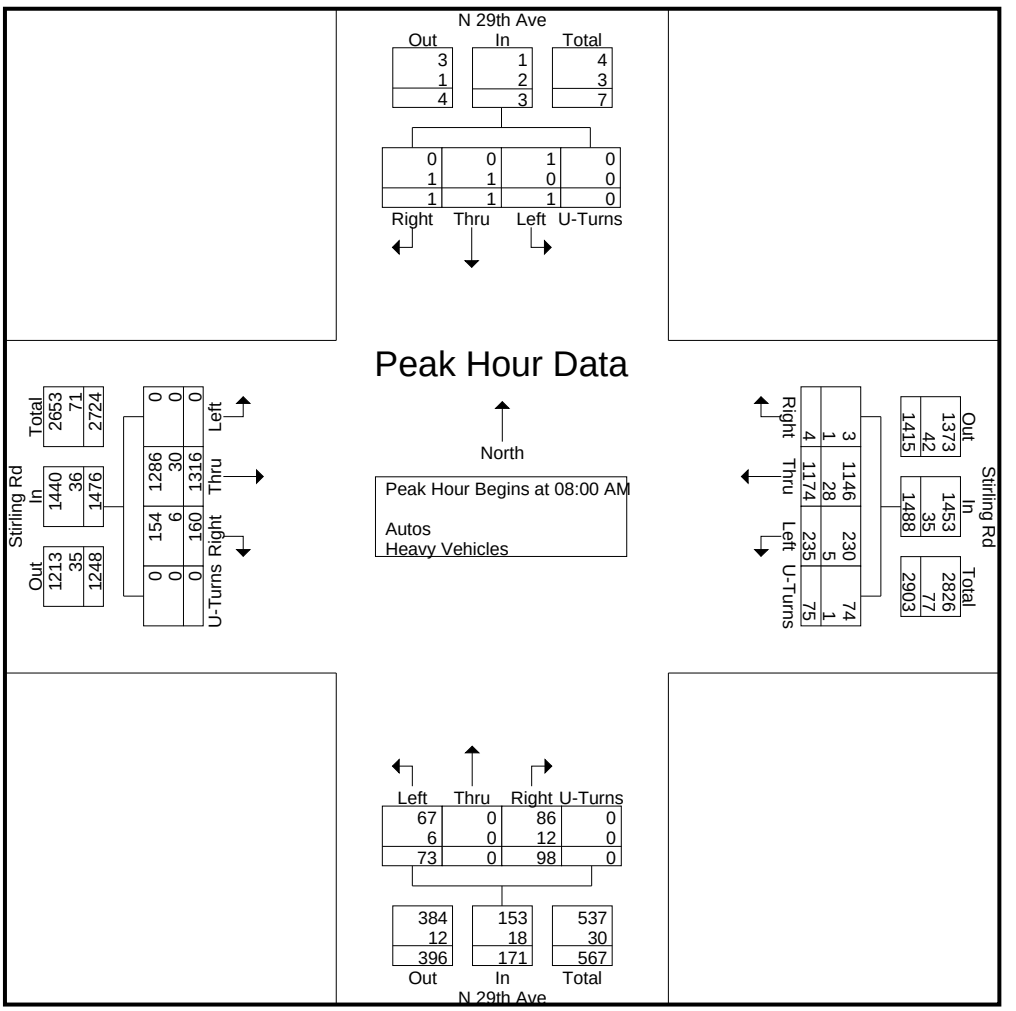
	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	304	37	341	**21**	44	253	0	318	0	14	0	22	36	0	**1**	**1**	0	**2**	697
08:15 AM	0	0	**359**	35	**394**	17	62	271	1	351	0	18	0	22	40	0	0	0	0	0	785
08:30 AM	0	0	316	**53**	369	18	52	**327**	1	398	0	**23**	0	21	44	0	0	0	0	0	811
08:45 AM	0	0	337	35	372	19	**77**	323	**2**	**421**	0	18	0	**33**	**51**	0	0	0	**1**	1	**845**
Total Volume	0	0	1316	160	1476	75	235	1174	4	1488	0	73	0	98	171	0	1	1	1	3	3138
% App. Total	0	0	89.2	10.8		5	15.8	78.9	0.3		0	42.7	0	57.3		0	33.3	33.3	33.3		
PHF	.000	.000	.916	.755	.937	.893	.763	.898	.500	.884	.000	.793	.000	.742	.838	.000	.250	.250	.250	.375	.928
Autos	0	0	1286	154	1440	74	230	1146	3	1453	0	67	0	86	153	0	1	0	0	1	3047
% Autos	0	0	97.7	96.3	97.6	98.7	97.9	97.6	75.0	97.6	0	91.8	0	87.8	89.5	0	100	0	0	33.3	97.1
Heavy Vehicles	0	0	30	6	36	1	5	28	1	35	0	6	0	12	18	0	0	1	1	2	91
% Heavy Vehicles	0	0	2.3	3.8	2.4	1.3	2.1	2.4	25.0	2.4	0	8.2	0	12.2	10.5	0	0	100	100	66.7	2.9



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CLIENT: FDOT D4
JOB NO.: 2021012.001
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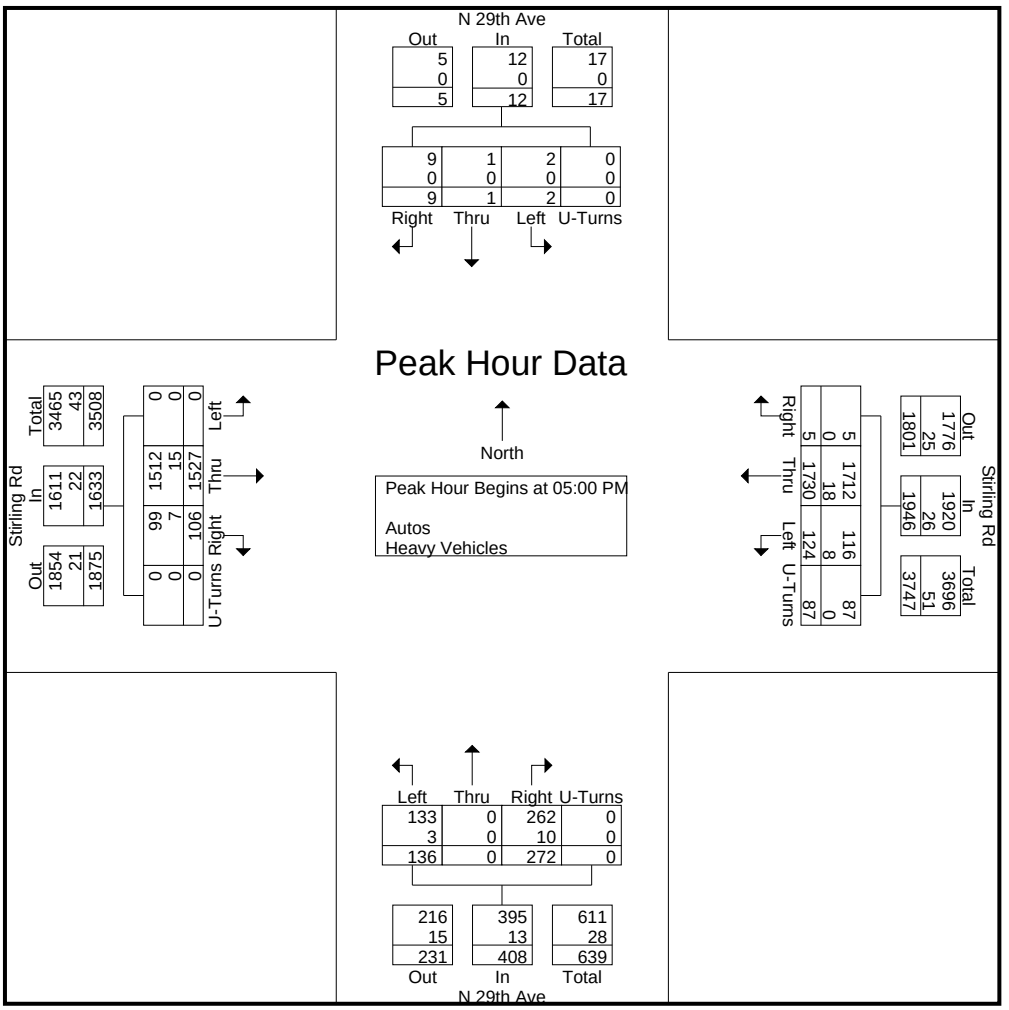
COUNTY: BROWARD

File Name : 06C- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**479**	**34**	**513**	18	29	**490**	1	**538**	0	**53**	0	**102**	**155**	0	0	0	**4**	**4**	**1210**
05:15 PM	0	0	353	25	378	19	**33**	419	0	471	0	43	0	92	135	0	**1**	0	3	4	988
05:30 PM	0	0	343	29	372	**26**	31	439	**2**	498	0	20	0	45	65	0	1	**1**	1	3	938
05:45 PM	0	0	352	18	370	24	31	382	2	439	0	20	0	33	53	0	0	0	1	1	863
Total Volume	0	0	1527	106	1633	87	124	1730	5	1946	0	136	0	272	408	0	2	1	9	12	3999
% App. Total	0	0	93.5	6.5		4.5	6.4	88.9	0.3		0	33.3	0	66.7		0	16.7	8.3	75		
PHF	.000	.000	.797	.779	.796	.837	.939	.883	.625	.904	.000	.642	.000	.667	.658	.000	.500	.250	.563	.750	.826
Autos	0	0	1512	99	1611	87	116	1712	5	1920	0	133	0	262	395	0	2	1	9	12	3938
% Autos	0	0	99.0	93.4	98.7	100	93.5	99.0	100	98.7	0	97.8	0	96.3	96.8	0	100	100	100	100	98.5
Heavy Vehicles	0	0	15	7	22	0	8	18	0	26	0	3	0	10	13	0	0	0	0	0	61
% Heavy Vehicles	0	0	1.0	6.6	1.3	0	6.5	1.0	0	1.3	0	2.2	0	3.7	3.2	0	0	0	0	0	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 06C- N29th Ave & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					N 29th Ave Northbound					N 29th Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	4	0	4	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	7
06:15 AM	0	0	7	1	8	0	2	4	0	6	0	1	0	2	3	0	0	0	0	0	17
06:30 AM	0	0	3	0	3	0	3	3	0	6	0	1	0	3	4	0	0	0	0	0	13
06:45 AM	0	0	2	0	2	0	2	3	0	5	0	1	0	0	1	0	0	0	0	0	8
Total	0	0	16	1	17	0	8	12	0	20	0	3	0	5	8	0	0	0	0	0	45
07:00 AM	0	0	2	0	2	0	2	5	0	7	0	1	0	1	2	0	0	0	0	0	11
07:15 AM	0	0	3	0	3	0	1	3	0	4	0	0	0	4	4	0	0	0	0	0	11
07:30 AM	0	0	4	1	5	0	2	5	0	7	0	1	0	6	7	0	0	0	1	1	20
07:45 AM	0	0	7	0	7	0	4	4	1	9	0	1	0	4	5	0	0	0	1	1	22
Total	0	0	16	1	17	0	9	17	1	27	0	3	0	15	18	0	0	0	2	2	64
08:00 AM	0	0	7	3	10	0	1	8	0	9	0	1	0	6	7	0	0	1	0	1	27
08:15 AM	0	0	7	2	9	1	1	3	1	6	0	4	0	3	7	0	0	0	0	0	22
08:30 AM	0	0	5	0	5	0	2	8	0	10	0	1	0	2	3	0	0	0	0	0	18
08:45 AM	0	0	11	1	12	0	1	9	0	10	0	0	0	1	1	0	0	0	1	1	24
Total	0	0	30	6	36	1	5	28	1	35	0	6	0	12	18	0	0	1	1	2	91
*** BREAK ***																					
04:00 PM	0	0	2	0	2	0	2	6	0	8	0	0	0	4	4	0	0	0	0	0	14
04:15 PM	0	0	6	4	10	0	3	6	0	9	0	0	0	2	2	0	0	0	0	0	21
04:30 PM	0	0	2	1	3	0	3	4	0	7	0	2	0	2	4	0	0	0	0	0	14
04:45 PM	0	0	3	0	3	0	7	5	0	12	0	0	0	3	3	0	0	0	0	0	18
Total	0	0	13	5	18	0	15	21	0	36	0	2	0	11	13	0	0	0	0	0	67
05:00 PM	0	0	10	4	14	0	0	6	0	6	0	2	0	2	4	0	0	0	0	0	24
05:15 PM	0	0	2	1	3	0	5	3	0	8	0	1	0	3	4	0	0	0	0	0	15
05:30 PM	0	0	3	1	4	0	2	5	0	7	0	0	0	3	3	0	0	0	0	0	14
05:45 PM	0	0	0	1	1	0	1	4	0	5	0	0	0	2	2	0	0	0	0	0	8
Total	0	0	15	7	22	0	8	18	0	26	0	3	0	10	13	0	0	0	0	0	61
06:00 PM	0	0	5	2	7	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	9
06:15 PM	0	0	1	0	1	0	2	1	0	3	0	1	0	1	2	0	0	0	0	0	6
06:30 PM	0	0	2	0	2	0	0	7	1	8	0	0	0	0	0	0	0	0	0	0	10
06:45 PM	0	0	3	1	4	0	2	2	0	4	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	11	3	14	0	4	11	1	16	0	2	0	1	3	0	0	0	0	0	33
Grand Total	0	0	101	23	124	1	49	107	3	160	0	19	0	54	73	0	0	1	3	4	361
Apprch %	0	0	81.5	18.5		0.6	30.6	66.9	1.9		0	26	0	74		0	0	25	75		
Total %	0	0	28	6.4	34.3	0.3	13.6	29.6	0.8	44.3	0	5.3	0	15	20.2	0	0	0.3	0.8	1.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

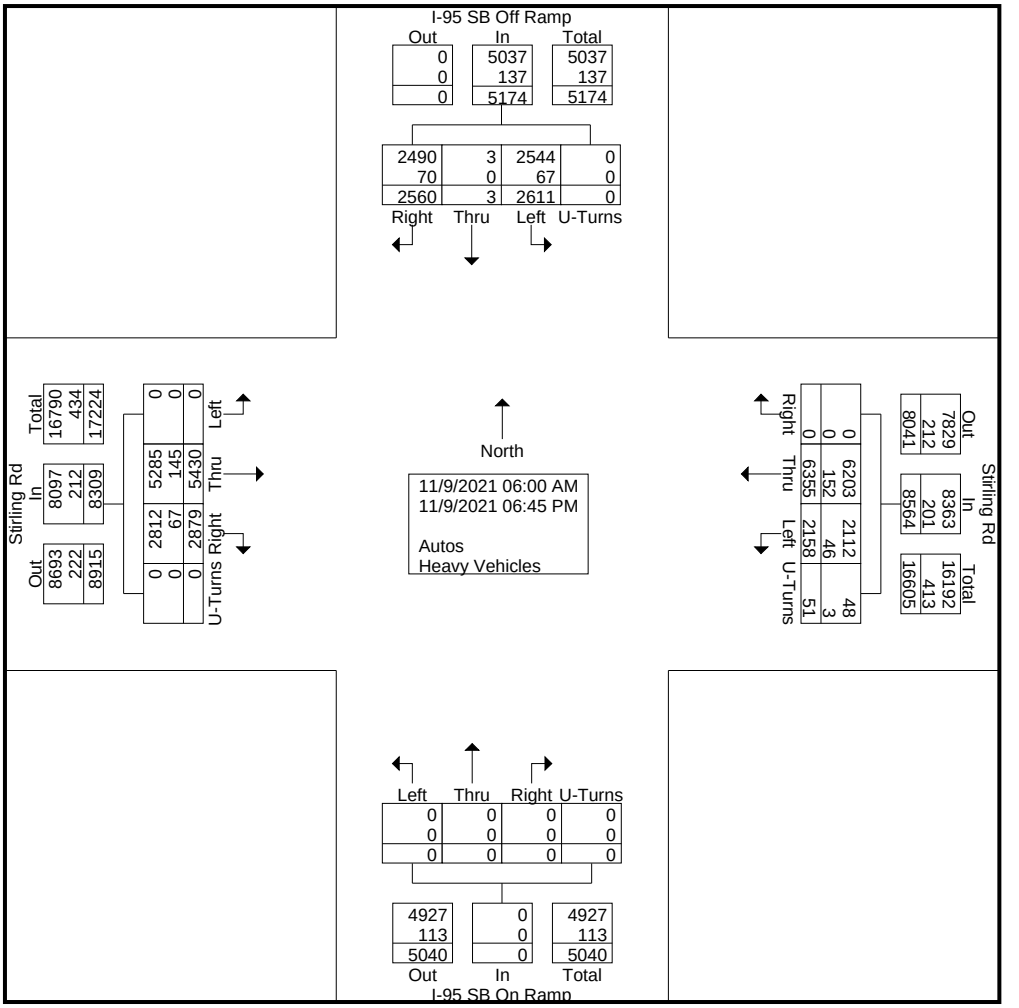
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	58	51	109	3	50	71	0	124	0	0	0	0	0	0	41	0	29	70	303
06:15 AM	0	0	82	56	138	0	42	80	0	122	0	0	0	0	0	0	46	0	42	88	348
06:30 AM	0	0	104	79	183	0	51	106	0	157	0	0	0	0	0	0	75	0	51	126	466
06:45 AM	0	0	142	81	223	2	54	158	0	214	0	0	0	0	0	0	107	0	86	193	630
Total	0	0	386	267	653	5	197	415	0	617	0	0	0	0	0	0	269	0	208	477	1747
07:00 AM	0	0	155	123	278	1	49	147	0	197	0	0	0	0	0	0	81	0	97	178	653
07:15 AM	0	0	230	120	350	2	71	204	0	277	0	0	0	0	0	0	96	0	105	201	828
07:30 AM	0	0	247	127	374	3	69	199	0	271	0	0	0	0	0	0	94	0	95	189	834
07:45 AM	0	0	212	139	351	4	82	264	0	350	0	0	0	0	0	0	135	0	121	256	957
Total	0	0	844	509	1353	10	271	814	0	1095	0	0	0	0	0	0	406	0	418	824	3272
08:00 AM	0	0	284	123	407	3	68	233	0	304	0	0	0	0	0	0	110	0	133	243	954
08:15 AM	0	0	265	160	425	3	69	246	0	318	0	0	0	0	0	0	124	0	138	262	1005
08:30 AM	0	0	228	135	363	3	79	254	0	336	0	0	0	0	0	0	129	1	109	239	938
08:45 AM	0	0	279	135	414	3	58	314	0	375	0	0	0	0	0	0	125	0	161	286	1075
Total	0	0	1056	553	1609	12	274	1047	0	1333	0	0	0	0	0	0	488	1	541	1030	3972
*** BREAK ***																					
04:00 PM	0	0	264	146	410	1	114	317	0	432	0	0	0	0	0	0	116	0	137	253	1095
04:15 PM	0	0	245	133	378	2	105	332	0	439	0	0	0	0	0	0	146	0	92	238	1055
04:30 PM	0	0	275	149	424	1	122	300	0	423	0	0	0	0	0	0	139	0	131	270	1117
04:45 PM	0	0	273	107	380	2	128	338	0	468	0	0	0	0	0	0	121	0	126	247	1095
Total	0	0	1057	535	1592	6	469	1287	0	1762	0	0	0	0	0	0	522	0	486	1008	4362
05:00 PM	0	0	243	152	395	2	155	294	0	451	0	0	0	0	0	0	145	0	126	271	1117
05:15 PM	0	0	324	118	442	1	107	390	0	498	0	0	0	0	0	0	119	0	111	230	1170
05:30 PM	0	0	280	151	431	0	142	438	0	580	0	0	0	0	0	0	99	0	115	214	1225
05:45 PM	0	0	281	111	392	2	124	337	0	463	0	0	0	0	0	0	134	0	119	253	1108
Total	0	0	1128	532	1660	5	528	1459	0	1992	0	0	0	0	0	0	497	0	471	968	4620
06:00 PM	0	0	280	134	414	4	125	319	0	448	0	0	0	0	0	0	97	0	117	214	1076
06:15 PM	0	0	239	110	349	2	100	326	0	428	0	0	0	0	0	0	115	0	115	230	1007
06:30 PM	0	0	249	124	373	6	112	355	0	473	0	0	0	0	0	0	131	1	113	245	1091
06:45 PM	0	0	191	115	306	1	82	333	0	416	0	0	0	0	0	0	86	1	91	178	900
Total	0	0	959	483	1442	13	419	1333	0	1765	0	0	0	0	0	0	429	2	436	867	4074
Grand Total	0	0	5430	2879	8309	51	2158	6355	0	8564	0	0	0	0	0	0	2611	3	2560	5174	22047
Apprch %	0	0	65.4	34.6		0.6	25.2	74.2	0		0	0	0	0		0	50.5	0.1	49.5		
Total %	0	0	24.6	13.1	37.7	0.2	9.8	28.8	0	38.8	0	0	0	0	0	0	11.8	0	11.6	23.5	
Autos	0	0	5285	2812	8097	48	2112	6203	0	8363	0	0	0	0	0	0	2544	3	2490	5037	21497
% Autos	0	0	97.3	97.7	97.4	94.1	97.9	97.6	0	97.7	0	0	0	0	0	0	97.4	100	97.3	97.4	97.5
Heavy Vehicles	0	0	145	67	212	3	46	152	0	201	0	0	0	0	0	0	67	0	70	137	550
% Heavy Vehicles	0	0	2.7	2.3	2.6	5.9	2.1	2.4	0	2.3	0	0	0	0	0	0	2.6	0	2.7	2.6	2.5

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



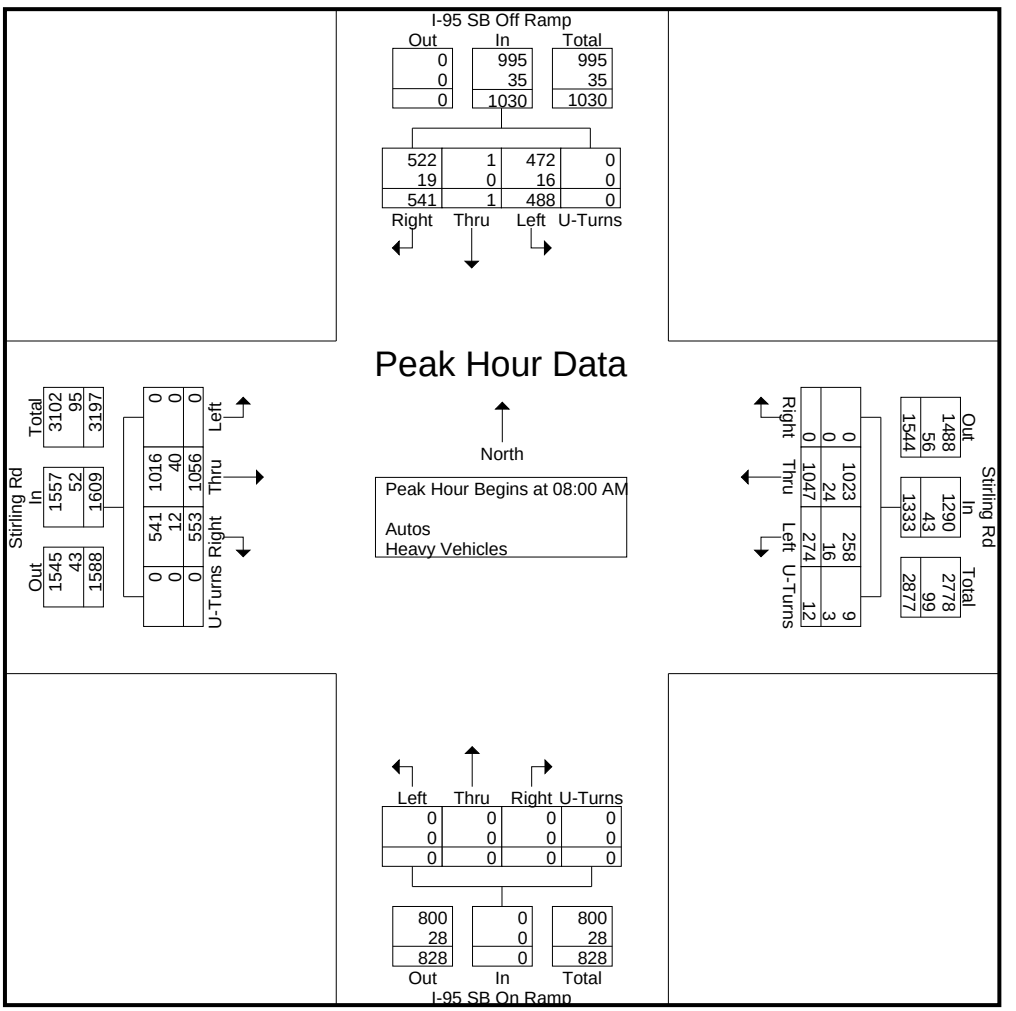
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	**284**	123	407	**3**	68	233	0	304	0	0	0	0	0	0	110	0	133	243	954
08:15 AM	0	0	265	**160**	**425**	3	69	246	0	318	0	0	0	0	0	0	124	0	138	262	1005
08:30 AM	0	0	228	135	363	3	**79**	254	0	336	0	0	0	0	0	0	**129**	**1**	109	239	938
08:45 AM	0	0	279	135	414	3	58	**314**	0	**375**	0	0	0	0	0	0	125	0	**161**	**286**	**1075**
Total Volume	0	0	1056	553	1609	12	274	1047	0	1333	0	0	0	0	0	0	488	1	541	1030	3972
% App. Total	0	0	65.6	34.4		0.9	20.6	78.5	0		0	0	0	0		0	47.4	0.1	52.5		
PHF	.000	.000	.930	.864	.946	1.00	.867	.834	.000	.889	.000	.000	.000	.000	.000	.000	.946	.250	.840	.900	.924
Autos	0	0	1016	541	1557	9	258	1023	0	1290	0	0	0	0	0	0	472	1	522	995	3842
% Autos	0	0	96.2	97.8	96.8	75.0	94.2	97.7	0	96.8	0	0	0	0	0	0	96.7	100	96.5	96.6	96.7
Heavy Vehicles	0	0	40	12	52	3	16	24	0	43	0	0	0	0	0	0	16	0	19	35	130
% Heavy Vehicles	0	0	3.8	2.2	3.2	25.0	5.8	2.3	0	3.2	0	0	0	0	0	0	3.3	0	3.5	3.4	3.3



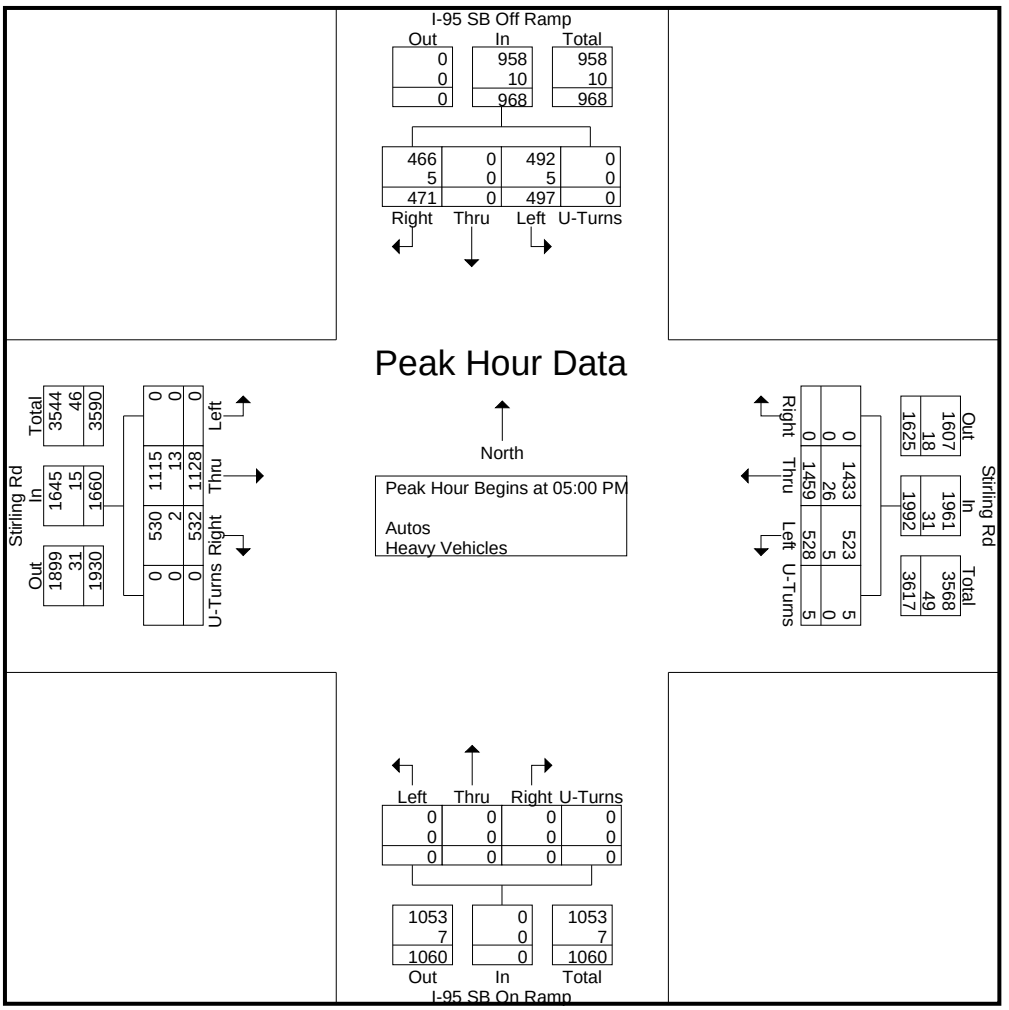
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	243	**152**	395	**2**	**155**	294	0	451	0	0	0	0	0	0	**145**	0	**126**	**271**	1117
05:15 PM	0	0	**324**	118	**442**	1	107	390	0	498	0	0	0	0	0	0	119	0	111	230	1170
05:30 PM	0	0	280	151	431	0	142	**438**	0	**580**	0	0	0	0	0	0	99	0	115	214	**1225**
05:45 PM	0	0	281	111	392	2	124	337	0	463	0	0	0	0	0	0	134	0	119	253	1108
Total Volume	0	0	1128	532	1660	5	528	1459	0	1992	0	0	0	0	0	0	497	0	471	968	4620
% App. Total	0	0	68	32		0.3	26.5	73.2	0		0	0	0	0		0	51.3	0	48.7		
PHF	.000	.000	.870	.875	.939	.625	.852	.833	.000	.859	.000	.000	.000	.000	.000	.000	.857	.000	.935	.893	.943
Autos	0	0	1115	530	1645	5	523	1433	0	1961	0	0	0	0	0	0	492	0	466	958	4564
% Autos	0	0	98.8	99.6	99.1	100	99.1	98.2	0	98.4	0	0	0	0	0	0	99.0	0	98.9	99.0	98.8
Heavy Vehicles	0	0	13	2	15	0	5	26	0	31	0	0	0	0	0	0	5	0	5	10	56
% Heavy Vehicles	0	0	1.2	0.4	0.9	0	0.9	1.8	0	1.6	0	0	0	0	0	0	1.0	0	1.1	1.0	1.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07A- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	2	3	0	2	3	0	5	0	0	0	0	0	0	2	0	0	2	10
06:15 AM	0	0	5	4	9	0	3	5	0	8	0	0	0	0	0	0	3	0	1	4	21
06:30 AM	0	0	5	3	8	0	0	2	0	2	0	0	0	0	0	0	5	0	1	6	16
06:45 AM	0	0	8	7	15	0	2	5	0	7	0	0	0	0	0	0	4	0	4	8	30
Total	0	0	19	16	35	0	7	15	0	22	0	0	0	0	0	0	14	0	6	20	77
07:00 AM	0	0	10	6	16	0	3	7	0	10	0	0	0	0	0	0	3	0	6	9	35
07:15 AM	0	0	10	4	14	0	1	7	0	8	0	0	0	0	0	0	2	0	4	6	28
07:30 AM	0	0	6	2	8	0	3	7	0	10	0	0	0	0	0	0	4	0	2	6	24
07:45 AM	0	0	4	5	9	0	1	11	0	12	0	0	0	0	0	0	4	0	2	6	27
Total	0	0	30	17	47	0	8	32	0	40	0	0	0	0	0	0	13	0	14	27	114
08:00 AM	0	0	10	4	14	0	2	2	0	4	0	0	0	0	0	0	1	0	4	5	23
08:15 AM	0	0	9	4	13	1	6	6	0	13	0	0	0	0	0	0	3	0	5	8	34
08:30 AM	0	0	7	4	11	0	7	5	0	12	0	0	0	0	0	0	9	0	3	12	35
08:45 AM	0	0	14	0	14	2	1	11	0	14	0	0	0	0	0	0	3	0	7	10	38
Total	0	0	40	12	52	3	16	24	0	43	0	0	0	0	0	0	16	0	19	35	130
*** BREAK ***																					
04:00 PM	0	0	13	4	17	0	3	7	0	10	0	0	0	0	0	0	2	0	4	6	33
04:15 PM	0	0	9	4	13	0	0	7	0	7	0	0	0	0	0	0	2	0	6	8	28
04:30 PM	0	0	4	1	5	0	3	10	0	13	0	0	0	0	0	0	8	0	3	11	29
04:45 PM	0	0	5	7	12	0	0	13	0	13	0	0	0	0	0	0	1	0	6	7	32
Total	0	0	31	16	47	0	6	37	0	43	0	0	0	0	0	0	13	0	19	32	122
05:00 PM	0	0	3	2	5	0	1	9	0	10	0	0	0	0	0	0	1	0	3	4	19
05:15 PM	0	0	3	0	3	0	1	6	0	7	0	0	0	0	0	0	2	0	1	3	13
05:30 PM	0	0	5	0	5	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	12
05:45 PM	0	0	2	0	2	0	0	9	0	9	0	0	0	0	0	0	0	0	1	1	12
Total	0	0	13	2	15	0	5	26	0	31	0	0	0	0	0	0	5	0	5	10	56
06:00 PM	0	0	6	4	10	0	2	6	0	8	0	0	0	0	0	0	1	0	3	4	22
06:15 PM	0	0	2	0	2	0	2	4	0	6	0	0	0	0	0	0	4	0	2	6	14
06:30 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0	0	0	0	2	2	8
06:45 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	1	0	0	1	7
Total	0	0	12	4	16	0	4	18	0	22	0	0	0	0	0	0	6	0	7	13	51
Grand Total	0	0	145	67	212	3	46	152	0	201	0	0	0	0	0	0	67	0	70	137	550
Apprch %	0	0	68.4	31.6		1.5	22.9	75.6	0		0	0	0	0		0	48.9	0	51.1		
Total %	0	0	26.4	12.2	38.5	0.5	8.4	27.6	0	36.5	0	0	0	0	0	0	12.2	0	12.7	24.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

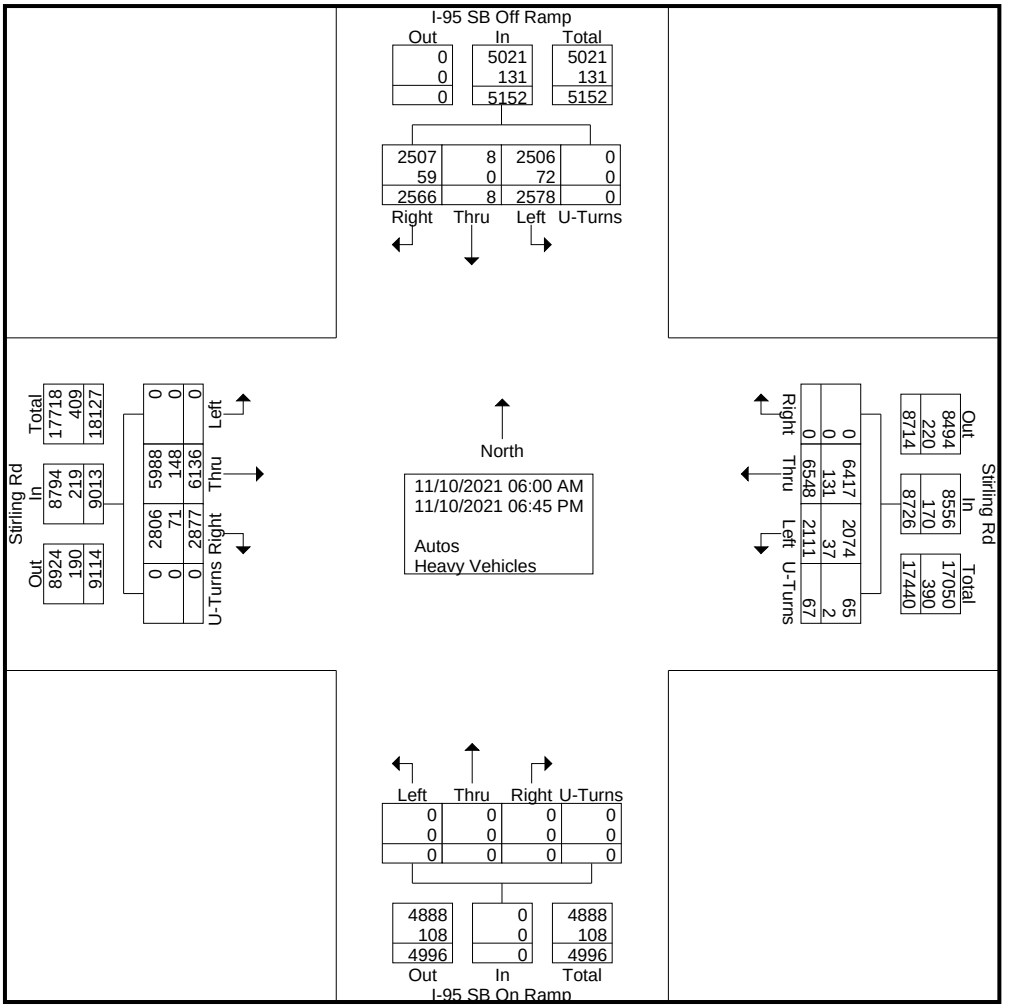
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	84	37	121	2	40	71	0	113	0	0	0	0	0	0	34	0	30	64	298
06:15 AM	0	0	64	46	110	1	46	79	0	126	0	0	0	0	0	0	64	0	44	108	344
06:30 AM	0	0	110	86	196	3	46	105	0	154	0	0	0	0	0	0	80	0	56	136	486
06:45 AM	0	0	158	81	239	4	64	128	0	196	0	0	0	0	0	0	84	0	97	181	616
Total	0	0	416	250	666	10	196	383	0	589	0	0	0	0	0	0	262	0	227	489	1744
07:00 AM	0	0	152	129	281	2	65	169	0	236	0	0	0	0	0	0	100	0	99	199	716
07:15 AM	0	0	246	117	363	1	68	222	0	291	0	0	0	0	0	0	115	0	99	214	868
07:30 AM	0	0	274	120	394	1	67	216	0	284	0	0	0	0	0	0	87	0	93	180	858
07:45 AM	0	0	263	133	396	4	85	241	0	330	0	0	0	0	0	0	125	0	117	242	968
Total	0	0	935	499	1434	8	285	848	0	1141	0	0	0	0	0	0	427	0	408	835	3410
08:00 AM	0	0	301	143	444	2	72	198	0	272	0	0	0	0	0	0	140	0	118	258	974
08:15 AM	0	0	301	155	456	2	78	234	0	314	0	0	0	0	0	0	120	0	137	257	1027
08:30 AM	0	0	225	127	352	6	62	295	0	363	0	0	0	0	0	0	141	1	131	273	988
08:45 AM	0	0	306	141	447	3	59	297	0	359	0	0	0	0	0	0	116	0	147	263	1069
Total	0	0	1133	566	1699	13	271	1024	0	1308	0	0	0	0	0	0	517	1	533	1051	4058
*** BREAK ***																					
04:00 PM	0	0	295	166	461	2	100	366	0	468	0	0	0	0	0	0	127	0	147	274	1203
04:15 PM	0	0	321	147	468	3	148	342	0	493	0	0	0	0	0	0	106	1	122	229	1190
04:30 PM	0	0	259	117	376	5	126	387	0	518	0	0	0	0	0	0	118	0	128	246	1140
04:45 PM	0	0	355	118	473	3	94	353	0	450	0	0	0	0	0	0	106	2	110	218	1141
Total	0	0	1230	548	1778	13	468	1448	0	1929	0	0	0	0	0	0	457	3	507	967	4674
05:00 PM	0	0	379	151	530	6	136	360	0	502	0	0	0	0	0	0	119	1	112	232	1264
05:15 PM	0	0	314	124	438	3	126	436	0	565	0	0	0	0	0	0	97	0	128	225	1228
05:30 PM	0	0	310	118	428	2	125	396	0	523	0	0	0	0	0	0	129	1	139	269	1220
05:45 PM	0	0	341	137	478	2	99	367	0	468	0	0	0	0	0	0	121	1	131	253	1199
Total	0	0	1344	530	1874	13	486	1559	0	2058	0	0	0	0	0	0	466	3	510	979	4911
06:00 PM	0	0	327	156	483	2	115	393	0	510	0	0	0	0	0	0	101	0	107	208	1201
06:15 PM	0	0	284	134	418	3	96	333	0	432	0	0	0	0	0	0	132	0	100	232	1082
06:30 PM	0	0	248	100	348	4	116	317	0	437	0	0	0	0	0	0	124	1	97	222	1007
06:45 PM	0	0	219	94	313	1	78	243	0	322	0	0	0	0	0	0	92	0	77	169	804
Total	0	0	1078	484	1562	10	405	1286	0	1701	0	0	0	0	0	0	449	1	381	831	4094
Grand Total	0	0	6136	2877	9013	67	2111	6548	0	8726	0	0	0	0	0	0	2578	8	2566	5152	22891
Apprch %	0	0	68.1	31.9		0.8	24.2	75	0		0	0	0	0		0	50	0.2	49.8		
Total %	0	0	26.8	12.6	39.4	0.3	9.2	28.6	0	38.1	0	0	0	0	0	0	11.3	0	11.2	22.5	
Autos	0	0	5988	2806	8794	65	2074	6417	0	8556	0	0	0	0	0	0	2506	8	2507	5021	22371
% Autos	0	0	97.6	97.5	97.6	97	98.2	98	0	98.1	0	0	0	0	0	0	97.2	100	97.7	97.5	97.7
Heavy Vehicles	0	0	148	71	219	2	37	131	0	170	0	0	0	0	0	0	72	0	59	131	520
% Heavy Vehicles	0	0	2.4	2.5	2.4	3	1.8	2	0	1.9	0	0	0	0	0	0	2.8	0	2.3	2.5	2.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



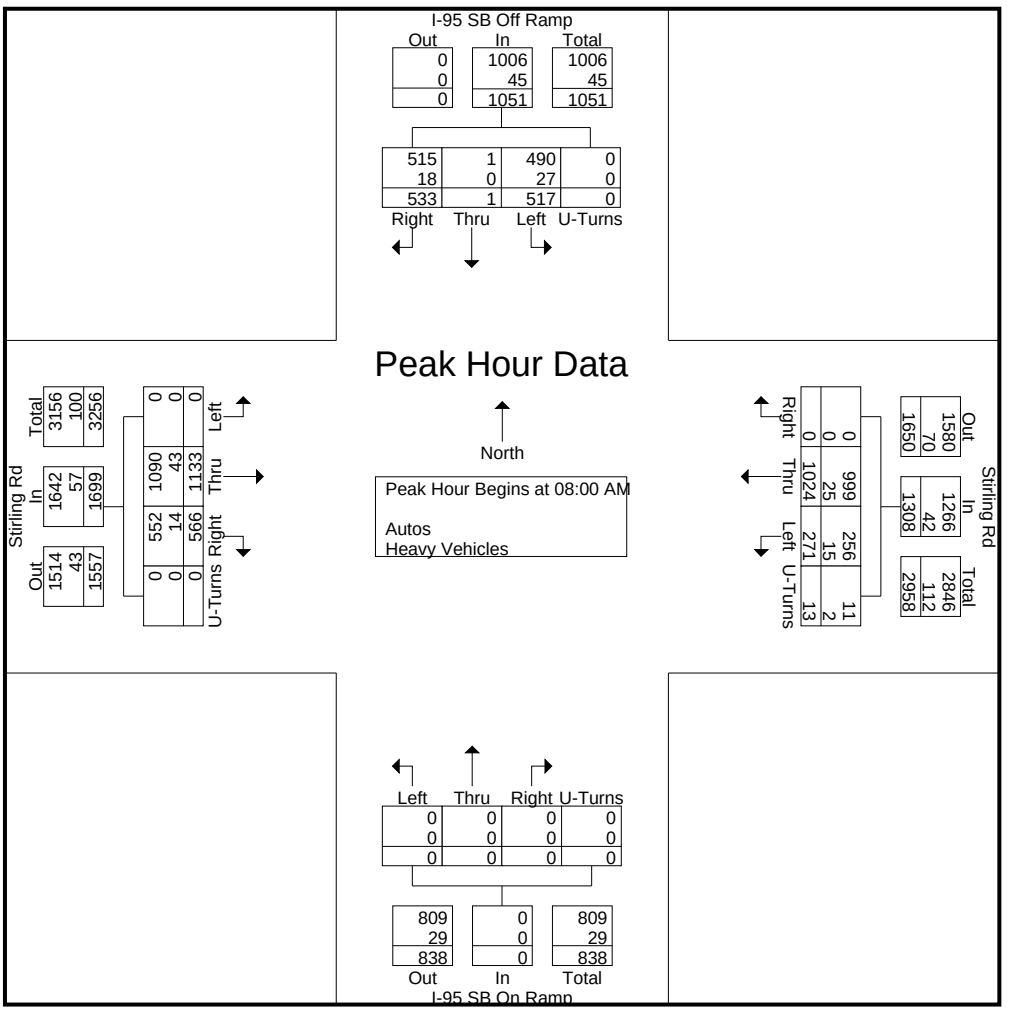
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	301	143	444	2	72	198	0	272	0	0	0	0	0	0	140	0	118	258	974
08:15 AM	0	0	301	**155**	**456**	2	**78**	234	0	314	0	0	0	0	0	0	120	0	137	257	1027
08:30 AM	0	0	225	127	352	**6**	62	295	0	**363**	0	0	0	0	0	0	**141**	**1**	131	**273**	988
08:45 AM	0	0	**306**	141	447	3	59	**297**	0	359	0	0	0	0	0	0	116	0	**147**	263	**1069**
Total Volume	0	0	1133	566	1699	13	271	1024	0	1308	0	0	0	0	0	0	517	1	533	1051	4058
% App. Total	0	0	66.7	33.3		1	20.7	78.3	0		0	0	0	0		0	49.2	0.1	50.7		
PHF	.000	.000	.926	.913	.931	.542	.869	.862	.000	.901	.000	.000	.000	.000	.000	.000	.917	.250	.906	.962	.949
Autos	0	0	1090	552	1642	11	256	999	0	1266	0	0	0	0	0	0	490	1	515	1006	3914
% Autos	0	0	96.2	97.5	96.6	84.6	94.5	97.6	0	96.8	0	0	0	0	0	0	94.8	100	96.6	95.7	96.5
Heavy Vehicles	0	0	43	14	57	2	15	25	0	42	0	0	0	0	0	0	27	0	18	45	144
% Heavy Vehicles	0	0	3.8	2.5	3.4	15.4	5.5	2.4	0	3.2	0	0	0	0	0	0	5.2	0	3.4	4.3	3.5



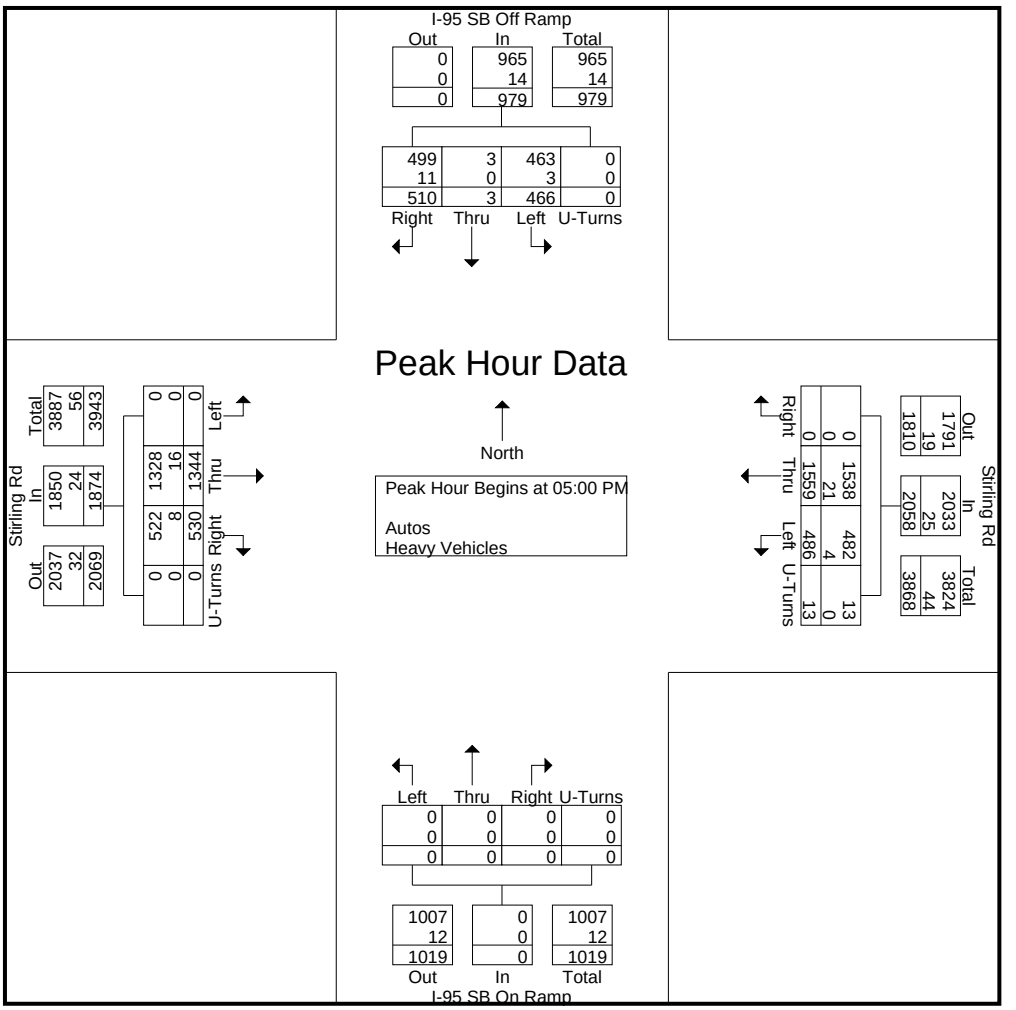
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**379**	**151**	**530**	**6**	**136**	360	0	502	0	0	0	0	0	0	119	**1**	112	232	**1264**
05:15 PM	0	0	314	124	438	3	126	**436**	0	**565**	0	0	0	0	0	0	97	0	128	225	1228
05:30 PM	0	0	310	118	428	2	125	396	0	523	0	0	0	0	0	0	**129**	1	**139**	**269**	1220
05:45 PM	0	0	341	137	478	2	99	367	0	468	0	0	0	0	0	0	121	1	131	253	1199
Total Volume	0	0	1344	530	1874	13	486	1559	0	2058	0	0	0	0	0	0	466	3	510	979	4911
% App. Total	0	0	71.7	28.3		0.6	23.6	75.8	0		0	0	0	0		0	47.6	0.3	52.1		
PHF	.000	.000	.887	.877	.884	.542	.893	.894	.000	.911	.000	.000	.000	.000	.000	.000	.903	.750	.917	.910	.971
Autos	0	0	1328	522	1850	13	482	1538	0	2033	0	0	0	0	0	0	463	3	499	965	4848
% Autos	0	0	98.8	98.5	98.7	100	99.2	98.7	0	98.8	0	0	0	0	0	0	99.4	100	97.8	98.6	98.7
Heavy Vehicles	0	0	16	8	24	0	4	21	0	25	0	0	0	0	0	0	3	0	11	14	63
% Heavy Vehicles	0	0	1.2	1.5	1.3	0	0.8	1.3	0	1.2	0	0	0	0	0	0	0.6	0	2.2	1.4	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07B- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	2	5	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	9
06:15 AM	0	0	2	3	5	0	0	6	0	6	0	0	0	0	0	0	3	0	1	4	15
06:30 AM	0	0	10	3	13	0	4	4	0	8	0	0	0	0	0	0	4	0	3	7	28
06:45 AM	0	0	5	4	9	0	1	1	0	2	0	0	0	0	0	0	3	0	4	7	18
Total	0	0	20	12	32	0	6	12	0	18	0	0	0	0	0	0	12	0	8	20	70
07:00 AM	0	0	3	9	12	0	2	12	0	14	0	0	0	0	0	0	3	0	1	4	30
07:15 AM	0	0	7	1	8	0	2	6	0	8	0	0	0	0	0	0	8	0	3	11	27
07:30 AM	0	0	8	1	9	0	2	5	0	7	0	0	0	0	0	0	3	0	1	4	20
07:45 AM	0	0	5	9	14	0	1	8	0	9	0	0	0	0	0	0	5	0	3	8	31
Total	0	0	23	20	43	0	7	31	0	38	0	0	0	0	0	0	19	0	8	27	108
08:00 AM	0	0	10	6	16	0	4	4	0	8	0	0	0	0	0	0	7	0	6	13	37
08:15 AM	0	0	15	5	20	0	5	8	0	13	0	0	0	0	0	0	5	0	1	6	39
08:30 AM	0	0	7	1	8	1	3	9	0	13	0	0	0	0	0	0	8	0	3	11	32
08:45 AM	0	0	11	2	13	1	3	4	0	8	0	0	0	0	0	0	7	0	8	15	36
Total	0	0	43	14	57	2	15	25	0	42	0	0	0	0	0	0	27	0	18	45	144
*** BREAK ***																					
04:00 PM	0	0	11	4	15	0	3	5	0	8	0	0	0	0	0	0	2	0	1	3	26
04:15 PM	0	0	10	5	15	0	0	8	0	8	0	0	0	0	0	0	1	0	3	4	27
04:30 PM	0	0	8	3	11	0	2	9	0	11	0	0	0	0	0	0	1	0	1	2	24
04:45 PM	0	0	5	1	6	0	0	8	0	8	0	0	0	0	0	0	1	0	4	5	19
Total	0	0	34	13	47	0	5	30	0	35	0	0	0	0	0	0	5	0	9	14	96
05:00 PM	0	0	2	2	4	0	2	0	0	2	0	0	0	0	0	0	1	0	3	4	10
05:15 PM	0	0	5	3	8	0	0	9	0	9	0	0	0	0	0	0	1	0	3	4	21
05:30 PM	0	0	4	2	6	0	2	4	0	6	0	0	0	0	0	0	1	0	1	2	14
05:45 PM	0	0	5	1	6	0	0	8	0	8	0	0	0	0	0	0	0	0	4	4	18
Total	0	0	16	8	24	0	4	21	0	25	0	0	0	0	0	0	3	0	11	14	63
06:00 PM	0	0	5	2	7	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	11
06:15 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	4	0	1	5	11
06:30 PM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	1	0	2	3	6
06:45 PM	0	0	3	2	5	0	0	4	0	4	0	0	0	0	0	0	0	0	2	2	11
Total	0	0	12	4	16	0	0	12	0	12	0	0	0	0	0	0	6	0	5	11	39
Grand Total	0	0	148	71	219	2	37	131	0	170	0	0	0	0	0	0	72	0	59	131	520
Apprch %	0	0	67.6	32.4		1.2	21.8	77.1	0		0	0	0	0		0	55	0	45		
Total %	0	0	28.5	13.7	42.1	0.4	7.1	25.2	0	32.7	0	0	0	0	0	0	13.8	0	11.3	25.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

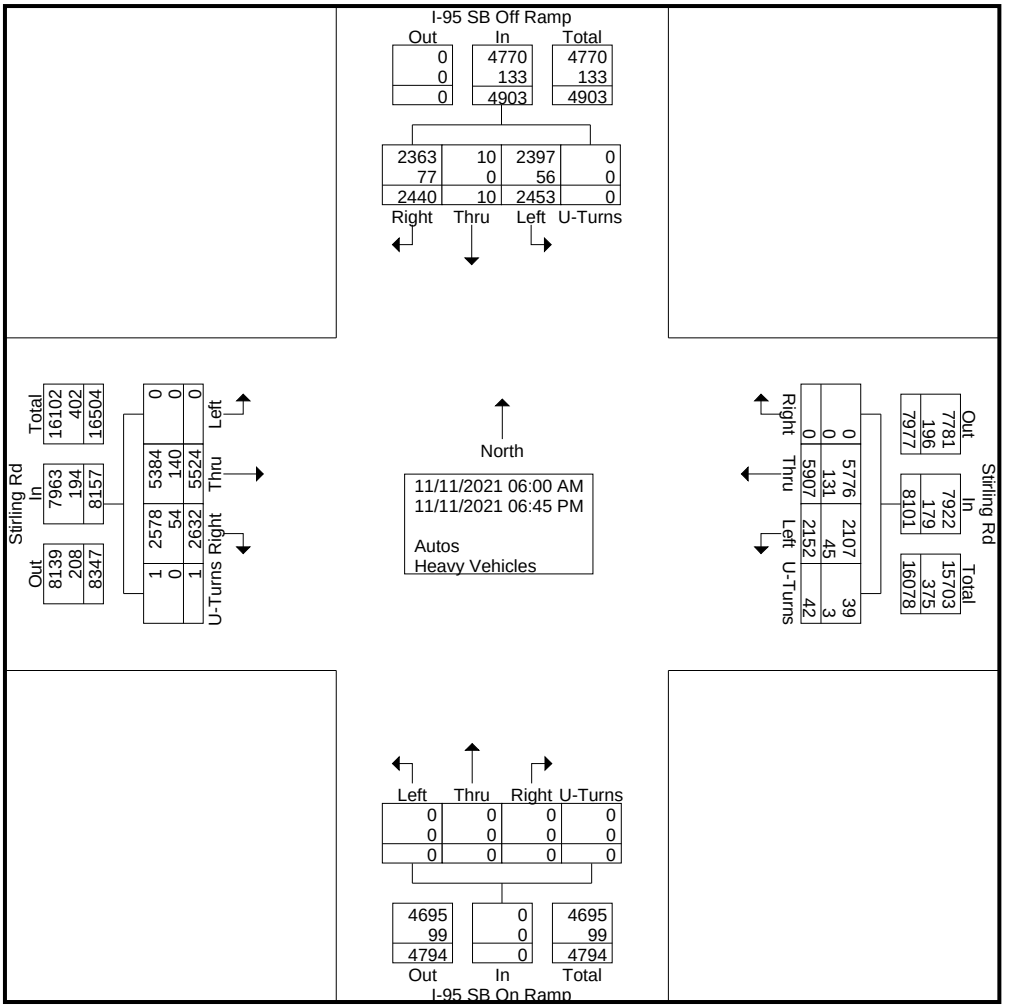
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	66	47	113	0	25	53	0	78	0	0	0	0	0	0	32	0	29	61	252
06:15 AM	1	0	70	40	111	1	34	73	0	108	0	0	0	0	0	0	48	1	34	83	302
06:30 AM	0	0	99	78	177	1	57	96	0	154	0	0	0	0	0	0	63	1	57	121	452
06:45 AM	0	0	124	69	193	0	38	133	0	171	0	0	0	0	0	0	77	0	81	158	522
Total	1	0	359	234	594	2	154	355	0	511	0	0	0	0	0	0	220	2	201	423	1528
07:00 AM	0	0	152	74	226	2	49	121	0	172	0	0	0	0	0	0	84	0	82	166	564
07:15 AM	0	0	157	86	243	0	46	172	0	218	0	0	0	0	0	0	74	0	103	177	638
07:30 AM	0	0	189	103	292	5	57	194	0	256	0	0	0	0	0	0	100	0	93	193	741
07:45 AM	0	0	217	113	330	2	54	205	0	261	0	0	0	0	0	0	115	0	136	251	842
Total	0	0	715	376	1091	9	206	692	0	907	0	0	0	0	0	0	373	0	414	787	2785
08:00 AM	0	0	218	100	318	4	60	203	0	267	0	0	0	0	0	0	88	0	110	198	783
08:15 AM	0	0	235	123	358	5	74	224	0	303	0	0	0	0	0	0	122	0	137	259	920
08:30 AM	0	0	248	134	382	2	72	262	0	336	0	0	0	0	0	0	111	0	142	253	971
08:45 AM	0	0	272	97	369	3	49	211	0	263	0	0	0	0	0	0	100	0	159	259	891
Total	0	0	973	454	1427	14	255	900	0	1169	0	0	0	0	0	0	421	0	548	969	3565
*** BREAK ***																					
04:00 PM	0	0	310	160	470	1	130	327	0	458	0	0	0	0	0	0	114	0	132	246	1174
04:15 PM	0	0	335	144	479	3	133	349	0	485	0	0	0	0	0	0	130	1	114	245	1209
04:30 PM	0	0	300	117	417	1	129	343	0	473	0	0	0	0	0	0	143	0	112	255	1145
04:45 PM	0	0	254	104	358	2	117	305	0	424	0	0	0	0	0	0	144	1	141	286	1068
Total	0	0	1199	525	1724	7	509	1324	0	1840	0	0	0	0	0	0	531	2	499	1032	4596
05:00 PM	0	0	425	160	585	1	147	343	0	491	0	0	0	0	0	0	114	2	107	223	1299
05:15 PM	0	0	336	135	471	3	140	354	0	497	0	0	0	0	0	0	136	0	122	258	1226
05:30 PM	0	0	291	112	403	1	139	362	0	502	0	0	0	0	0	0	119	0	106	225	1130
05:45 PM	0	0	312	130	442	0	136	333	0	469	0	0	0	0	0	0	110	0	91	201	1112
Total	0	0	1364	537	1901	5	562	1392	0	1959	0	0	0	0	0	0	479	2	426	907	4767
06:00 PM	0	0	232	146	378	2	130	347	0	479	0	0	0	0	0	0	118	1	94	213	1070
06:15 PM	0	0	270	122	392	2	131	331	0	464	0	0	0	0	0	0	96	0	83	179	1035
06:30 PM	0	0	221	116	337	0	94	257	0	351	0	0	0	0	0	0	113	3	102	218	906
06:45 PM	0	0	191	122	313	1	111	309	0	421	0	0	0	0	0	0	102	0	73	175	909
Total	0	0	914	506	1420	5	466	1244	0	1715	0	0	0	0	0	0	429	4	352	785	3920
Grand Total	1	0	5524	2632	8157	42	2152	5907	0	8101	0	0	0	0	0	0	2453	10	2440	4903	21161
Apprch %	0	0	67.7	32.3		0.5	26.6	72.9	0		0	0	0	0		0	50	0.2	49.8		
Total %	0	0	26.1	12.4	38.5	0.2	10.2	27.9	0	38.3	0	0	0	0	0	0	11.6	0	11.5	23.2	
Autos	1	0	5384	2578	7963	39	2107	5776	0	7922	0	0	0	0	0	0	2397	10	2363	4770	20655
% Autos	100	0	97.5	97.9	97.6	92.9	97.9	97.8	0	97.8	0	0	0	0	0	0	97.7	100	96.8	97.3	97.6
Heavy Vehicles	0	0	140	54	194	3	45	131	0	179	0	0	0	0	0	0	56	0	77	133	506
% Heavy Vehicles	0	0	2.5	2.1	2.4	7.1	2.1	2.2	0	2.2	0	0	0	0	0	0	2.3	0	3.2	2.7	2.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



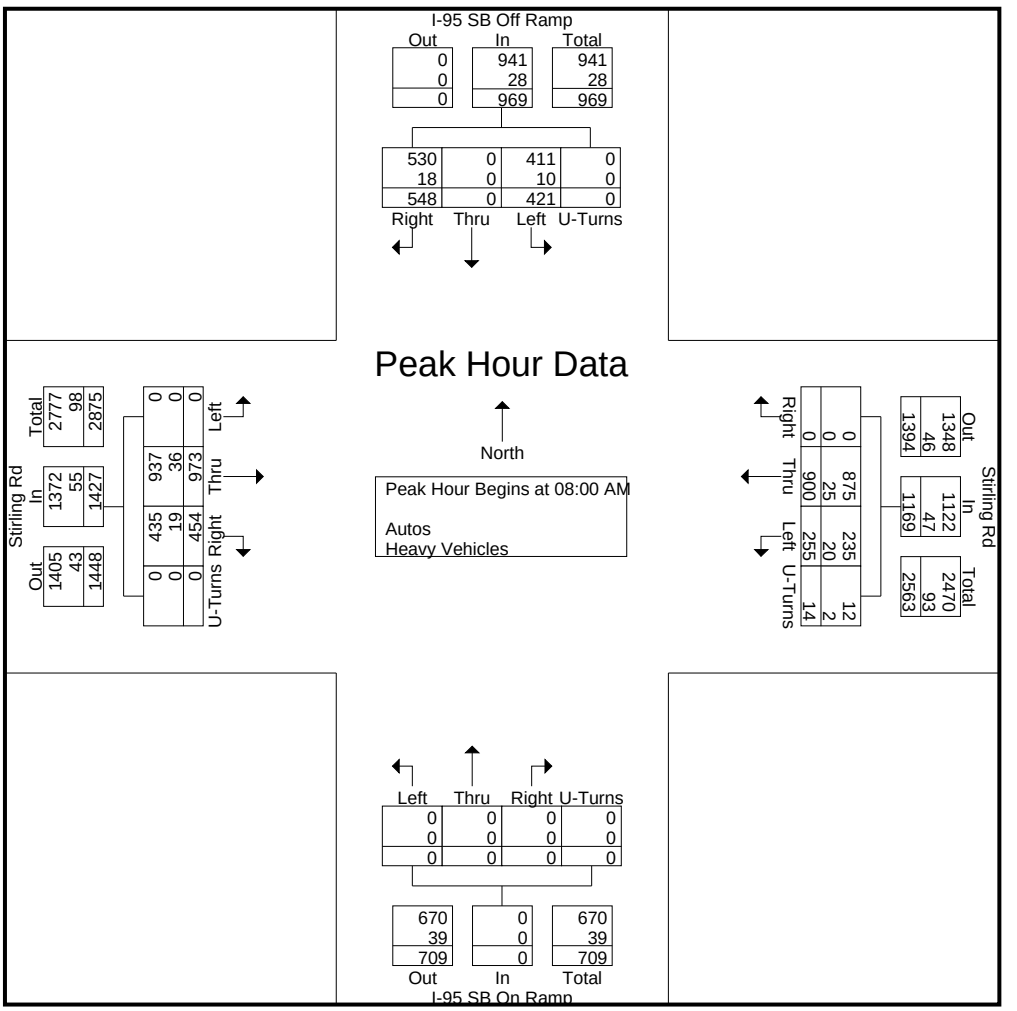
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	0	218	100	318	4	60	203	0	267	0	0	0	0	0	0	88	0	110	198	783
08:15 AM	0	0	235	123	358	**5**	**74**	224	0	303	0	0	0	0	0	0	**122**	0	137	**259**	920
08:30 AM	0	0	248	**134**	**382**	2	72	**262**	0	**336**	0	0	0	0	0	0	111	0	142	253	**971**
08:45 AM	0	0	**272**	97	369	3	49	211	0	263	0	0	0	0	0	0	100	0	**159**	259	891
Total Volume	0	0	973	454	1427	14	255	900	0	1169	0	0	0	0	0	0	421	0	548	969	3565
% App. Total	0	0	68.2	31.8		1.2	21.8	77	0		0	0	0	0		0	43.4	0	56.6		
PHF	.000	.000	.894	.847	.934	.700	.861	.859	.000	.870	.000	.000	.000	.000	.000	.000	.863	.000	.862	.935	.918
Autos	0	0	937	435	1372	12	235	875	0	1122	0	0	0	0	0	0	411	0	530	941	3435
% Autos	0	0	96.3	95.8	96.1	85.7	92.2	97.2	0	96.0	0	0	0	0	0	0	97.6	0	96.7	97.1	96.4
Heavy Vehicles	0	0	36	19	55	2	20	25	0	47	0	0	0	0	0	0	10	0	18	28	130
% Heavy Vehicles	0	0	3.7	4.2	3.9	14.3	7.8	2.8	0	4.0	0	0	0	0	0	0	2.4	0	3.3	2.9	3.6



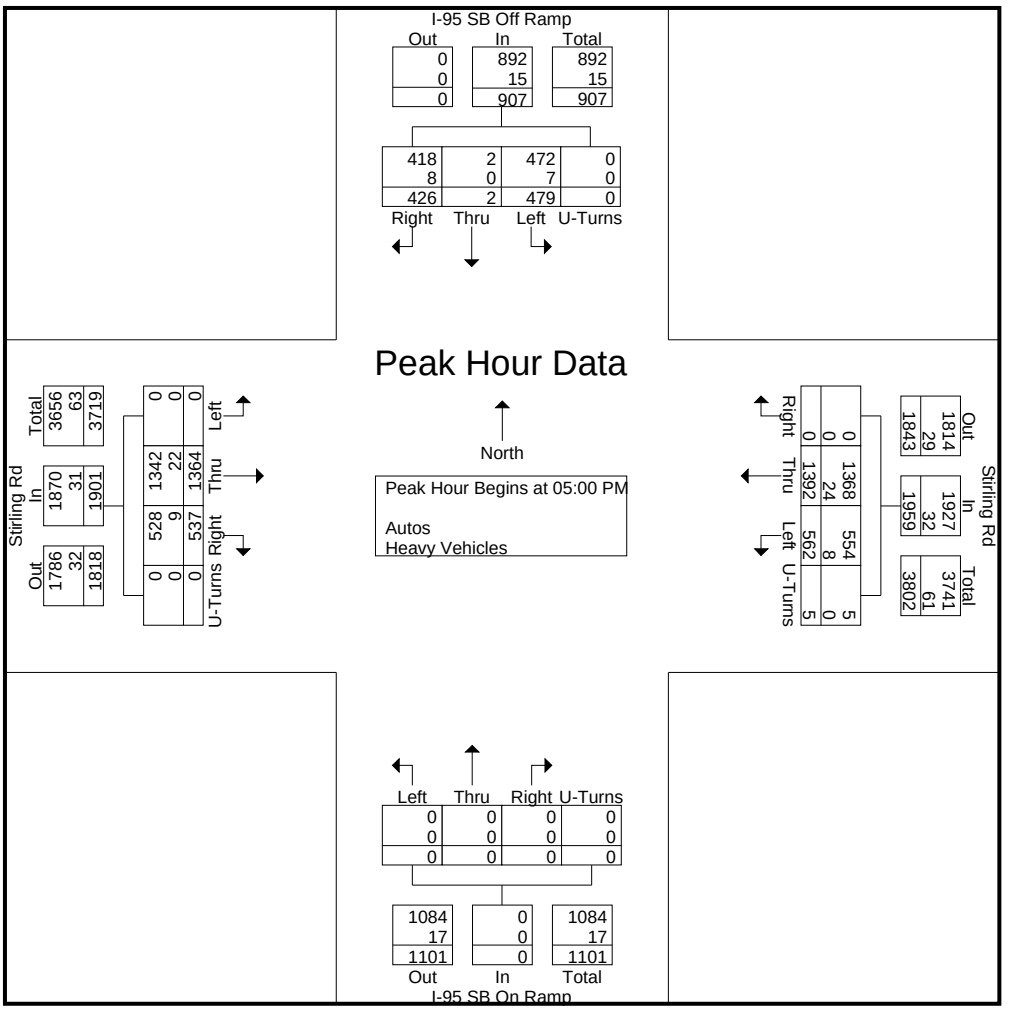
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	0	**425**	**160**	**585**	1	**147**	343	0	491	0	0	0	0	0	0	114	**2**	107	223	**1299**
05:15 PM	0	0	336	135	471	**3**	140	354	0	497	0	0	0	0	0	0	**136**	0	**122**	**258**	1226
05:30 PM	0	0	291	112	403	1	139	**362**	0	**502**	0	0	0	0	0	0	119	0	106	225	1130
05:45 PM	0	0	312	130	442	0	136	333	0	469	0	0	0	0	0	0	110	0	91	201	1112
Total Volume	0	0	1364	537	1901	5	562	1392	0	1959	0	0	0	0	0	0	479	2	426	907	4767
% App. Total	0	0	71.8	28.2		0.3	28.7	71.1	0		0	0	0	0		0	52.8	0.2	47		
PHF	.000	.000	.802	.839	.812	.417	.956	.961	.000	.976	.000	.000	.000	.000	.000	.000	.881	.250	.873	.879	.917
Autos	0	0	1342	528	1870	5	554	1368	0	1927	0	0	0	0	0	0	472	2	418	892	4689
% Autos	0	0	98.4	98.3	98.4	100	98.6	98.3	0	98.4	0	0	0	0	0	0	98.5	100	98.1	98.3	98.4
Heavy Vehicles	0	0	22	9	31	0	8	24	0	32	0	0	0	0	0	0	7	0	8	15	78
% Heavy Vehicles	0	0	1.6	1.7	1.6	0	1.4	1.7	0	1.6	0	0	0	0	0	0	1.5	0	1.9	1.7	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 07C- I-95 SB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	4	5	0	0	0	0	0	0	0	0	0	0	0	4	0	3	7	12
06:15 AM	0	0	5	4	9	0	2	6	0	8	0	0	0	0	0	0	0	0	2	2	19
06:30 AM	0	0	5	3	8	0	2	6	0	8	0	0	0	0	0	0	1	0	3	4	20
06:45 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	3	0	6	9	11
Total	0	0	12	11	23	0	5	12	0	17	0	0	0	0	0	0	8	0	14	22	62
07:00 AM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	5	0	3	8	20
07:15 AM	0	0	9	1	10	0	3	5	0	8	0	0	0	0	0	0	4	0	4	8	26
07:30 AM	0	0	5	4	9	0	0	10	0	10	0	0	0	0	0	0	6	0	3	9	28
07:45 AM	0	0	9	3	12	1	3	7	0	11	0	0	0	0	0	0	4	0	5	9	32
Total	0	0	28	8	36	1	6	29	0	36	0	0	0	0	0	0	19	0	15	34	106
08:00 AM	0	0	8	9	17	1	3	6	0	10	0	0	0	0	0	0	2	0	4	6	33
08:15 AM	0	0	11	4	15	1	7	3	0	11	0	0	0	0	0	0	2	0	5	7	33
08:30 AM	0	0	8	1	9	0	4	9	0	13	0	0	0	0	0	0	2	0	3	5	27
08:45 AM	0	0	9	5	14	0	6	7	0	13	0	0	0	0	0	0	4	0	6	10	37
Total	0	0	36	19	55	2	20	25	0	47	0	0	0	0	0	0	10	0	18	28	130
*** BREAK ***																					
04:00 PM	0	0	9	1	10	0	0	8	0	8	0	0	0	0	0	0	3	0	5	8	26
04:15 PM	0	0	9	0	9	0	1	6	0	7	0	0	0	0	0	0	1	0	3	4	20
04:30 PM	0	0	6	3	9	0	1	4	0	5	0	0	0	0	0	0	3	0	3	6	20
04:45 PM	0	0	8	0	8	0	1	9	0	10	0	0	0	0	0	0	1	0	4	5	23
Total	0	0	32	4	36	0	3	27	0	30	0	0	0	0	0	0	8	0	15	23	89
05:00 PM	0	0	9	5	14	0	1	8	0	9	0	0	0	0	0	0	0	0	2	2	25
05:15 PM	0	0	4	2	6	0	2	6	0	8	0	0	0	0	0	0	3	0	3	6	20
05:30 PM	0	0	5	1	6	0	4	6	0	10	0	0	0	0	0	0	2	0	3	5	21
05:45 PM	0	0	4	1	5	0	1	4	0	5	0	0	0	0	0	0	2	0	0	2	12
Total	0	0	22	9	31	0	8	24	0	32	0	0	0	0	0	0	7	0	8	15	78
06:00 PM	0	0	3	2	5	0	1	1	0	2	0	0	0	0	0	0	1	0	2	3	10
06:15 PM	0	0	1	1	2	0	1	3	0	4	0	0	0	0	0	0	1	0	2	3	9
06:30 PM	0	0	3	0	3	0	1	4	0	5	0	0	0	0	0	0	2	0	3	5	13
06:45 PM	0	0	3	0	3	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	10	3	13	0	3	14	0	17	0	0	0	0	0	0	4	0	7	11	41
Grand Total	0	0	140	54	194	3	45	131	0	179	0	0	0	0	0	0	56	0	77	133	506
Apprch %	0	0	72.2	27.8		1.7	25.1	73.2	0		0	0	0	0		0	42.1	0	57.9		
Total %	0	0	27.7	10.7	38.3	0.6	8.9	25.9	0	35.4	0	0	0	0	0	0	11.1	0	15.2	26.3	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

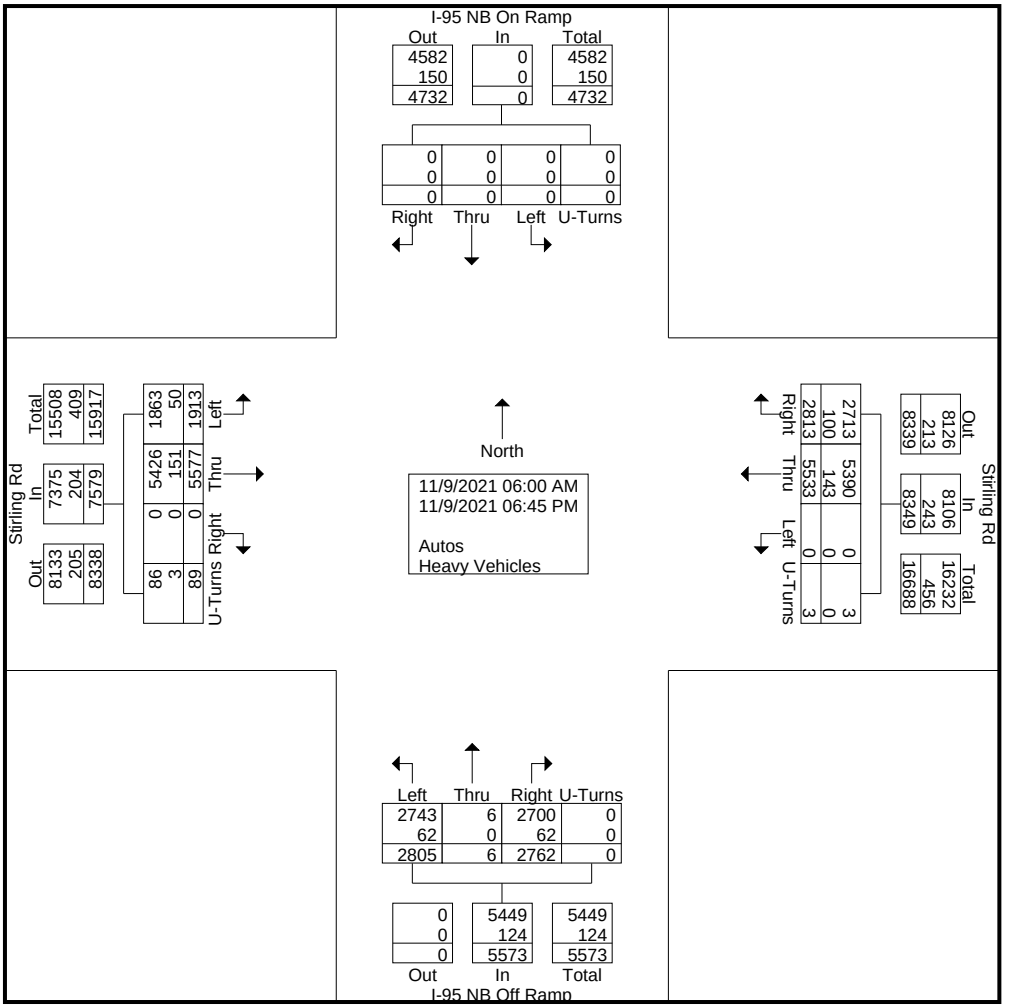
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	26	71	0	98	0	0	86	60	146	0	29	0	64	93	0	0	0	0	0	337
06:15 AM	2	45	81	0	128	0	0	79	53	132	0	41	0	93	134	0	0	0	0	0	394
06:30 AM	2	62	112	0	176	0	0	104	85	189	0	46	0	110	156	0	0	0	0	0	521
06:45 AM	2	69	166	0	237	0	0	113	71	184	0	87	0	122	209	0	0	0	0	0	630
Total	7	202	430	0	639	0	0	382	269	651	0	203	0	389	592	0	0	0	0	0	1882
07:00 AM	1	64	162	0	227	0	0	118	94	212	0	82	0	93	175	0	0	0	0	0	614
07:15 AM	1	91	221	0	313	0	0	182	97	279	0	93	0	115	208	0	0	0	0	0	800
07:30 AM	1	119	206	0	326	0	0	188	132	320	0	96	0	111	207	0	0	0	0	0	853
07:45 AM	0	70	250	0	320	0	0	214	122	336	0	114	0	112	226	0	0	0	0	0	882
Total	3	344	839	0	1186	0	0	702	445	1147	0	385	0	431	816	0	0	0	0	0	3149
08:00 AM	4	95	287	0	386	0	0	181	119	300	0	115	0	103	218	0	0	0	0	0	904
08:15 AM	1	76	293	0	370	0	0	214	119	333	0	116	0	115	231	0	0	0	0	0	934
08:30 AM	1	80	243	0	324	0	0	208	122	330	0	106	0	89	195	0	0	0	0	0	849
08:45 AM	2	82	283	0	367	0	0	214	115	329	0	145	0	127	272	0	0	0	0	0	968
Total	8	333	1106	0	1447	0	0	817	475	1292	0	482	0	434	916	0	0	0	0	0	3655
*** BREAK ***																					
04:00 PM	6	80	265	0	351	0	0	311	131	442	0	121	0	96	217	0	0	0	0	0	1010
04:15 PM	5	90	267	0	362	0	0	284	163	447	0	144	0	118	262	0	0	0	0	0	1071
04:30 PM	3	86	288	0	377	2	0	315	157	474	0	94	0	119	213	0	0	0	0	0	1064
04:45 PM	2	85	279	0	366	0	0	303	153	456	0	157	0	117	274	0	0	0	0	0	1096
Total	16	341	1099	0	1456	2	0	1213	604	1819	0	516	0	450	966	0	0	0	0	0	4241
05:00 PM	5	126	224	0	355	0	0	335	157	492	0	117	0	121	238	0	0	0	0	0	1085
05:15 PM	5	102	309	0	416	1	0	312	141	454	0	157	0	128	285	0	0	0	0	0	1155
05:30 PM	4	80	276	0	360	0	0	331	126	457	0	169	1	147	317	0	0	0	0	0	1134
05:45 PM	8	78	293	0	379	0	0	302	146	448	0	140	0	119	259	0	0	0	0	0	1086
Total	22	386	1102	0	1510	1	0	1280	570	1851	0	583	1	515	1099	0	0	0	0	0	4460
06:00 PM	9	110	245	0	364	0	0	305	136	441	0	152	0	118	270	0	0	0	0	0	1075
06:15 PM	9	78	234	0	321	0	0	285	127	412	0	143	1	121	265	0	0	0	0	0	998
06:30 PM	8	81	291	0	380	0	0	290	84	374	0	155	3	145	303	0	0	0	0	0	1057
06:45 PM	7	38	231	0	276	0	0	259	103	362	0	186	1	159	346	0	0	0	0	0	984
Total	33	307	1001	0	1341	0	0	1139	450	1589	0	636	5	543	1184	0	0	0	0	0	4114
Grand Total	89	1913	5577	0	7579	3	0	5533	2813	8349	0	2805	6	2762	5573	0	0	0	0	0	21501
Apprch %	1.2	25.2	73.6	0		0	0	66.3	33.7		0	50.3	0.1	49.6		0	0	0	0		
Total %	0.4	8.9	25.9	0	35.2	0	0	25.7	13.1	38.8	0	13	0	12.8	25.9	0	0	0	0	0	
Autos	86	1863	5426	0	7375	3	0	5390	2713	8106	0	2743	6	2700	5449	0	0	0	0	0	20930
% Autos	96.6	97.4	97.3	0	97.3	100	0	97.4	96.4	97.1	0	97.8	100	97.8	97.8	0	0	0	0	0	97.3
Heavy Vehicles	3	50	151	0	204	0	0	143	100	243	0	62	0	62	124	0	0	0	0	0	571
% Heavy Vehicles	3.4	2.6	2.7	0	2.7	0	0	2.6	3.6	2.9	0	2.2	0	2.2	2.2	0	0	0	0	0	2.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



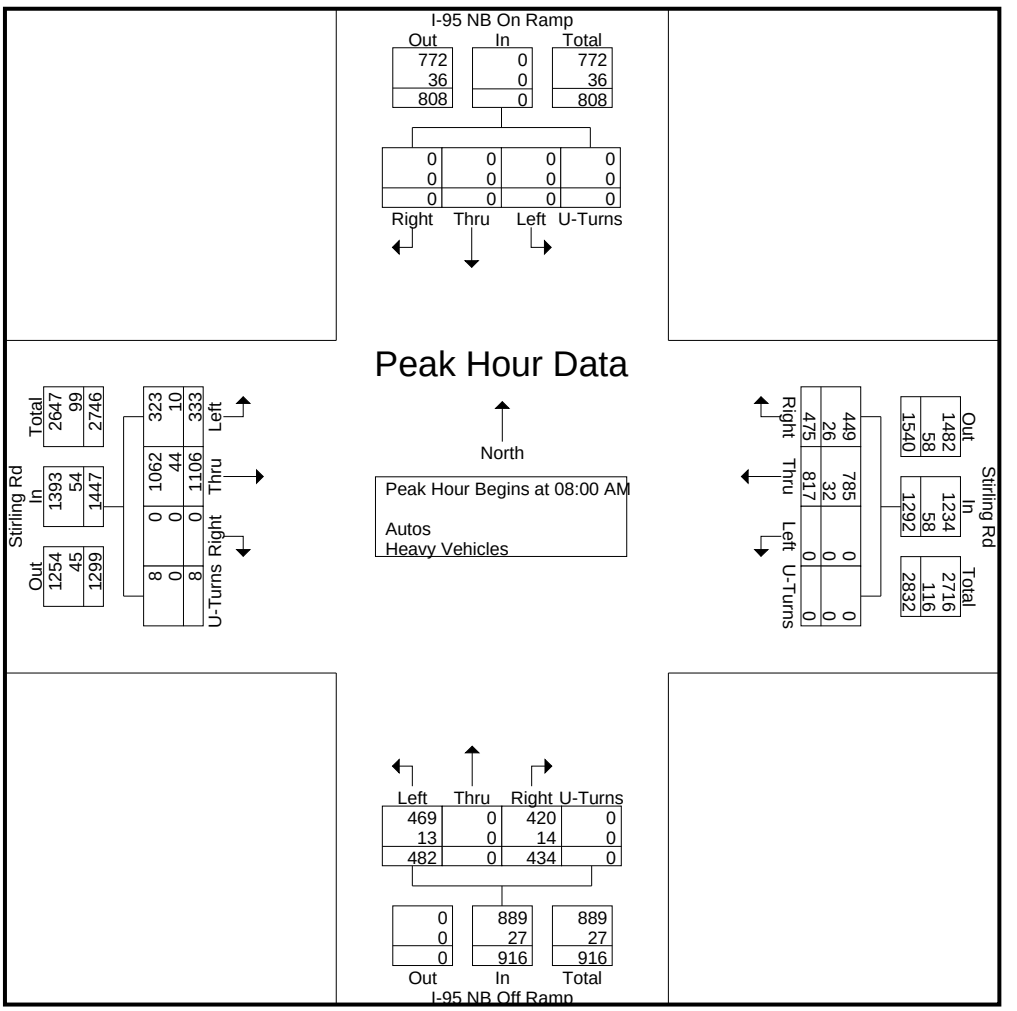
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**4**	**95**	287	0	**386**	0	0	181	119	300	0	115	0	103	218	0	0	0	0	0	904
08:15 AM	1	76	**293**	0	370	0	0	**214**	119	**333**	0	116	0	115	231	0	0	0	0	0	934
08:30 AM	1	80	243	0	324	0	0	208	**122**	330	0	106	0	89	195	0	0	0	0	0	849
08:45 AM	2	82	283	0	367	0	0	214	115	329	0	**145**	0	**127**	**272**	0	0	0	0	0	**968**
Total Volume	8	333	1106	0	1447	0	0	817	475	1292	0	482	0	434	916	0	0	0	0	0	3655
% App. Total	0.6	23	76.4	0		0	0	63.2	36.8		0	52.6	0	47.4		0	0	0	0		
PHF	.500	.876	.944	.000	.937	.000	.000	.954	.973	.970	.000	.831	.000	.854	.842	.000	.000	.000	.000	.000	.944
Autos	8	323	1062	0	1393	0	0	785	449	1234	0	469	0	420	889	0	0	0	0	0	3516
% Autos	100	97.0	96.0	0	96.3	0	0	96.1	94.5	95.5	0	97.3	0	96.8	97.1	0	0	0	0	0	96.2
Heavy Vehicles	0	10	44	0	54	0	0	32	26	58	0	13	0	14	27	0	0	0	0	0	139
% Heavy Vehicles	0	3.0	4.0	0	3.7	0	0	3.9	5.5	4.5	0	2.7	0	3.2	2.9	0	0	0	0	0	3.8



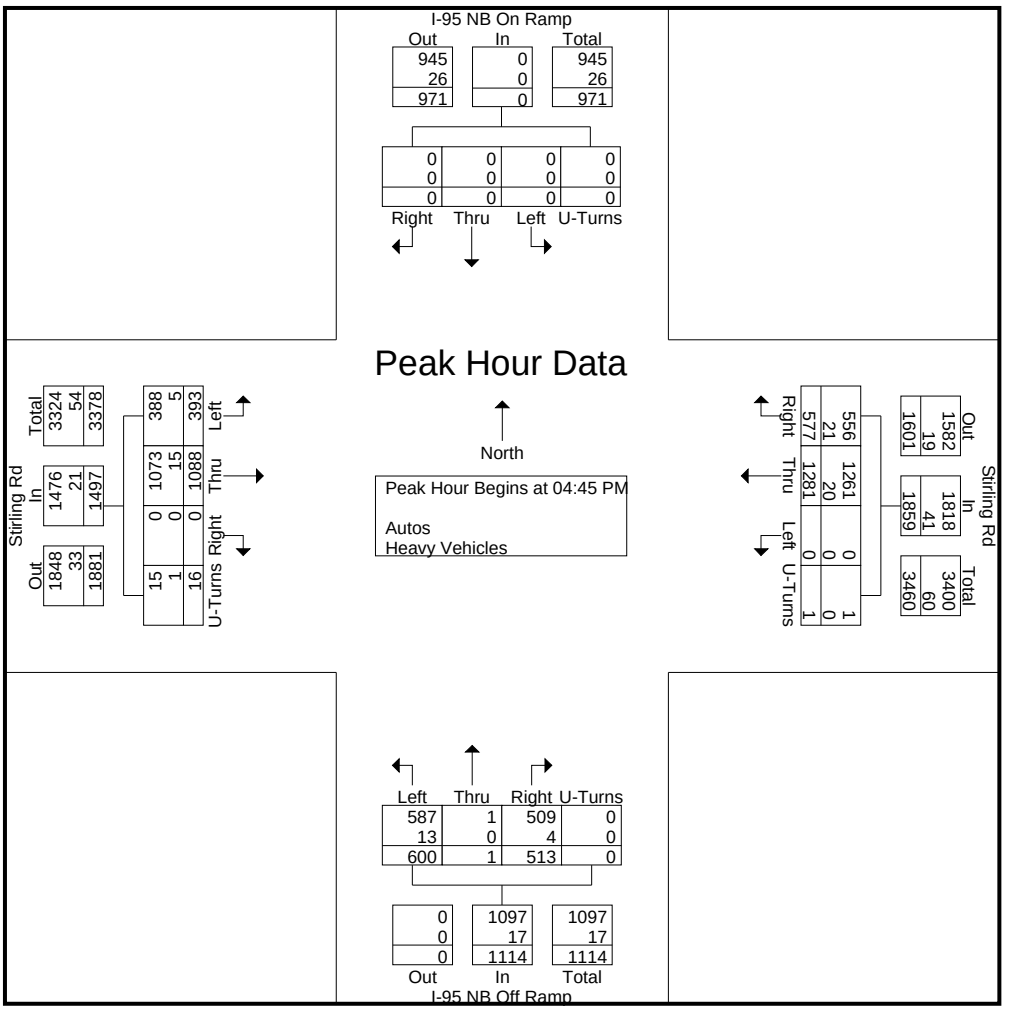
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	2	85	279	0	366	0	0	303	153	456	0	157	0	117	274	0	0	0	0	0	1096
05:00 PM	**5**	**126**	224	0	355	0	0	**335**	**157**	**492**	0	117	0	121	238	0	0	0	0	0	1085
05:15 PM	5	102	**309**	0	**416**	**1**	0	312	141	454	0	157	0	128	285	0	0	0	0	0	**1155**
05:30 PM	4	80	276	0	360	0	0	331	126	457	0	**169**	**1**	**147**	**317**	0	0	0	0	0	1134
Total Volume	16	393	1088	0	1497	1	0	1281	577	1859	0	600	1	513	1114	0	0	0	0	0	4470
% App. Total	1.1	26.3	72.7	0		0.1	0	68.9	31		0	53.9	0.1	46.1		0	0	0	0		
PHF	.800	.780	.880	.000	.900	.250	.000	.956	.919	.945	.000	.888	.250	.872	.879	.000	.000	.000	.000	.000	.968
Autos	15	388	1073	0	1476	1	0	1261	556	1818	0	587	1	509	1097	0	0	0	0	0	4391
% Autos	93.8	98.7	98.6	0	98.6	100	0	98.4	96.4	97.8	0	97.8	100	99.2	98.5	0	0	0	0	0	98.2
Heavy Vehicles	1	5	15	0	21	0	0	20	21	41	0	13	0	4	17	0	0	0	0	0	79
% Heavy Vehicles	6.3	1.3	1.4	0	1.4	0	0	1.6	3.6	2.2	0	2.2	0	0.8	1.5	0	0	0	0	0	1.8



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08A- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	3	1	4	0	1	0	2	3	0	0	0	0	0	10
06:15 AM	0	3	5	0	8	0	0	6	0	6	0	2	0	3	5	0	0	0	0	0	19
06:30 AM	0	1	8	0	9	0	0	3	5	8	0	0	0	2	2	0	0	0	0	0	19
06:45 AM	0	5	7	0	12	0	0	3	6	9	0	3	0	3	6	0	0	0	0	0	27
Total	0	9	23	0	32	0	0	15	12	27	0	6	0	10	16	0	0	0	0	0	75
07:00 AM	0	3	8	0	11	0	0	9	7	16	0	1	0	5	6	0	0	0	0	0	33
07:15 AM	0	4	7	0	11	0	0	4	2	6	0	5	0	4	9	0	0	0	0	0	26
07:30 AM	0	1	9	0	10	0	0	8	4	12	0	3	0	4	7	0	0	0	0	0	29
07:45 AM	0	3	4	0	7	0	0	8	4	12	0	5	0	5	10	0	0	0	0	0	29
Total	0	11	28	0	39	0	0	29	17	46	0	14	0	18	32	0	0	0	0	0	117
08:00 AM	0	2	10	0	12	0	0	4	6	10	0	3	0	4	7	0	0	0	0	0	29
08:15 AM	0	0	12	0	12	0	0	10	9	19	0	4	0	6	10	0	0	0	0	0	41
08:30 AM	0	4	12	0	16	0	0	10	7	17	0	1	0	2	3	0	0	0	0	0	36
08:45 AM	0	4	10	0	14	0	0	8	4	12	0	5	0	2	7	0	0	0	0	0	33
Total	0	10	44	0	54	0	0	32	26	58	0	13	0	14	27	0	0	0	0	0	139
*** BREAK ***																					
04:00 PM	0	4	9	0	13	0	0	12	0	12	0	0	0	4	4	0	0	0	0	0	29
04:15 PM	0	2	8	0	10	0	0	5	5	10	0	3	0	3	6	0	0	0	0	0	26
04:30 PM	0	1	11	0	12	0	0	8	6	14	0	5	0	0	5	0	0	0	0	0	31
04:45 PM	1	1	3	0	5	0	0	8	8	16	0	5	0	1	6	0	0	0	0	0	27
Total	1	8	31	0	40	0	0	33	19	52	0	13	0	8	21	0	0	0	0	0	113
05:00 PM	0	0	3	0	3	0	0	4	5	9	0	4	0	0	4	0	0	0	0	0	16
05:15 PM	0	2	2	0	4	0	0	4	3	7	0	3	0	2	5	0	0	0	0	0	16
05:30 PM	0	2	7	0	9	0	0	4	5	9	0	1	0	1	2	0	0	0	0	0	20
05:45 PM	1	2	0	0	3	0	0	6	6	12	0	2	0	2	4	0	0	0	0	0	19
Total	1	6	12	0	19	0	0	18	19	37	0	10	0	5	15	0	0	0	0	0	71
06:00 PM	1	3	3	0	7	0	0	4	2	6	0	3	0	1	4	0	0	0	0	0	17
06:15 PM	0	1	4	0	5	0	0	4	1	5	0	2	0	3	5	0	0	0	0	0	15
06:30 PM	0	2	4	0	6	0	0	3	2	5	0	0	0	1	1	0	0	0	0	0	12
06:45 PM	0	0	2	0	2	0	0	5	2	7	0	1	0	2	3	0	0	0	0	0	12
Total	1	6	13	0	20	0	0	16	7	23	0	6	0	7	13	0	0	0	0	0	56
Grand Total	3	50	151	0	204	0	0	143	100	243	0	62	0	62	124	0	0	0	0	0	571
Apprch %	1.5	24.5	74	0		0	0	58.8	41.2		0	50	0	50		0	0	0	0		
Total %	0.5	8.8	26.4	0	35.7	0	0	25	17.5	42.6	0	10.9	0	10.9	21.7	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

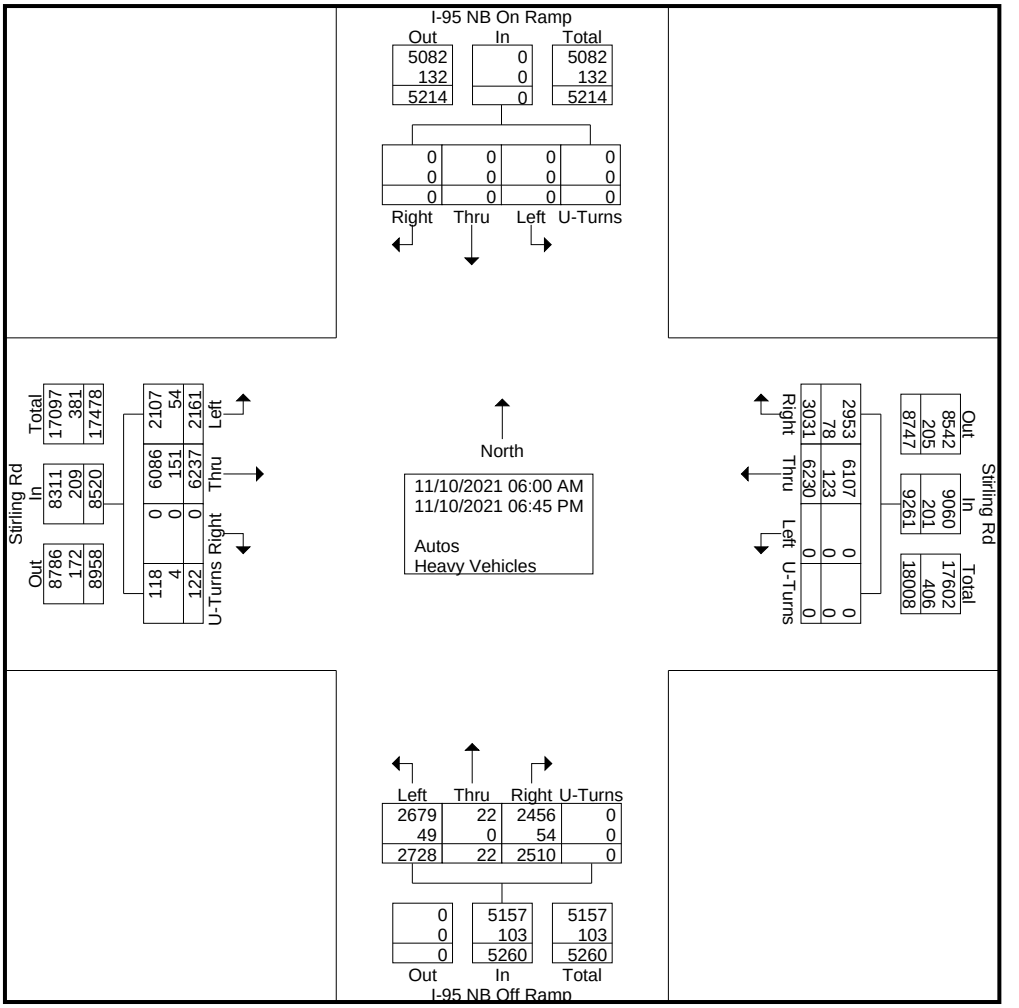
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	40	83	0	125	0	0	81	42	123	0	34	2	49	85	0	0	0	0	0	333
06:15 AM	1	39	78	0	118	0	0	89	57	146	0	37	0	101	138	0	0	0	0	0	402
06:30 AM	0	61	120	0	181	0	0	113	82	195	0	52	0	119	171	0	0	0	0	0	547
06:45 AM	3	69	178	0	250	0	0	128	88	216	0	72	0	114	186	0	0	0	0	0	652
Total	6	209	459	0	674	0	0	411	269	680	0	195	2	383	580	0	0	0	0	0	1934
07:00 AM	3	69	170	0	242	0	0	150	95	245	0	82	0	101	183	0	0	0	0	0	670
07:15 AM	1	100	264	0	365	0	0	190	112	302	0	112	0	128	240	0	0	0	0	0	907
07:30 AM	6	123	216	0	345	0	0	181	152	333	0	99	1	79	179	0	0	0	0	0	857
07:45 AM	4	118	255	0	377	0	0	224	134	358	0	99	0	102	201	0	0	0	0	0	936
Total	14	410	905	0	1329	0	0	745	493	1238	0	392	1	410	803	0	0	0	0	0	3370
08:00 AM	0	97	299	0	396	0	0	203	125	328	0	106	1	91	198	0	0	0	0	0	922
08:15 AM	1	93	338	0	432	0	0	198	131	329	0	108	1	113	222	0	0	0	0	0	983
08:30 AM	2	95	271	0	368	0	0	239	136	375	0	126	0	126	252	0	0	0	0	0	995
08:45 AM	2	98	308	0	408	0	0	226	103	329	0	143	0	109	252	0	0	0	0	0	989
Total	5	383	1216	0	1604	0	0	866	495	1361	0	483	2	439	924	0	0	0	0	0	3889
*** BREAK ***																					
04:00 PM	6	114	298	0	418	0	0	343	163	506	0	145	0	97	242	0	0	0	0	0	1166
04:15 PM	6	111	303	0	420	0	0	381	163	544	0	138	0	129	267	0	0	0	0	0	1231
04:30 PM	6	106	263	0	375	0	0	379	150	529	0	160	2	105	267	0	0	0	0	0	1171
04:45 PM	9	103	310	0	422	0	0	313	141	454	0	162	0	92	254	0	0	0	0	0	1130
Total	27	434	1174	0	1635	0	0	1416	617	2033	0	605	2	423	1030	0	0	0	0	0	4698
05:00 PM	10	167	309	0	486	0	0	377	157	534	0	127	3	110	240	0	0	0	0	0	1260
05:15 PM	9	90	318	0	417	0	0	388	146	534	0	153	2	91	246	0	0	0	0	0	1197
05:30 PM	11	93	350	0	454	0	0	410	121	531	0	132	4	124	260	0	0	0	0	0	1245
05:45 PM	7	83	352	0	442	0	0	334	169	503	0	134	1	117	252	0	0	0	0	0	1197
Total	37	433	1329	0	1799	0	0	1509	593	2102	0	546	10	442	998	0	0	0	0	0	4899
06:00 PM	9	90	302	0	401	0	0	378	165	543	0	158	0	107	265	0	0	0	0	0	1209
06:15 PM	10	77	317	0	404	0	0	338	131	469	0	110	4	112	226	0	0	0	0	0	1099
06:30 PM	4	73	285	0	362	0	0	269	150	419	0	143	0	99	242	0	0	0	0	0	1023
06:45 PM	10	52	250	0	312	0	0	298	118	416	0	96	1	95	192	0	0	0	0	0	920
Total	33	292	1154	0	1479	0	0	1283	564	1847	0	507	5	413	925	0	0	0	0	0	4251
Grand Total	122	2161	6237	0	8520	0	0	6230	3031	9261	0	2728	22	2510	5260	0	0	0	0	0	23041
Apprch %	1.4	25.4	73.2	0		0	0	67.3	32.7		0	51.9	0.4	47.7		0	0	0	0		
Total %	0.5	9.4	27.1	0	37	0	0	27	13.2	40.2	0	11.8	0.1	10.9	22.8	0	0	0	0	0	
Autos	118	2107	6086	0	8311	0	0	6107	2953	9060	0	2679	22	2456	5157	0	0	0	0	0	22528
% Autos	96.7	97.5	97.6	0	97.5	0	0	98	97.4	97.8	0	98.2	100	97.8	98	0	0	0	0	0	97.8
Heavy Vehicles	4	54	151	0	209	0	0	123	78	201	0	49	0	54	103	0	0	0	0	0	513
% Heavy Vehicles	3.3	2.5	2.4	0	2.5	0	0	2	2.6	2.2	0	1.8	0	2.2	2	0	0	0	0	0	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



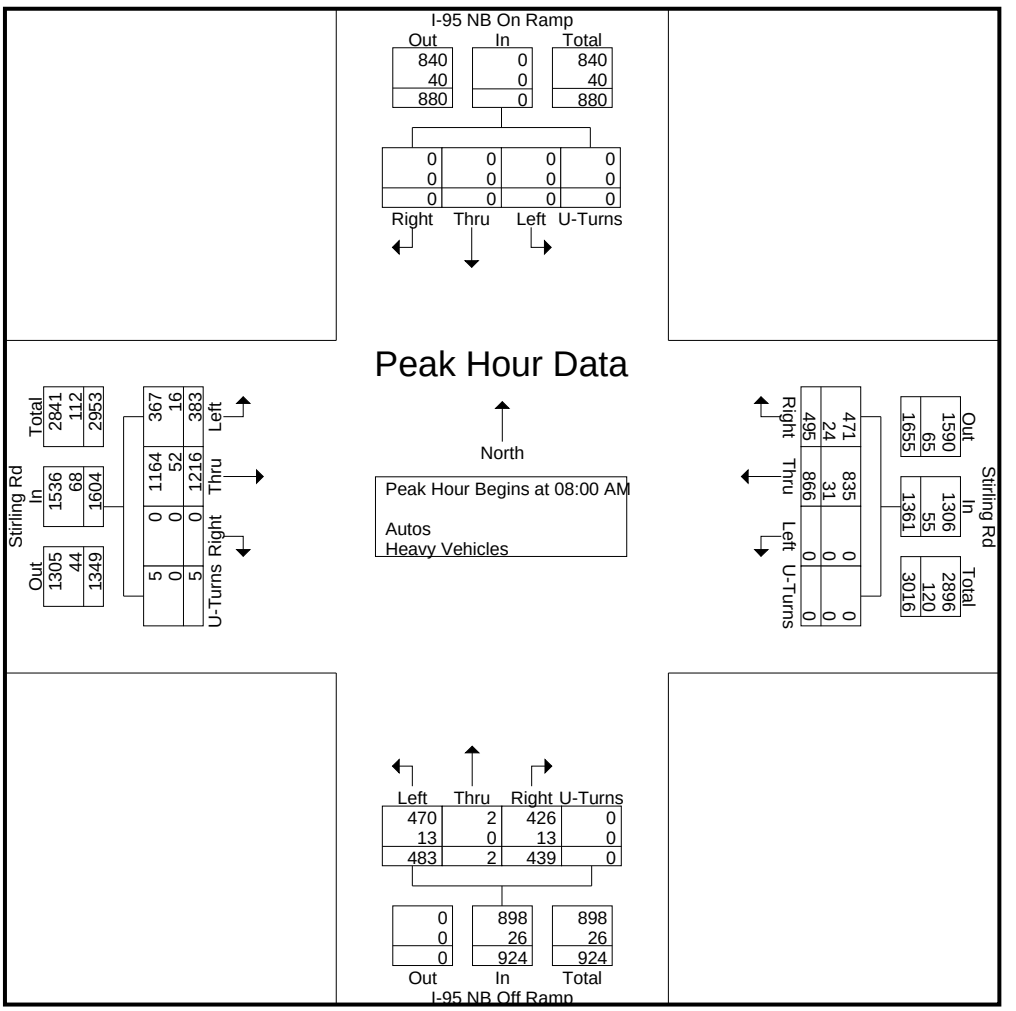
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	0	97	299	0	396	0	0	203	125	328	0	106	**1**	91	198	0	0	0	0	0	922
08:15 AM	1	93	**338**	0	**432**	0	0	198	131	329	0	108	1	113	222	0	0	0	0	0	983
08:30 AM	**2**	95	271	0	368	0	0	**239**	**136**	**375**	0	126	0	**126**	**252**	0	0	0	0	0	**995**
08:45 AM	2	**98**	308	0	408	0	0	226	103	329	0	**143**	0	109	252	0	0	0	0	0	989
Total Volume	5	383	1216	0	1604	0	0	866	495	1361	0	483	2	439	924	0	0	0	0	0	3889
% App. Total	0.3	23.9	75.8	0		0	0	63.6	36.4		0	52.3	0.2	47.5		0	0	0	0		
PHF	.625	.977	.899	.000	.928	.000	.000	.906	.910	.907	.000	.844	.500	.871	.917	.000	.000	.000	.000	.000	.977
Autos	5	367	1164	0	1536	0	0	835	471	1306	0	470	2	426	898	0	0	0	0	0	3740
% Autos	100	95.8	95.7	0	95.8	0	0	96.4	95.2	96.0	0	97.3	100	97.0	97.2	0	0	0	0	0	96.2
Heavy Vehicles	0	16	52	0	68	0	0	31	24	55	0	13	0	13	26	0	0	0	0	0	149
% Heavy Vehicles	0	4.2	4.3	0	4.2	0	0	3.6	4.8	4.0	0	2.7	0	3.0	2.8	0	0	0	0	0	3.8



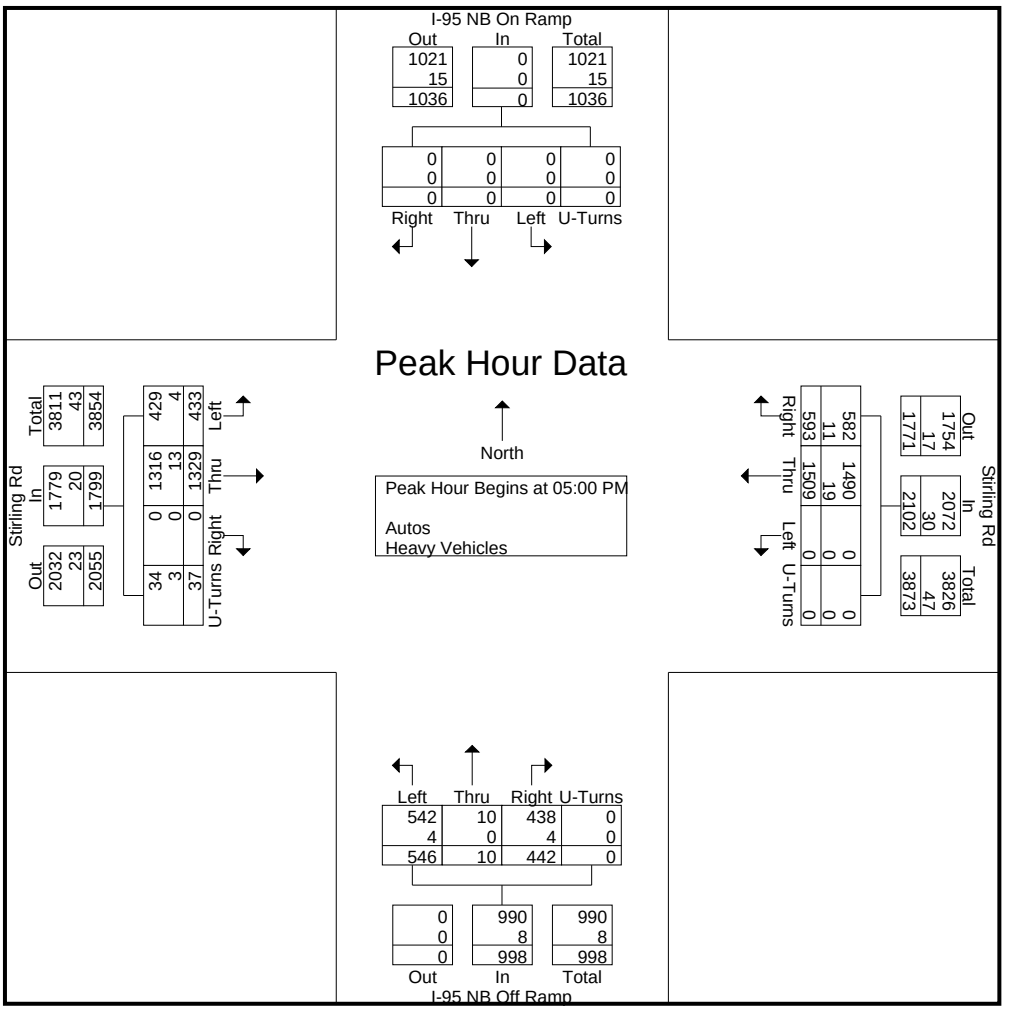
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	10	**167**	309	0	**486**	0	0	377	157	**534**	0	127	3	110	240	0	0	0	0	0	**1260**
05:15 PM	9	90	318	0	417	0	0	388	146	534	0	**153**	2	91	246	0	0	0	0	0	1197
05:30 PM	**11**	93	350	0	454	0	0	**410**	121	531	0	132	**4**	**124**	**260**	0	0	0	0	0	1245
05:45 PM	7	83	**352**	0	442	0	0	334	**169**	503	0	134	1	117	252	0	0	0	0	0	1197
Total Volume	37	433	1329	0	1799	0	0	1509	593	2102	0	546	10	442	998	0	0	0	0	0	4899
% App. Total	2.1	24.1	73.9	0		0	0	71.8	28.2		0	54.7	1	44.3		0	0	0	0		
PHF	.841	.648	.944	.000	.925	.000	.000	.920	.877	.984	.000	.892	.625	.891	.960	.000	.000	.000	.000	.000	.972
Autos	34	429	1316	0	1779	0	0	1490	582	2072	0	542	10	438	990	0	0	0	0	0	4841
% Autos	91.9	99.1	99.0	0	98.9	0	0	98.7	98.1	98.6	0	99.3	100	99.1	99.2	0	0	0	0	0	98.8
Heavy Vehicles	3	4	13	0	20	0	0	19	11	30	0	4	0	4	8	0	0	0	0	0	58
% Heavy Vehicles	8.1	0.9	1.0	0	1.1	0	0	1.3	1.9	1.4	0	0.7	0	0.9	0.8	0	0	0	0	0	1.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08B- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	5	0	6	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	8
06:15 AM	0	1	3	0	4	0	0	4	3	7	0	2	0	3	5	0	0	0	0	0	16
06:30 AM	0	7	6	0	13	0	0	6	0	6	0	0	0	7	7	0	0	0	0	0	26
06:45 AM	0	2	6	0	8	0	0	2	2	4	0	1	0	1	2	0	0	0	0	0	14
Total	0	11	20	0	31	0	0	13	5	18	0	4	0	11	15	0	0	0	0	0	64
07:00 AM	0	1	5	0	6	0	0	9	4	13	0	4	0	5	9	0	0	0	0	0	28
07:15 AM	0	1	13	0	14	0	0	3	1	4	0	5	0	3	8	0	0	0	0	0	26
07:30 AM	0	3	7	0	10	0	0	5	7	12	0	2	0	1	3	0	0	0	0	0	25
07:45 AM	0	3	6	0	9	0	0	9	7	16	0	0	0	5	5	0	0	0	0	0	30
Total	0	8	31	0	39	0	0	26	19	45	0	11	0	14	25	0	0	0	0	0	109
08:00 AM	0	4	12	0	16	0	0	4	8	12	0	5	0	4	9	0	0	0	0	0	37
08:15 AM	0	3	17	0	20	0	0	10	7	17	0	4	0	4	8	0	0	0	0	0	45
08:30 AM	0	5	10	0	15	0	0	10	6	16	0	3	0	2	5	0	0	0	0	0	36
08:45 AM	0	4	13	0	17	0	0	7	3	10	0	1	0	3	4	0	0	0	0	0	31
Total	0	16	52	0	68	0	0	31	24	55	0	13	0	13	26	0	0	0	0	0	149
*** BREAK ***																					
04:00 PM	0	5	5	0	10	0	0	7	2	9	0	2	0	1	3	0	0	0	0	0	22
04:15 PM	0	5	7	0	12	0	0	5	6	11	0	5	0	2	7	0	0	0	0	0	30
04:30 PM	0	2	6	0	8	0	0	9	6	15	0	2	0	2	4	0	0	0	0	0	27
04:45 PM	1	0	3	0	4	0	0	4	0	4	0	3	0	2	5	0	0	0	0	0	13
Total	1	12	21	0	34	0	0	25	14	39	0	12	0	7	19	0	0	0	0	0	92
05:00 PM	0	1	2	0	3	0	0	4	4	8	0	0	0	0	0	0	0	0	0	0	11
05:15 PM	1	1	5	0	7	0	0	6	3	9	0	1	0	1	2	0	0	0	0	0	18
05:30 PM	0	2	4	0	6	0	0	5	1	6	0	0	0	1	1	0	0	0	0	0	13
05:45 PM	2	0	2	0	4	0	0	4	3	7	0	3	0	2	5	0	0	0	0	0	16
Total	3	4	13	0	20	0	0	19	11	30	0	4	0	4	8	0	0	0	0	0	58
06:00 PM	0	1	4	0	5	0	0	0	1	1	0	2	0	0	2	0	0	0	0	0	8
06:15 PM	0	1	5	0	6	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	13
06:30 PM	0	1	2	0	3	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0	9
06:45 PM	0	0	3	0	3	0	0	3	1	4	0	2	0	2	4	0	0	0	0	0	11
Total	0	3	14	0	17	0	0	9	5	14	0	5	0	5	10	0	0	0	0	0	41
Grand Total	4	54	151	0	209	0	0	123	78	201	0	49	0	54	103	0	0	0	0	0	513
Apprch %	1.9	25.8	72.2	0		0	0	61.2	38.8		0	47.6	0	52.4		0	0	0	0		
Total %	0.8	10.5	29.4	0	40.7	0	0	24	15.2	39.2	0	9.6	0	10.5	20.1	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

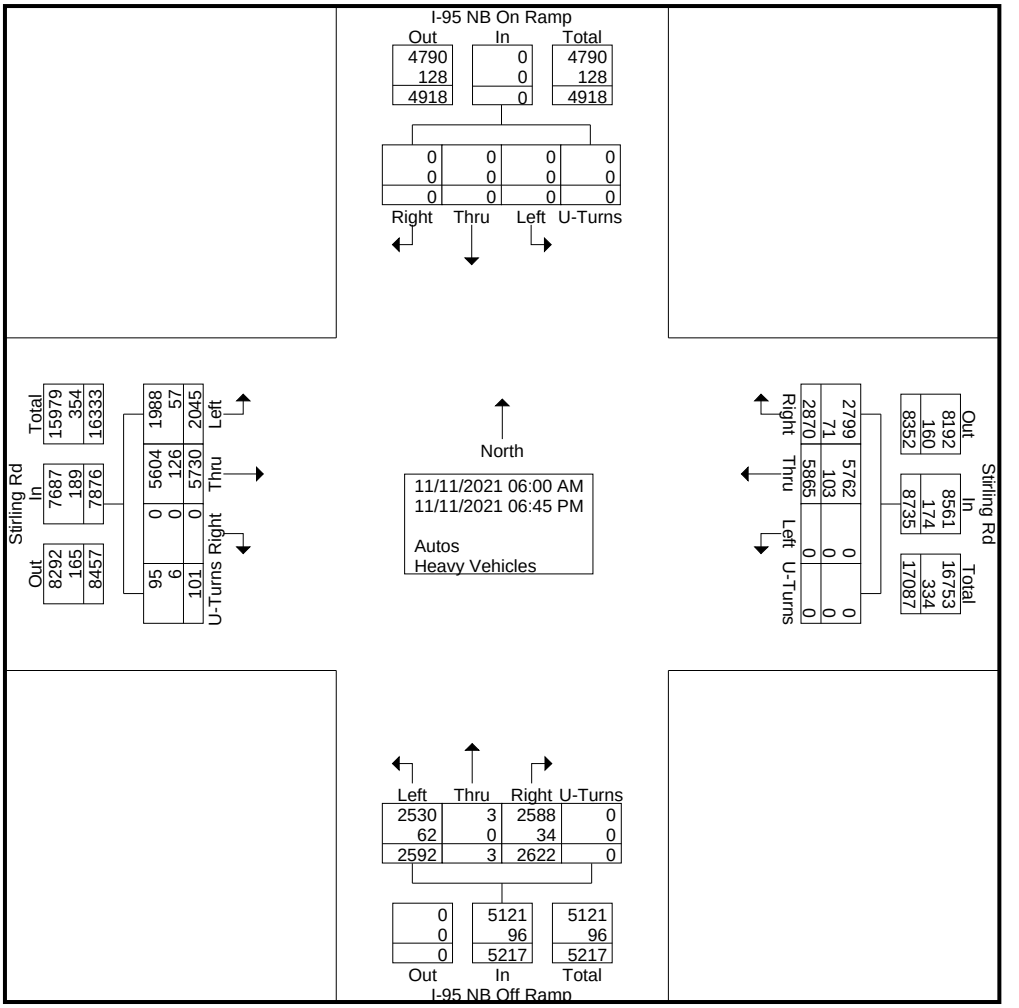
	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	25	48	0	74	0	0	60	36	96	0	22	1	57	80	0	0	0	0	0	250
06:15 AM	0	43	85	0	128	0	0	73	51	124	0	53	0	78	131	0	0	0	0	0	383
06:30 AM	2	43	116	0	161	0	0	108	68	176	0	43	0	86	129	0	0	0	0	0	466
06:45 AM	1	61	140	0	202	0	0	101	79	180	0	85	0	81	166	0	0	0	0	0	548
Total	4	172	389	0	565	0	0	342	234	576	0	203	1	302	506	0	0	0	0	0	1647
07:00 AM	2	64	148	0	214	0	0	106	64	170	0	69	0	87	156	0	0	0	0	0	540
07:15 AM	0	78	152	0	230	0	0	116	87	203	0	108	0	89	197	0	0	0	0	0	630
07:30 AM	3	84	193	0	280	0	0	170	113	283	0	99	0	123	222	0	0	0	0	0	785
07:45 AM	6	86	237	0	329	0	0	180	104	284	0	107	0	86	193	0	0	0	0	0	806
Total	11	312	730	0	1053	0	0	572	368	940	0	383	0	385	768	0	0	0	0	0	2761
08:00 AM	5	90	218	0	313	0	0	139	111	250	0	110	0	96	206	0	0	0	0	0	769
08:15 AM	3	79	280	0	362	0	0	223	103	326	0	106	0	99	205	0	0	0	0	0	893
08:30 AM	2	104	249	0	355	0	0	230	113	343	0	94	0	111	205	0	0	0	0	0	903
08:45 AM	2	111	270	0	383	0	0	194	124	318	0	114	0	105	219	0	0	0	0	0	920
Total	12	384	1017	0	1413	0	0	786	451	1237	0	424	0	411	835	0	0	0	0	0	3485
*** BREAK ***																					
04:00 PM	7	112	305	0	424	0	0	320	168	488	0	149	0	121	270	0	0	0	0	0	1182
04:15 PM	5	134	311	0	450	0	0	356	169	525	0	150	0	141	291	0	0	0	0	0	1266
04:30 PM	5	109	305	0	419	0	0	378	177	555	0	135	1	129	265	0	0	0	0	0	1239
04:45 PM	5	88	318	0	411	0	0	298	164	462	0	134	0	98	232	0	0	0	0	0	1105
Total	22	443	1239	0	1704	0	0	1352	678	2030	0	568	1	489	1058	0	0	0	0	0	4792
05:00 PM	10	175	378	0	563	0	0	483	196	679	0	159	0	159	318	0	0	0	0	0	1560
05:15 PM	6	125	304	0	435	0	0	324	139	463	0	107	0	121	228	0	0	0	0	0	1126
05:30 PM	8	106	307	0	421	0	0	390	143	533	0	117	1	106	224	0	0	0	0	0	1178
05:45 PM	11	74	313	0	398	0	0	340	142	482	0	147	0	119	266	0	0	0	0	0	1146
Total	35	480	1302	0	1817	0	0	1537	620	2157	0	530	1	505	1036	0	0	0	0	0	5010
06:00 PM	6	83	269	0	358	0	0	355	155	510	0	135	0	153	288	0	0	0	0	0	1156
06:15 PM	5	85	265	0	355	0	0	342	135	477	0	106	0	131	237	0	0	0	0	0	1069
06:30 PM	5	45	260	0	310	0	0	334	102	436	0	122	0	106	228	0	0	0	0	0	974
06:45 PM	1	41	259	0	301	0	0	245	127	372	0	121	0	140	261	0	0	0	0	0	934
Total	17	254	1053	0	1324	0	0	1276	519	1795	0	484	0	530	1014	0	0	0	0	0	4133
Grand Total	101	2045	5730	0	7876	0	0	5865	2870	8735	0	2592	3	2622	5217	0	0	0	0	0	21828
Apprch %	1.3	26	72.8	0		0	0	67.1	32.9		0	49.7	0.1	50.3		0	0	0	0		
Total %	0.5	9.4	26.3	0	36.1	0	0	26.9	13.1	40	0	11.9	0	12	23.9	0	0	0	0	0	
Autos	95	1988	5604	0	7687	0	0	5762	2799	8561	0	2530	3	2588	5121	0	0	0	0	0	21369
% Autos	94.1	97.2	97.8	0	97.6	0	0	98.2	97.5	98	0	97.6	100	98.7	98.2	0	0	0	0	0	97.9
Heavy Vehicles	6	57	126	0	189	0	0	103	71	174	0	62	0	34	96	0	0	0	0	0	459
% Heavy Vehicles	5.9	2.8	2.2	0	2.4	0	0	1.8	2.5	2	0	2.4	0	1.3	1.8	0	0	0	0	0	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



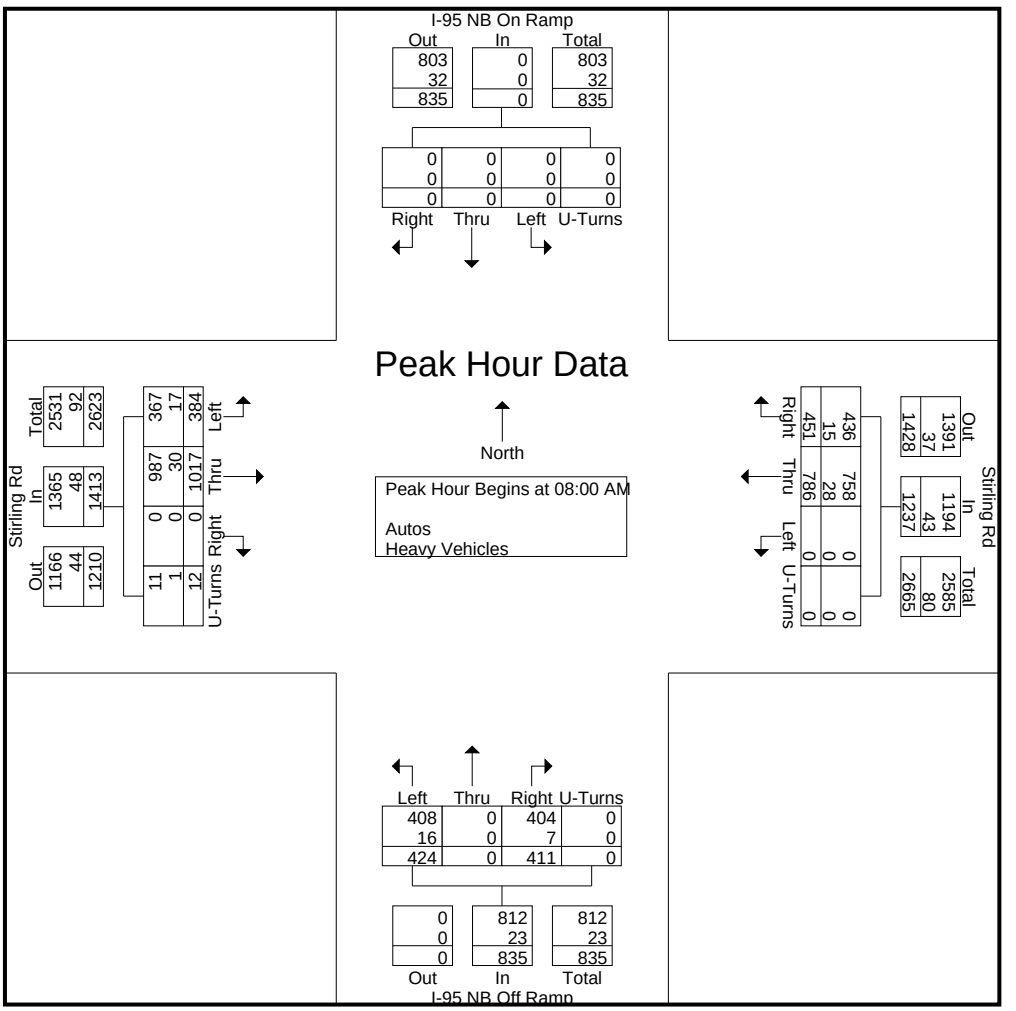
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**5**	90	218	0	313	0	0	139	111	250	0	110	0	96	206	0	0	0	0	0	769
08:15 AM	3	79	**280**	0	362	0	0	223	103	326	0	106	0	99	205	0	0	0	0	0	893
08:30 AM	2	104	249	0	355	0	0	**230**	113	**343**	0	94	0	**111**	205	0	0	0	0	0	903
08:45 AM	2	**111**	270	0	**383**	0	0	194	**124**	318	0	**114**	0	105	**219**	0	0	0	0	0	**920**
Total Volume	12	384	1017	0	1413	0	0	786	451	1237	0	424	0	411	835	0	0	0	0	0	3485
% App. Total	0.8	27.2	72	0		0	0	63.5	36.5		0	50.8	0	49.2		0	0	0	0		
PHF	.600	.865	.908	.000	.922	.000	.000	.854	.909	.902	.000	.930	.000	.926	.953	.000	.000	.000	.000	.000	.947
Autos	11	367	987	0	1365	0	0	758	436	1194	0	408	0	404	812	0	0	0	0	0	3371
% Autos	91.7	95.6	97.1	0	96.6	0	0	96.4	96.7	96.5	0	96.2	0	98.3	97.2	0	0	0	0	0	96.7
Heavy Vehicles	1	17	30	0	48	0	0	28	15	43	0	16	0	7	23	0	0	0	0	0	114
% Heavy Vehicles	8.3	4.4	2.9	0	3.4	0	0	3.6	3.3	3.5	0	3.8	0	1.7	2.8	0	0	0	0	0	3.3



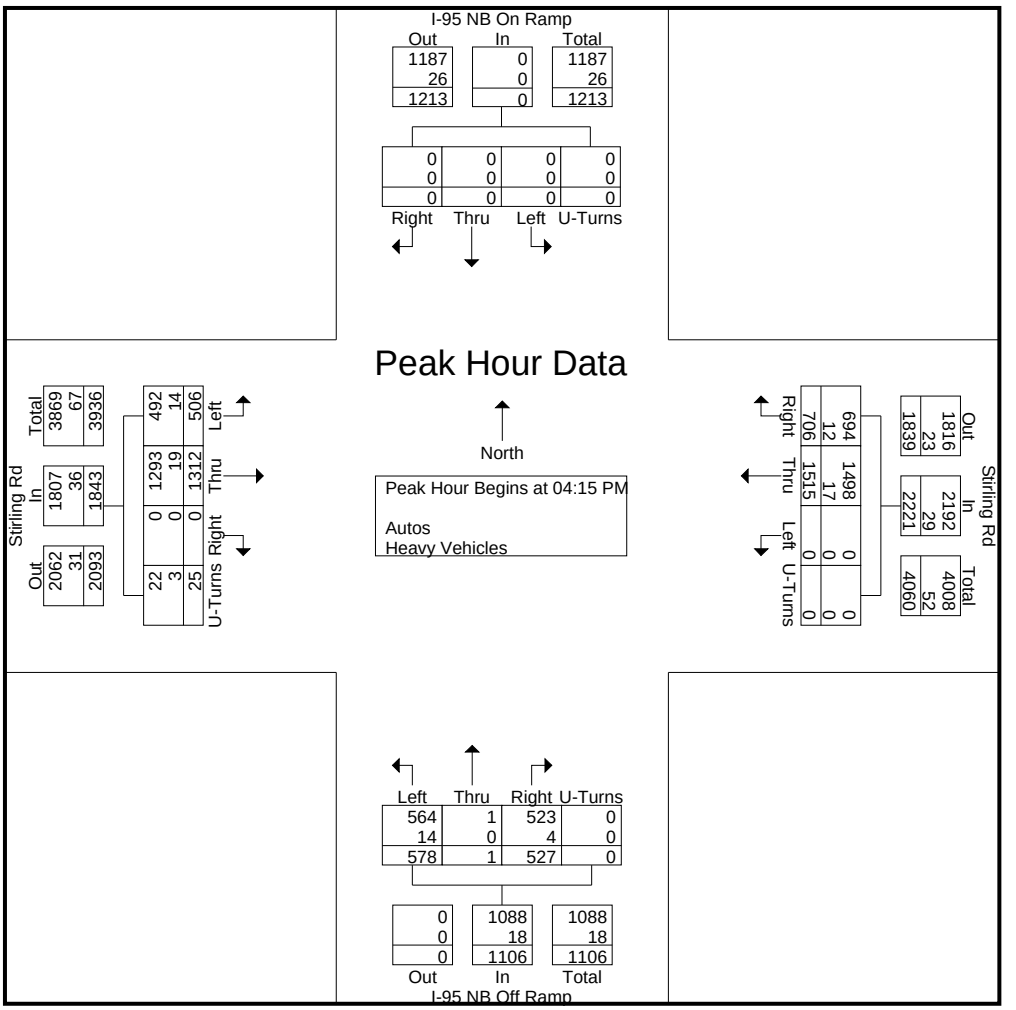
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	5	134	311	0	450	0	0	356	169	525	0	150	0	141	291	0	0	0	0	0	1266
04:30 PM	5	109	305	0	419	0	0	378	177	555	0	135	**1**	129	265	0	0	0	0	0	1239
04:45 PM	5	88	318	0	411	0	0	298	164	462	0	134	0	98	232	0	0	0	0	0	1105
05:00 PM	**10**	**175**	**378**	0	**563**	0	0	**483**	**196**	**679**	0	**159**	0	**159**	**318**	0	0	0	0	0	**1560**
Total Volume	25	506	1312	0	1843	0	0	1515	706	2221	0	578	1	527	1106	0	0	0	0	0	5170
% App. Total	1.4	27.5	71.2	0		0	0	68.2	31.8		0	52.3	0.1	47.6		0	0	0	0		
PHF	.625	.723	.868	.000	.818	.000	.000	.784	.901	.818	.000	.909	.250	.829	.869	.000	.000	.000	.000	.000	.829
Autos	22	492	1293	0	1807	0	0	1498	694	2192	0	564	1	523	1088	0	0	0	0	0	5087
% Autos	88.0	97.2	98.6	0	98.0	0	0	98.9	98.3	98.7	0	97.6	100	99.2	98.4	0	0	0	0	0	98.4
Heavy Vehicles	3	14	19	0	36	0	0	17	12	29	0	14	0	4	18	0	0	0	0	0	83
% Heavy Vehicles	12.0	2.8	1.4	0	2.0	0	0	1.1	1.7	1.3	0	2.4	0	0.8	1.6	0	0	0	0	0	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 08C- I-95 NB Ramps & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	2	3	0	5	0	0	4	1	5	0	3	0	2	5	0	0	0	0	0	15
06:30 AM	0	2	4	0	6	0	0	6	6	12	0	3	0	2	5	0	0	0	0	0	23
06:45 AM	0	2	3	0	5	0	0	1	3	4	0	0	0	2	2	0	0	0	0	0	11
Total	0	6	14	0	20	0	0	11	11	22	0	6	0	6	12	0	0	0	0	0	54
07:00 AM	0	2	7	0	9	0	0	3	3	6	0	5	0	4	9	0	0	0	0	0	24
07:15 AM	0	3	11	0	14	0	0	3	5	8	0	4	0	1	5	0	0	0	0	0	27
07:30 AM	0	3	8	0	11	0	0	5	6	11	0	3	0	7	10	0	0	0	0	0	32
07:45 AM	1	4	6	0	11	0	0	9	4	13	0	4	0	0	4	0	0	0	0	0	28
Total	1	12	32	0	45	0	0	20	18	38	0	16	0	12	28	0	0	0	0	0	111
08:00 AM	0	4	6	0	10	0	0	4	4	8	0	4	0	1	5	0	0	0	0	0	23
08:15 AM	0	4	9	0	13	0	0	8	5	13	0	2	0	1	3	0	0	0	0	0	29
08:30 AM	0	5	5	0	10	0	0	7	5	12	0	5	0	3	8	0	0	0	0	0	30
08:45 AM	1	4	10	0	15	0	0	9	1	10	0	5	0	2	7	0	0	0	0	0	32
Total	1	17	30	0	48	0	0	28	15	43	0	16	0	7	23	0	0	0	0	0	114
*** BREAK ***																					
04:00 PM	0	3	8	0	11	0	0	5	2	7	0	1	0	2	3	0	0	0	0	0	21
04:15 PM	1	2	6	0	9	0	0	4	2	6	0	2	0	2	4	0	0	0	0	0	19
04:30 PM	0	3	4	0	7	0	0	4	6	10	0	3	0	1	4	0	0	0	0	0	21
04:45 PM	2	5	4	0	11	0	0	4	3	7	0	4	0	0	4	0	0	0	0	0	22
Total	3	13	22	0	38	0	0	17	13	30	0	10	0	5	15	0	0	0	0	0	83
05:00 PM	0	4	5	0	9	0	0	5	1	6	0	5	0	1	6	0	0	0	0	0	21
05:15 PM	0	1	5	0	6	0	0	5	1	6	0	2	0	0	2	0	0	0	0	0	14
05:30 PM	1	3	3	0	7	0	0	4	4	8	0	3	0	0	3	0	0	0	0	0	18
05:45 PM	0	0	5	0	5	0	0	5	1	6	0	1	0	0	1	0	0	0	0	0	12
Total	1	8	18	0	27	0	0	19	7	26	0	11	0	1	12	0	0	0	0	0	65
06:00 PM	0	1	2	0	3	0	0	1	3	4	0	1	0	2	3	0	0	0	0	0	10
06:15 PM	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	3	0	3	0	0	3	2	5	0	1	0	0	1	0	0	0	0	0	9
06:45 PM	0	0	3	0	3	0	0	4	2	6	0	1	0	1	2	0	0	0	0	0	11
Total	0	1	10	0	11	0	0	8	7	15	0	3	0	3	6	0	0	0	0	0	32
Grand Total	6	57	126	0	189	0	0	103	71	174	0	62	0	34	96	0	0	0	0	0	459
Apprch %	3.2	30.2	66.7	0		0	0	59.2	40.8		0	64.6	0	35.4		0	0	0	0		
Total %	1.3	12.4	27.5	0	41.2	0	0	22.4	15.5	37.9	0	13.5	0	7.4	20.9	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

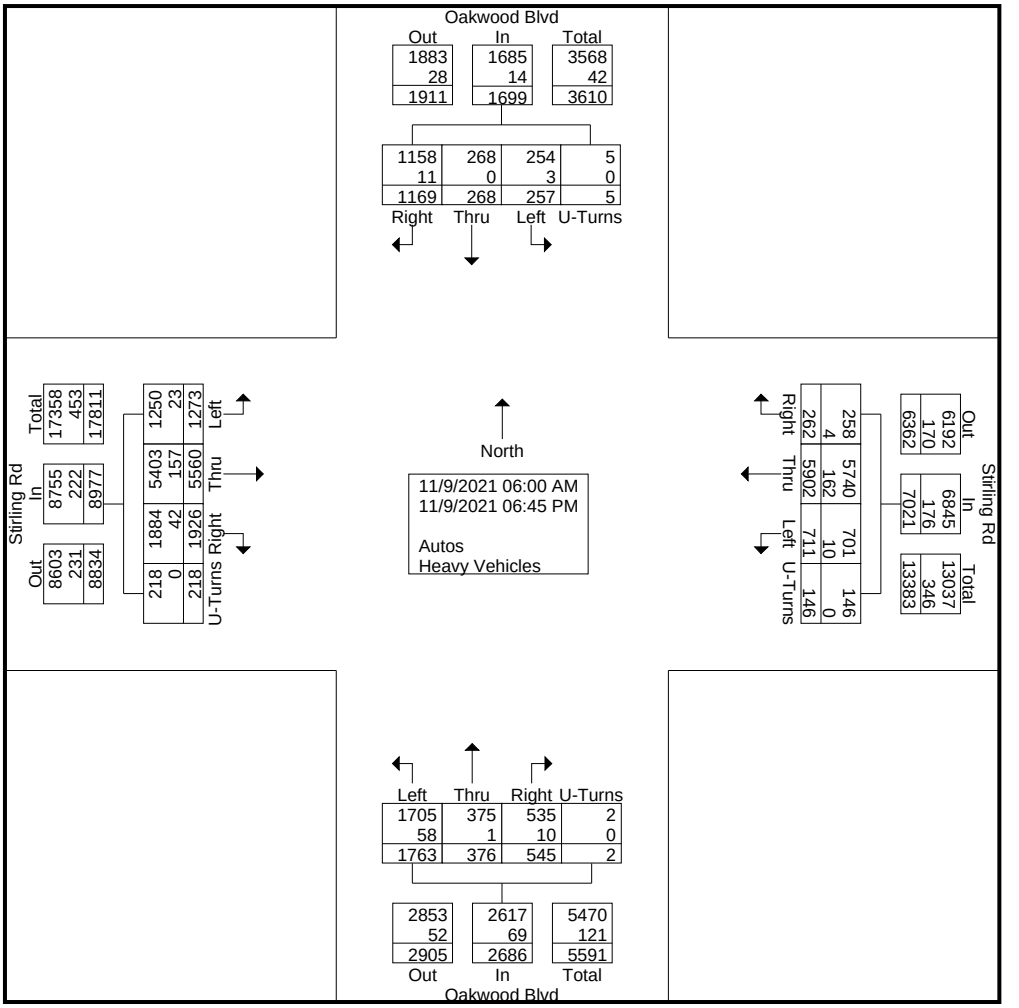
	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	5	11	86	18	120	4	7	103	2	116	1	12	0	5	18	0	2	3	20	25	279
06:15 AM	8	23	129	21	181	0	8	114	4	126	0	20	2	5	27	0	7	4	35	46	380
06:30 AM	3	32	166	27	228	6	13	141	3	163	0	21	0	4	25	0	6	4	16	26	442
06:45 AM	3	44	202	38	287	4	9	162	6	181	0	24	1	12	37	0	7	5	18	30	535
Total	19	110	583	104	816	14	37	520	15	586	1	77	3	26	107	0	22	16	89	127	1636
07:00 AM	4	29	205	31	269	4	8	196	8	216	0	25	5	8	38	0	6	2	26	34	557
07:15 AM	6	38	238	58	340	4	8	193	8	213	0	27	6	9	42	0	6	2	27	35	630
07:30 AM	13	28	224	64	329	4	26	260	12	302	0	43	7	12	62	0	11	5	35	51	744
07:45 AM	13	27	279	77	396	4	26	272	8	310	0	41	5	20	66	1	8	7	25	41	813
Total	36	122	946	230	1334	16	68	921	36	1041	0	136	23	49	208	1	31	16	113	161	2744
08:00 AM	3	34	289	87	413	2	23	227	5	257	0	34	4	19	57	0	2	6	29	37	764
08:15 AM	10	29	268	86	393	6	21	251	8	286	0	52	2	18	72	0	7	5	24	36	787
08:30 AM	8	23	261	106	398	4	29	269	10	312	0	60	8	13	81	0	7	3	28	38	829
08:45 AM	13	37	251	112	413	5	44	245	6	300	0	72	11	26	109	0	9	4	32	45	867
Total	34	123	1069	391	1617	17	117	992	29	1155	0	218	25	76	319	0	25	18	113	156	3247
*** BREAK ***																					
04:00 PM	12	68	208	101	389	7	58	310	12	387	0	108	19	42	169	0	10	19	76	105	1050
04:15 PM	11	68	249	114	442	8	28	301	14	351	1	96	30	27	154	0	13	26	61	100	1047
04:30 PM	8	72	243	117	440	10	51	342	16	419	0	102	26	35	163	0	15	19	73	107	1129
04:45 PM	7	91	224	94	416	5	45	307	12	369	0	151	27	29	207	1	23	20	82	126	1118
Total	38	299	924	426	1687	30	182	1260	54	1526	1	457	102	133	693	1	61	84	292	438	4344
05:00 PM	9	73	263	97	442	10	32	351	18	411	0	103	23	40	166	1	16	21	83	121	1140
05:15 PM	7	76	274	122	479	11	50	324	6	391	0	125	31	37	193	1	12	22	70	105	1168
05:30 PM	12	61	243	92	408	10	46	328	13	397	0	116	34	25	175	0	14	17	64	95	1075
05:45 PM	13	99	277	110	499	6	37	280	21	344	0	117	19	36	172	1	15	16	75	107	1122
Total	41	309	1057	421	1828	37	165	1283	58	1543	0	461	107	138	706	3	57	76	292	428	4505
06:00 PM	9	68	233	96	406	4	31	262	19	316	0	115	26	24	165	0	11	18	76	105	992
06:15 PM	11	76	227	92	406	6	38	224	11	279	0	118	32	38	188	0	21	22	74	117	990
06:30 PM	12	86	296	86	480	16	44	267	13	340	0	78	21	25	124	0	17	7	63	87	1031
06:45 PM	18	80	225	80	403	6	29	173	27	235	0	103	37	36	176	0	12	11	57	80	894
Total	50	310	981	354	1695	32	142	926	70	1170	0	414	116	123	653	0	61	58	270	389	3907
Grand Total	218	1273	5560	1926	8977	146	711	5902	262	7021	2	1763	376	545	2686	5	257	268	1169	1699	20383
Apprch %	2.4	14.2	61.9	21.5		2.1	10.1	84.1	3.7		0.1	65.6	14	20.3		0.3	15.1	15.8	68.8		
Total %	1.1	6.2	27.3	9.4	44	0.7	3.5	29	1.3	34.4	0	8.6	1.8	2.7	13.2	0	1.3	1.3	5.7	8.3	
Autos	218	1250	5403	1884	8755	146	701	5740	258	6845	2	1705	375	535	2617	5	254	268	1158	1685	19902
% Autos	100	98.2	97.2	97.8	97.5	100	98.6	97.3	98.5	97.5	100	96.7	99.7	98.2	97.4	100	98.8	100	99.1	99.2	97.6
Heavy Vehicles	0	23	157	42	222	0	10	162	4	176	0	58	1	10	69	0	3	0	11	14	481
% Heavy Vehicles	0	1.8	2.8	2.2	2.5	0	1.4	2.7	1.5	2.5	0	3.3	0.3	1.8	2.6	0	1.2	0	0.9	0.8	2.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



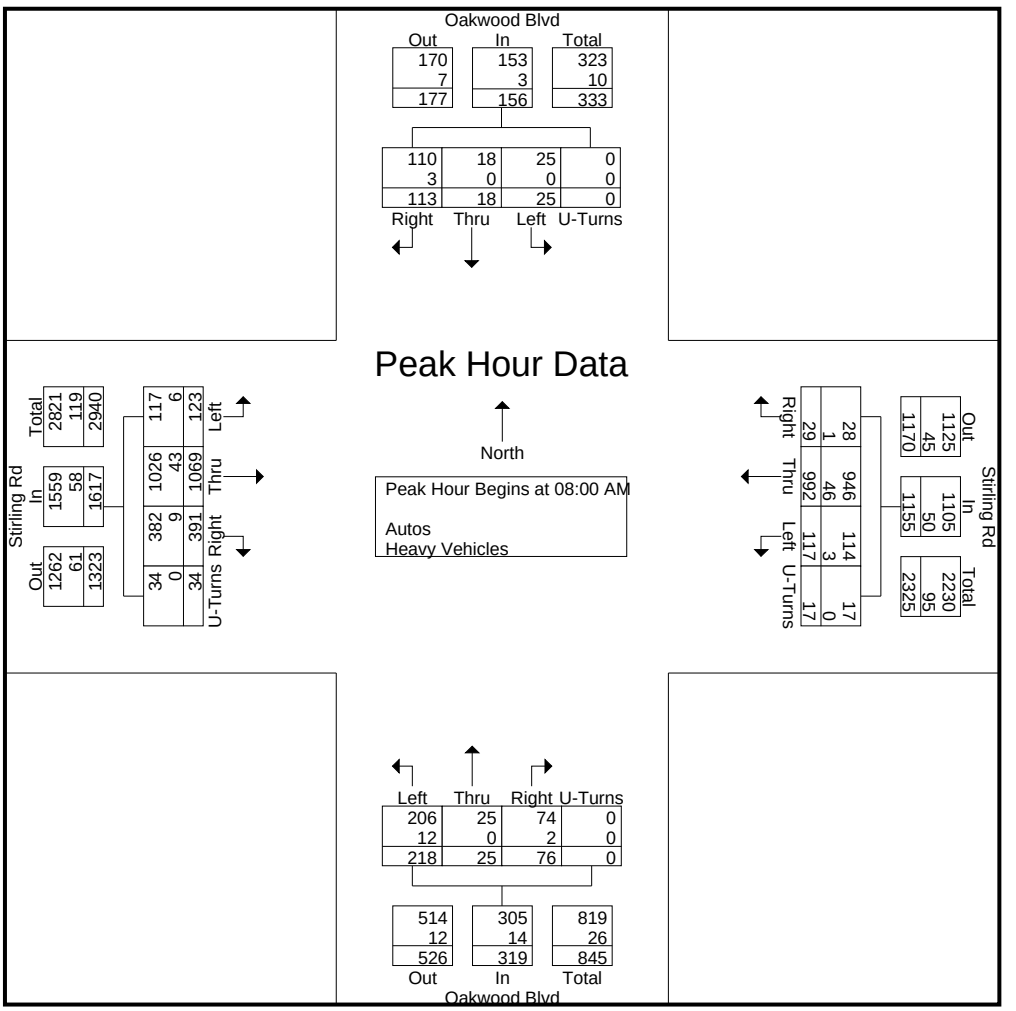
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	3	34	**289**	87	**413**	2	23	227	5	257	0	34	4	19	57	0	2	**6**	29	37	764
08:15 AM	10	29	268	86	393	**6**	21	251	8	286	0	52	2	18	72	0	7	5	24	36	787
08:30 AM	8	23	261	106	398	4	29	**269**	**10**	**312**	0	60	8	13	81	0	7	3	28	38	829
08:45 AM	**13**	**37**	251	**112**	413	5	**44**	245	6	300	0	**72**	**11**	**26**	**109**	0	**9**	4	**32**	**45**	**867**
Total Volume	34	123	1069	391	1617	17	117	992	29	1155	0	218	25	76	319	0	25	18	113	156	3247
% App. Total	2.1	7.6	66.1	24.2		1.5	10.1	85.9	2.5		0	68.3	7.8	23.8		0	16	11.5	72.4		
PHF	.654	.831	.925	.873	.979	.708	.665	.922	.725	.925	.000	.757	.568	.731	.732	.000	.694	.750	.883	.867	.936
Autos	34	117	1026	382	1559	17	114	946	28	1105	0	206	25	74	305	0	25	18	110	153	3122
% Autos	100	95.1	96.0	97.7	96.4	100	97.4	95.4	96.6	95.7	0	94.5	100	97.4	95.6	0	100	100	97.3	98.1	96.2
Heavy Vehicles	0	6	43	9	58	0	3	46	1	50	0	12	0	2	14	0	0	0	3	3	125
% Heavy Vehicles	0	4.9	4.0	2.3	3.6	0	2.6	4.6	3.4	4.3	0	5.5	0	2.6	4.4	0	0	0	2.7	1.9	3.8



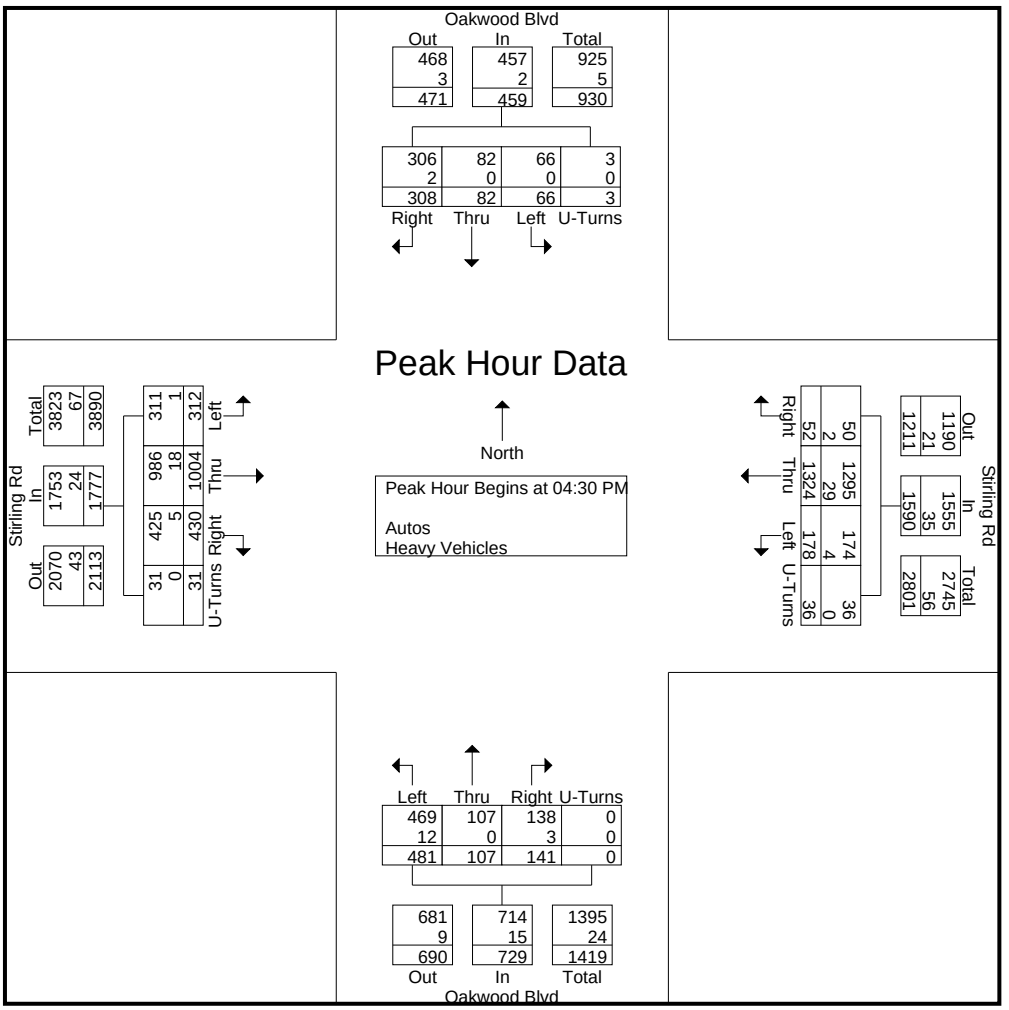
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	8	72	243	117	440	10	**51**	342	16	**419**	0	102	26	35	163	0	15	19	73	107	1129
04:45 PM	7	**91**	224	94	416	5	45	307	12	369	0	**151**	27	29	**207**	**1**	**23**	20	82	**126**	1118
05:00 PM	**9**	73	263	97	442	10	32	**351**	**18**	411	0	103	23	**40**	166	1	16	21	**83**	121	1140
05:15 PM	7	76	**274**	**122**	**479**	**11**	50	324	6	391	0	125	**31**	37	193	1	12	**22**	70	105	**1168**
Total Volume	31	312	1004	430	1777	36	178	1324	52	1590	0	481	107	141	729	3	66	82	308	459	4555
% App. Total	1.7	17.6	56.5	24.2		2.3	11.2	83.3	3.3		0	66	14.7	19.3		0.7	14.4	17.9	67.1		
PHF	.861	.857	.916	.881	.927	.818	.873	.943	.722	.949	.000	.796	.863	.881	.880	.750	.717	.932	.928	.911	.975
Autos	31	311	986	425	1753	36	174	1295	50	1555	0	469	107	138	714	3	66	82	306	457	4479
% Autos	100	99.7	98.2	98.8	98.6	100	97.8	97.8	96.2	97.8	0	97.5	100	97.9	97.9	100	100	100	99.4	99.6	98.3
Heavy Vehicles	0	1	18	5	24	0	4	29	2	35	0	12	0	3	15	0	0	0	2	2	76
% Heavy Vehicles	0	0.3	1.8	1.2	1.4	0	2.2	2.2	3.8	2.2	0	2.5	0	2.1	2.1	0	0	0	0.6	0.4	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09A- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	2	4	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	8
06:15 AM	0	0	4	2	6	0	0	9	0	9	0	1	0	0	1	0	0	0	0	0	16
06:30 AM	0	0	9	4	13	0	0	7	0	7	0	4	0	0	4	0	0	0	0	0	24
06:45 AM	0	2	7	2	11	0	0	12	0	12	0	3	0	0	3	0	0	0	1	1	27
Total	0	2	22	10	34	0	0	31	0	31	0	8	0	0	8	0	1	0	1	2	75
07:00 AM	0	1	9	3	13	0	0	3	0	3	0	4	1	0	5	0	1	0	1	2	23
07:15 AM	0	3	7	2	12	0	0	3	0	3	0	1	0	0	1	0	1	0	1	2	18
07:30 AM	0	2	8	2	12	0	2	6	1	9	0	5	0	2	7	0	0	0	0	0	28
07:45 AM	0	1	5	4	10	0	1	6	0	7	0	2	0	1	3	0	0	0	0	0	20
Total	0	7	29	11	47	0	3	18	1	22	0	12	1	3	16	0	2	0	2	4	89
08:00 AM	0	0	11	3	14	0	1	7	1	9	0	1	0	0	1	0	0	0	0	0	24
08:15 AM	0	2	14	2	18	0	1	13	0	14	0	5	0	1	6	0	0	0	1	1	39
08:30 AM	0	1	12	1	14	0	1	16	0	17	0	3	0	1	4	0	0	0	1	1	36
08:45 AM	0	3	6	3	12	0	0	10	0	10	0	3	0	0	3	0	0	0	1	1	26
Total	0	6	43	9	58	0	3	46	1	50	0	12	0	2	14	0	0	0	3	3	125
*** BREAK ***																					
04:00 PM	0	3	12	2	17	0	0	7	0	7	0	1	0	1	2	0	0	0	2	2	28
04:15 PM	0	2	10	0	12	0	0	5	0	5	0	3	0	0	3	0	0	0	0	0	20
04:30 PM	0	1	9	1	11	0	2	9	0	11	0	3	0	1	4	0	0	0	1	1	27
04:45 PM	0	0	0	2	2	0	2	11	0	13	0	3	0	0	3	0	0	0	0	0	18
Total	0	6	31	5	42	0	4	32	0	36	0	10	0	2	12	0	0	0	3	3	93
05:00 PM	0	0	6	1	7	0	0	6	1	7	0	4	0	0	4	0	0	0	0	0	18
05:15 PM	0	0	3	1	4	0	0	3	1	4	0	2	0	2	4	0	0	0	1	1	13
05:30 PM	0	1	5	2	8	0	0	6	0	6	0	1	0	0	1	0	0	0	0	0	15
05:45 PM	0	0	2	0	2	0	0	7	0	7	0	2	0	0	2	0	0	0	1	1	12
Total	0	1	16	4	21	0	0	22	2	24	0	9	0	2	11	0	0	0	2	2	58
06:00 PM	0	0	3	1	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	10
06:15 PM	0	0	5	1	6	0	0	3	0	3	0	3	0	1	4	0	0	0	0	0	13
06:30 PM	0	0	4	1	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
06:45 PM	0	1	4	0	5	0	0	2	0	2	0	4	0	0	4	0	0	0	0	0	11
Total	0	1	16	3	20	0	0	13	0	13	0	7	0	1	8	0	0	0	0	0	41
Grand Total	0	23	157	42	222	0	10	162	4	176	0	58	1	10	69	0	3	0	11	14	481
Apprch %	0	10.4	70.7	18.9		0	5.7	92	2.3		0	84.1	1.4	14.5		0	21.4	0	78.6		
Total %	0	4.8	32.6	8.7	46.2	0	2.1	33.7	0.8	36.6	0	12.1	0.2	2.1	14.3	0	0.6	0	2.3	2.9	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

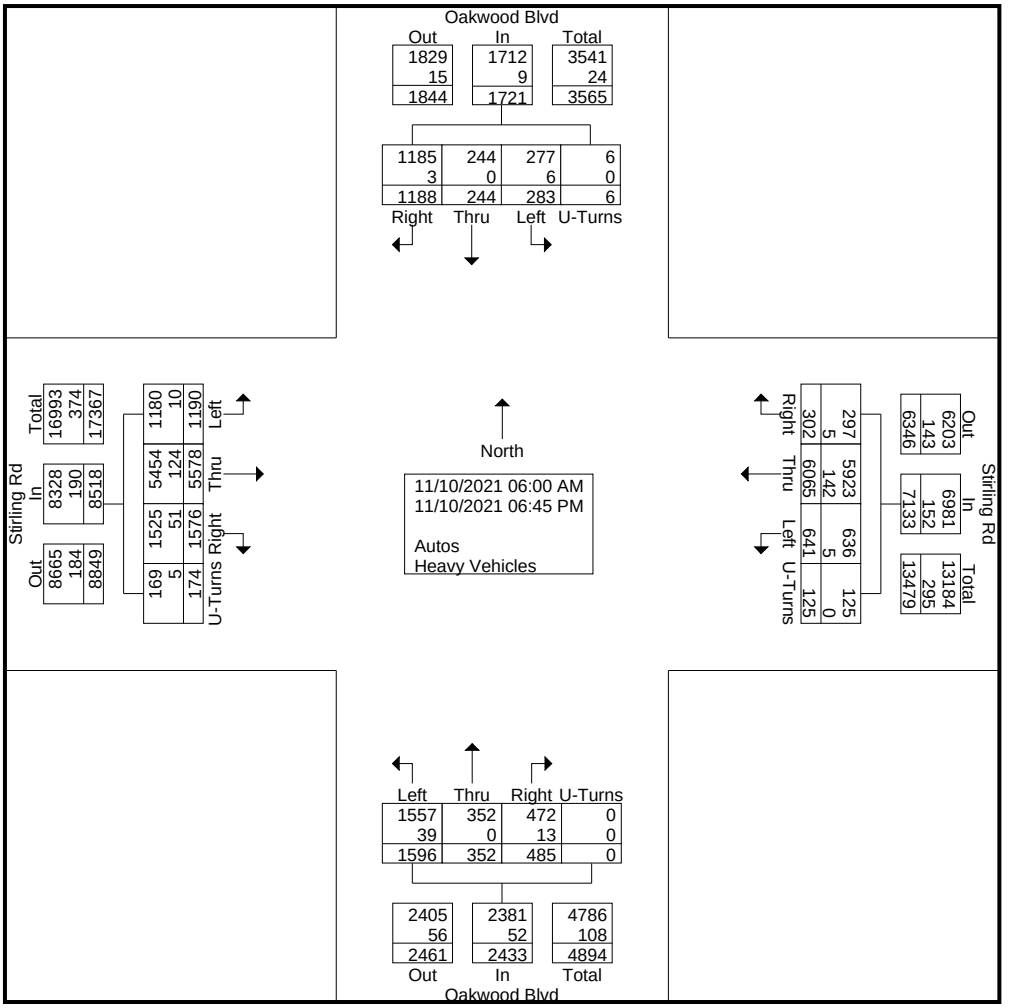
	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	7	12	95	16	130	2	3	102	1	108	0	7	2	3	12	0	1	3	16	20	270
06:15 AM	4	19	139	22	184	0	5	99	1	105	0	13	2	3	18	0	3	1	15	19	326
06:30 AM	3	24	180	33	240	3	4	153	1	161	0	16	0	6	22	0	1	4	16	21	444
06:45 AM	4	35	195	57	291	1	3	171	4	179	0	32	3	9	44	0	4	6	25	35	549
Total	18	90	609	128	845	6	15	525	7	553	0	68	7	21	96	0	9	14	72	95	1589
07:00 AM	3	17	209	52	281	4	10	173	6	193	0	28	4	15	47	0	3	2	22	27	548
07:15 AM	8	36	272	58	374	7	11	229	6	253	0	34	4	10	48	0	5	1	24	30	705
07:30 AM	12	33	209	53	307	3	11	251	7	272	0	45	8	8	61	0	6	4	32	42	682
07:45 AM	5	20	262	69	356	5	19	280	7	311	0	42	6	9	57	0	8	2	26	36	760
Total	28	106	952	232	1318	19	51	933	26	1029	0	149	22	42	213	0	22	9	104	135	2695
08:00 AM	14	39	254	69	376	6	22	247	6	281	0	43	6	14	63	0	9	4	23	36	756
08:15 AM	9	27	298	81	415	3	20	228	12	263	0	51	2	15	68	0	15	2	27	44	790
08:30 AM	10	33	243	107	393	6	31	287	9	333	0	47	4	22	73	0	8	2	33	43	842
08:45 AM	13	35	258	83	389	10	34	224	9	277	0	77	9	18	104	1	11	11	26	49	819
Total	46	134	1053	340	1573	25	107	986	36	1154	0	218	21	69	308	1	43	19	109	172	3207
*** BREAK ***																					
04:00 PM	10	57	240	77	384	11	47	348	18	424	0	115	28	26	169	1	16	16	81	114	1091
04:15 PM	5	65	232	95	397	6	35	293	18	352	0	125	18	26	169	0	13	22	79	114	1032
04:30 PM	10	49	253	70	382	8	52	342	17	419	0	74	19	24	117	0	17	14	62	93	1011
04:45 PM	5	72	224	73	374	6	45	238	20	309	0	111	22	41	174	1	19	15	67	102	959
Total	30	243	949	315	1537	31	179	1221	73	1504	0	425	87	117	629	2	65	67	289	423	4093
05:00 PM	9	56	270	73	408	2	42	375	24	443	0	108	24	26	158	1	22	29	79	131	1140
05:15 PM	5	65	269	69	408	7	45	332	13	397	0	88	33	21	142	0	17	10	69	96	1043
05:30 PM	7	74	301	68	450	9	36	349	18	412	0	86	21	34	141	0	10	19	77	106	1109
05:45 PM	4	77	272	76	429	6	35	304	26	371	0	100	30	35	165	0	18	14	77	109	1074
Total	25	272	1112	286	1695	24	158	1360	81	1623	0	382	108	116	606	1	67	72	302	442	4366
06:00 PM	10	83	241	79	413	2	37	301	24	364	0	97	23	23	143	0	21	20	71	112	1032
06:15 PM	8	70	262	69	409	6	29	287	17	339	0	81	25	38	144	1	19	20	68	108	1000
06:30 PM	2	93	228	65	388	6	30	248	22	306	0	99	34	27	160	1	22	10	99	132	986
06:45 PM	7	99	172	62	340	6	35	204	16	261	0	77	25	32	134	0	15	13	74	102	837
Total	27	345	903	275	1550	20	131	1040	79	1270	0	354	107	120	581	2	77	63	312	454	3855
Grand Total	174	1190	5578	1576	8518	125	641	6065	302	7133	0	1596	352	485	2433	6	283	244	1188	1721	19805
Apprch %	2	14	65.5	18.5		1.8	9	85	4.2		0	65.6	14.5	19.9		0.3	16.4	14.2	69		
Total %	0.9	6	28.2	8	43	0.6	3.2	30.6	1.5	36	0	8.1	1.8	2.4	12.3	0	1.4	1.2	6	8.7	
Autos	169	1180	5454	1525	8328	125	636	5923	297	6981	0	1557	352	472	2381	6	277	244	1185	1712	19402
% Autos	97.1	99.2	97.8	96.8	97.8	100	99.2	97.7	98.3	97.9	0	97.6	100	97.3	97.9	100	97.9	100	99.7	99.5	98
Heavy Vehicles	5	10	124	51	190	0	5	142	5	152	0	39	0	13	52	0	6	0	3	9	403
% Heavy Vehicles	2.9	0.8	2.2	3.2	2.2	0	0.8	2.3	1.7	2.1	0	2.4	0	2.7	2.1	0	2.1	0	0.3	0.5	2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



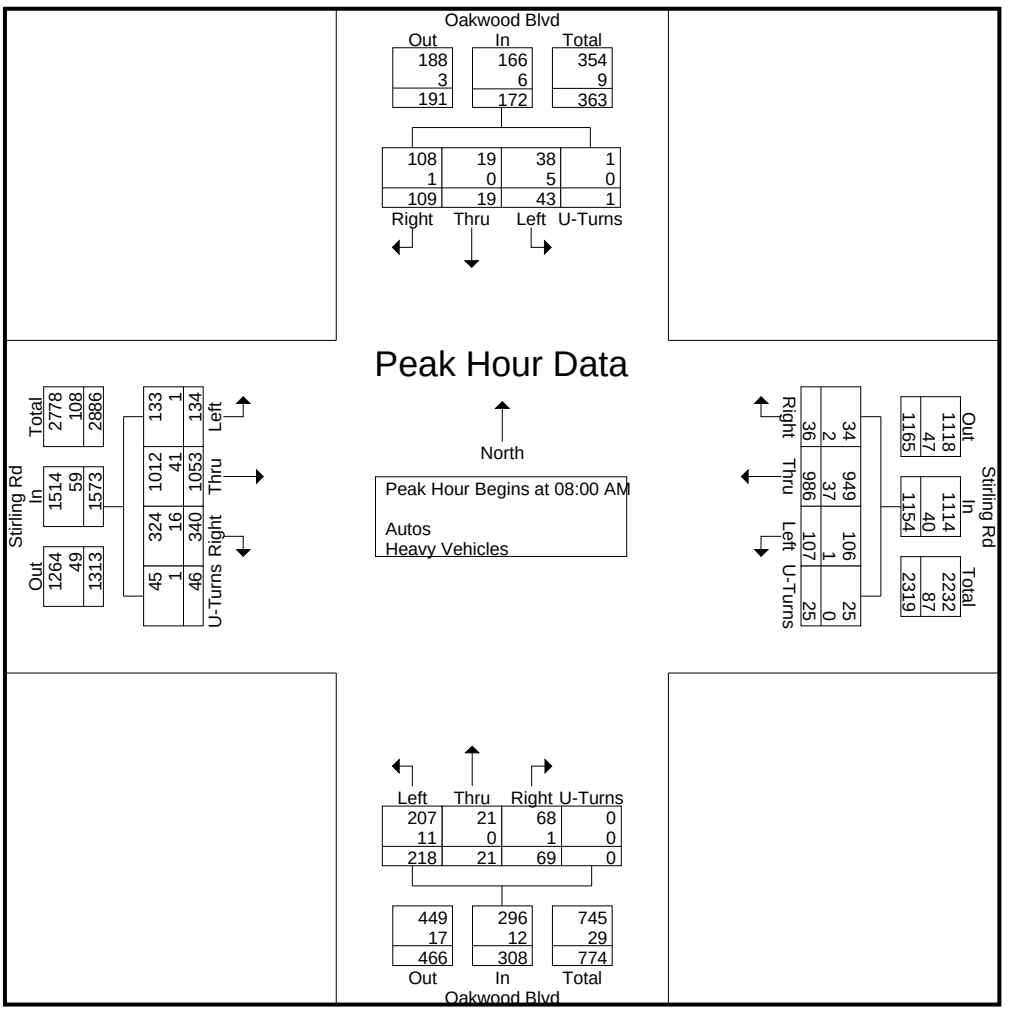
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**14**	**39**	254	69	376	6	22	247	6	281	0	43	6	14	63	0	9	4	23	36	756
08:15 AM	9	27	**298**	81	**415**	3	20	228	**12**	263	0	51	2	15	68	0	**15**	2	27	44	790
08:30 AM	10	33	243	**107**	393	6	31	**287**	9	**333**	0	47	4	**22**	73	0	8	2	**33**	43	**842**
08:45 AM	13	35	258	83	389	**10**	**34**	224	9	277	0	**77**	**9**	18	**104**	**1**	11	**11**	26	**49**	819
Total Volume	46	134	1053	340	1573	25	107	986	36	1154	0	218	21	69	308	1	43	19	109	172	3207
% App. Total	2.9	8.5	66.9	21.6		2.2	9.3	85.4	3.1		0	70.8	6.8	22.4		0.6	25	11	63.4		
PHF	.821	.859	.883	.794	.948	.625	.787	.859	.750	.866	.000	.708	.583	.784	.740	.250	.717	.432	.826	.878	.952
Autos	45	133	1012	324	1514	25	106	949	34	1114	0	207	21	68	296	1	38	19	108	166	3090
% Autos	97.8	99.3	96.1	95.3	96.2	100	99.1	96.2	94.4	96.5	0	95.0	100	98.6	96.1	100	88.4	100	99.1	96.5	96.4
Heavy Vehicles	1	1	41	16	59	0	1	37	2	40	0	11	0	1	12	0	5	0	1	6	117
% Heavy Vehicles	2.2	0.7	3.9	4.7	3.8	0	0.9	3.8	5.6	3.5	0	5.0	0	1.4	3.9	0	11.6	0	0.9	3.5	3.6



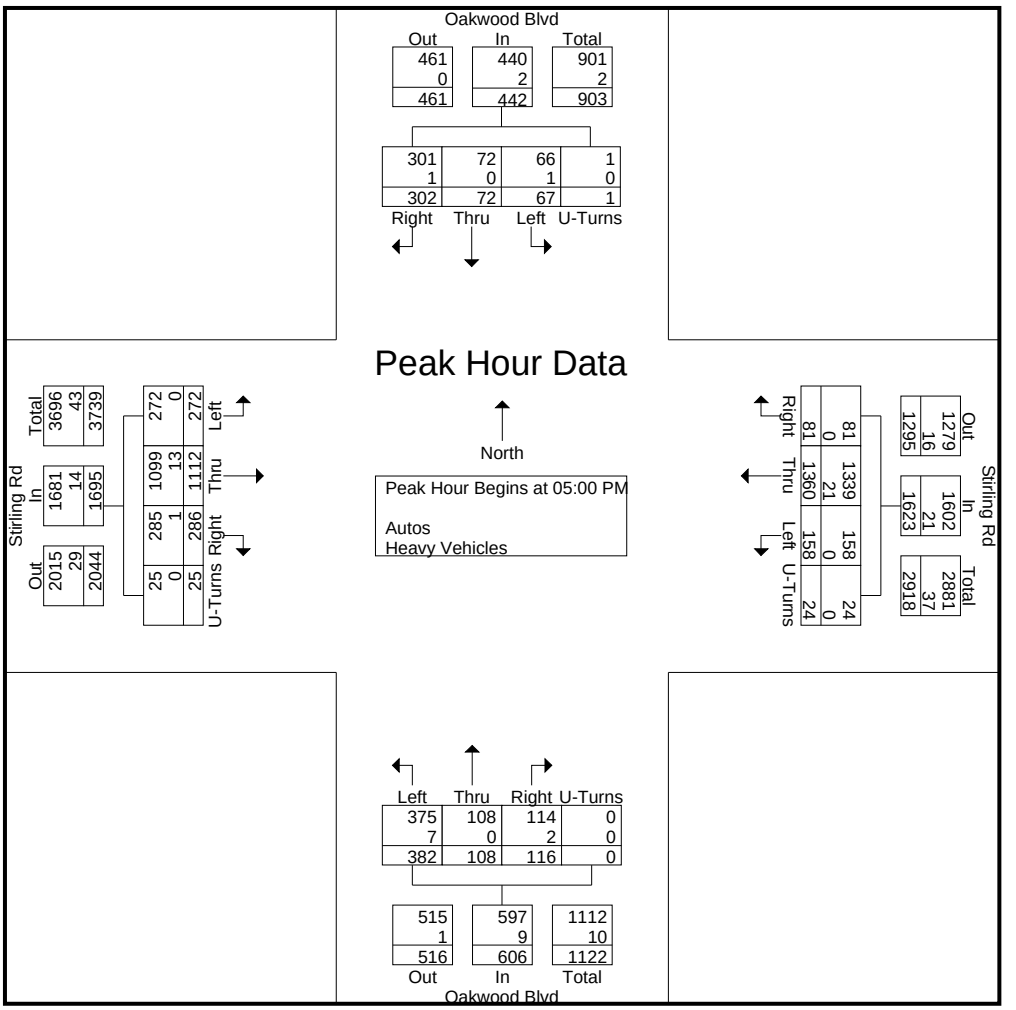
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**9**	56	270	73	408	2	42	**375**	24	**443**	0	**108**	24	26	158	**1**	**22**	**29**	**79**	**131**	**1140**
05:15 PM	5	65	269	69	408	7	**45**	332	13	397	0	88	**33**	21	142	0	17	10	69	96	1043
05:30 PM	7	74	**301**	68	**450**	**9**	36	349	18	412	0	86	21	34	141	0	10	19	77	106	1109
05:45 PM	4	**77**	272	**76**	429	6	35	304	**26**	371	0	100	30	**35**	**165**	0	18	14	77	109	1074
Total Volume	25	272	1112	286	1695	24	158	1360	81	1623	0	382	108	116	606	1	67	72	302	442	4366
% App. Total	1.5	16	65.6	16.9		1.5	9.7	83.8	5		0	63	17.8	19.1		0.2	15.2	16.3	68.3		
PHF	.694	.883	.924	.941	.942	.667	.878	.907	.779	.916	.000	.884	.818	.829	.918	.250	.761	.621	.956	.844	.957
Autos	25	272	1099	285	1681	24	158	1339	81	1602	0	375	108	114	597	1	66	72	301	440	4320
% Autos	100	100	98.8	99.7	99.2	100	100	98.5	100	98.7	0	98.2	100	98.3	98.5	100	98.5	100	99.7	99.5	98.9
Heavy Vehicles	0	0	13	1	14	0	0	21	0	21	0	7	0	2	9	0	1	0	1	2	46
% Heavy Vehicles	0	0	1.2	0.3	0.8	0	0	1.5	0	1.3	0	1.8	0	1.7	1.5	0	1.5	0	0.3	0.5	1.1



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09B- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	3	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	0	4	1	5	0	0	7	0	7	0	1	0	0	1	0	0	0	0	0	13
06:30 AM	0	0	9	5	14	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	18
06:45 AM	0	0	3	3	6	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	11
Total	0	1	19	9	29	0	0	13	0	13	0	5	0	0	5	0	0	0	0	0	47
07:00 AM	0	0	5	5	10	0	0	9	0	9	0	4	0	0	4	0	0	0	0	0	23
07:15 AM	0	1	7	6	14	0	0	3	0	3	0	0	0	1	1	0	0	0	0	0	18
07:30 AM	3	2	2	2	9	0	0	8	0	8	0	2	0	1	3	0	0	0	0	0	20
07:45 AM	0	3	5	5	13	0	0	14	1	15	0	1	0	1	2	0	0	0	0	0	30
Total	3	6	19	18	46	0	0	34	1	35	0	7	0	3	10	0	0	0	0	0	91
08:00 AM	0	1	9	5	15	0	1	7	0	8	0	4	0	0	4	0	1	0	1	2	29
08:15 AM	1	0	16	2	19	0	0	10	0	10	0	5	0	0	5	0	3	0	0	3	37
08:30 AM	0	0	7	4	11	0	0	14	2	16	0	1	0	1	2	0	0	0	0	0	29
08:45 AM	0	0	9	5	14	0	0	6	0	6	0	1	0	0	1	0	1	0	0	1	22
Total	1	1	41	16	59	0	1	37	2	40	0	11	0	1	12	0	5	0	1	6	117
*** BREAK ***																					
04:00 PM	0	0	6	1	7	0	1	8	0	9	0	1	0	2	3	0	0	0	0	0	19
04:15 PM	0	1	5	2	8	0	1	8	1	10	0	0	0	0	0	0	0	0	1	1	19
04:30 PM	0	1	6	1	8	0	2	10	0	12	0	4	0	1	5	0	0	0	0	0	25
04:45 PM	1	0	2	1	4	0	0	3	1	4	0	0	0	2	2	0	0	0	0	0	10
Total	1	2	19	5	27	0	4	29	2	35	0	5	0	5	10	0	0	0	1	1	73
05:00 PM	0	0	2	1	3	0	0	5	0	5	0	4	0	0	4	0	0	0	0	0	12
05:15 PM	0	0	6	0	6	0	0	4	0	4	0	3	0	0	3	0	0	0	1	1	14
05:30 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	2	2	0	0	0	0	0	10
05:45 PM	0	0	3	0	3	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	10
Total	0	0	13	1	14	0	0	21	0	21	0	7	0	2	9	0	1	0	1	2	46
06:00 PM	0	0	2	0	2	0	0	1	0	1	0	1	0	1	2	0	0	0	0	0	5
06:15 PM	0	0	1	2	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
06:30 PM	0	0	4	0	4	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	7
06:45 PM	0	0	6	0	6	0	0	2	0	2	0	1	0	1	2	0	0	0	0	0	10
Total	0	0	13	2	15	0	0	8	0	8	0	4	0	2	6	0	0	0	0	0	29
Grand Total	5	10	124	51	190	0	5	142	5	152	0	39	0	13	52	0	6	0	3	9	403
Apprch %	2.6	5.3	65.3	26.8		0	3.3	93.4	3.3		0	75	0	25		0	66.7	0	33.3		
Total %	1.2	2.5	30.8	12.7	47.1	0	1.2	35.2	1.2	37.7	0	9.7	0	3.2	12.9	0	1.5	0	0.7	2.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09C- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	16	79	15	112	5	5	83	0	93	0	5	2	2	9	0	4	0	5	9	223
06:15 AM	2	26	101	15	144	3	6	82	3	94	0	19	1	2	22	0	5	2	16	23	283
06:30 AM	4	31	148	39	222	4	2	162	5	173	0	18	5	5	28	1	3	4	17	25	448
06:45 AM	5	24	123	38	190	4	5	97	8	114	0	21	0	3	24	0	2	1	13	16	344
Total	13	97	451	107	668	16	18	424	16	474	0	63	8	12	83	1	14	7	51	73	1298
07:00 AM	1	23	155	49	228	0	4	113	5	122	0	31	4	7	42	0	6	2	17	25	417
07:15 AM	6	18	163	50	237	5	22	161	6	194	0	28	4	11	43	0	7	3	12	22	496
07:30 AM	8	33	217	49	307	5	20	188	7	220	0	38	3	6	47	0	3	7	25	35	609
07:45 AM	4	32	220	55	311	5	18	216	6	245	0	44	3	14	61	0	6	15	21	42	659
Total	19	106	755	203	1083	15	64	678	24	781	0	141	14	38	193	0	22	27	75	124	2181
08:00 AM	8	27	201	76	312	7	27	191	6	231	0	38	3	9	50	1	1	9	19	30	623
08:15 AM	10	21	253	75	359	4	30	207	9	250	0	59	1	22	82	1	3	6	25	35	726
08:30 AM	13	21	228	83	345	2	22	241	5	270	0	54	7	15	76	0	6	5	35	46	737
08:45 AM	8	31	221	82	342	4	33	200	8	245	0	74	7	14	95	0	6	10	18	34	716
Total	39	100	903	316	1358	17	112	839	28	996	0	225	18	60	303	2	16	30	97	145	2802
*** BREAK ***																					
04:00 PM	9	80	231	102	422	8	45	310	23	386	0	119	27	18	164	1	9	24	95	129	1101
04:15 PM	11	61	234	104	410	8	32	242	14	296	0	120	37	30	187	0	22	24	83	129	1022
04:30 PM	3	85	248	88	424	7	27	359	17	410	0	115	29	26	170	0	11	19	73	103	1107
04:45 PM	10	82	210	84	386	3	38	272	19	332	3	124	30	20	177	0	11	20	92	123	1018
Total	33	308	923	378	1642	26	142	1183	73	1424	3	478	123	94	698	1	53	87	343	484	4248
05:00 PM	3	76	306	94	479	7	37	373	9	426	0	97	30	30	157	0	22	28	88	138	1200
05:15 PM	7	82	237	118	444	6	44	320	19	389	0	107	27	32	166	0	28	23	87	138	1137
05:30 PM	7	70	217	70	364	9	38	266	15	328	0	102	29	26	157	0	20	20	77	117	966
05:45 PM	4	85	247	95	431	5	46	298	21	370	0	94	28	34	156	0	18	18	86	122	1079
Total	21	313	1007	377	1718	27	165	1257	64	1513	0	400	114	122	636	0	88	89	338	515	4382
06:00 PM	8	99	203	90	400	6	53	241	13	313	0	99	27	30	156	0	14	23	97	134	1003
06:15 PM	8	64	227	68	367	4	33	252	18	307	0	99	21	26	146	0	16	19	75	110	930
06:30 PM	10	73	210	79	372	8	44	227	17	296	0	84	27	25	136	0	15	16	90	121	925
06:45 PM	9	75	202	79	365	7	33	180	18	238	0	109	29	15	153	0	14	19	97	130	886
Total	35	311	842	316	1504	25	163	900	66	1154	0	391	104	96	591	0	59	77	359	495	3744
Grand Total	160	1235	4881	1697	7973	126	664	5281	271	6342	3	1698	381	422	2504	4	252	317	1263	1836	18655
Apprch %	2	15.5	61.2	21.3		2	10.5	83.3	4.3		0.1	67.8	15.2	16.9		0.2	13.7	17.3	68.8		
Total %	0.9	6.6	26.2	9.1	42.7	0.7	3.6	28.3	1.5	34	0	9.1	2	2.3	13.4	0	1.4	1.7	6.8	9.8	
Autos	158	1223	4785	1658	7824	126	656	5161	268	6211	3	1655	375	417	2450	4	249	315	1250	1818	18303
% Autos	98.8	99	98	97.7	98.1	100	98.8	97.7	98.9	97.9	100	97.5	98.4	98.8	97.8	100	98.8	99.4	99	99	98.1
Heavy Vehicles	2	12	96	39	149	0	8	120	3	131	0	43	6	5	54	0	3	2	13	18	352
% Heavy Vehicles	1.2	1	2	2.3	1.9	0	1.2	2.3	1.1	2.1	0	2.5	1.6	1.2	2.2	0	1.2	0.6	1	1	1.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
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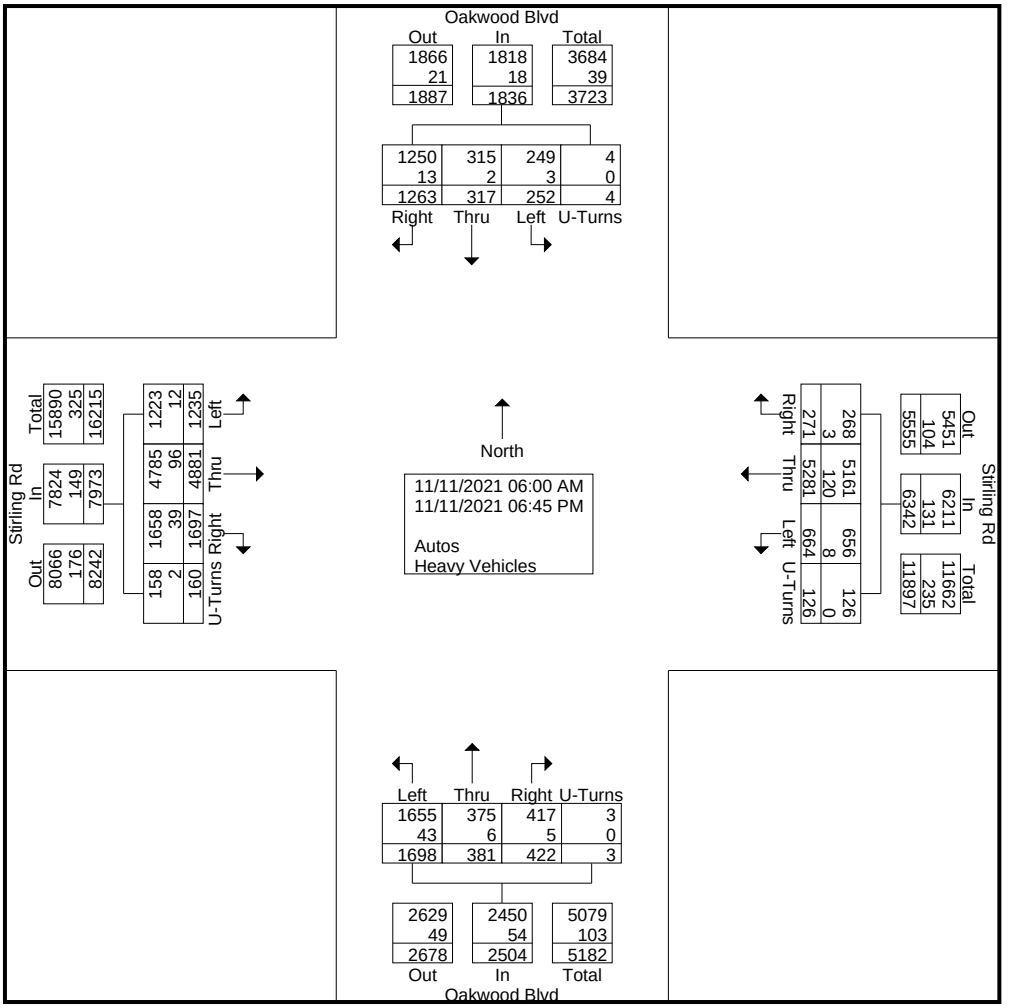
File Name : 09C- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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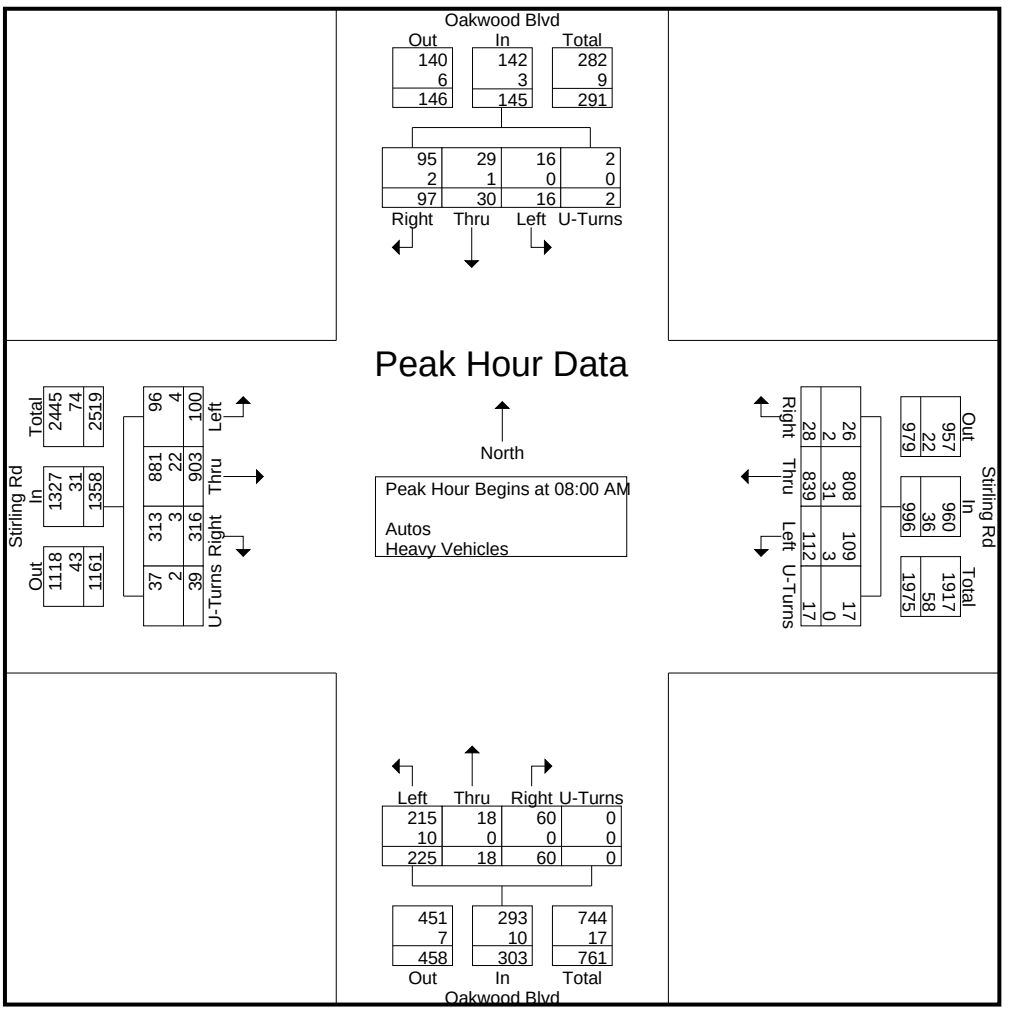
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	27	201	76	312	**7**	27	191	6	231	0	38	3	9	50	**1**	1	9	19	30	623
08:15 AM	10	21	**253**	75	**359**	4	30	207	**9**	250	0	59	1	**22**	82	1	3	6	25	35	726
08:30 AM	**13**	21	228	**83**	345	2	22	**241**	5	**270**	0	54	**7**	15	76	0	**6**	5	**35**	**46**	**737**
08:45 AM	8	**31**	221	82	342	4	**33**	200	8	245	0	**74**	7	14	**95**	0	6	**10**	18	34	716
Total Volume	39	100	903	316	1358	17	112	839	28	996	0	225	18	60	303	2	16	30	97	145	2802
% App. Total	2.9	7.4	66.5	23.3		1.7	11.2	84.2	2.8		0	74.3	5.9	19.8		1.4	11	20.7	66.9		
PHF	.750	.806	.892	.952	.946	.607	.848	.870	.778	.922	.000	.760	.643	.682	.797	.500	.667	.750	.693	.788	.950
Autos	37	96	881	313	1327	17	109	808	26	960	0	215	18	60	293	2	16	29	95	142	2722
% Autos	94.9	96.0	97.6	99.1	97.7	100	97.3	96.3	92.9	96.4	0	95.6	100	100	96.7	100	100	96.7	97.9	97.9	97.1
Heavy Vehicles	2	4	22	3	31	0	3	31	2	36	0	10	0	0	10	0	0	1	2	3	80
% Heavy Vehicles	5.1	4.0	2.4	0.9	2.3	0	2.7	3.7	7.1	3.6	0	4.4	0	0	3.3	0	0	3.3	2.1	2.1	2.9



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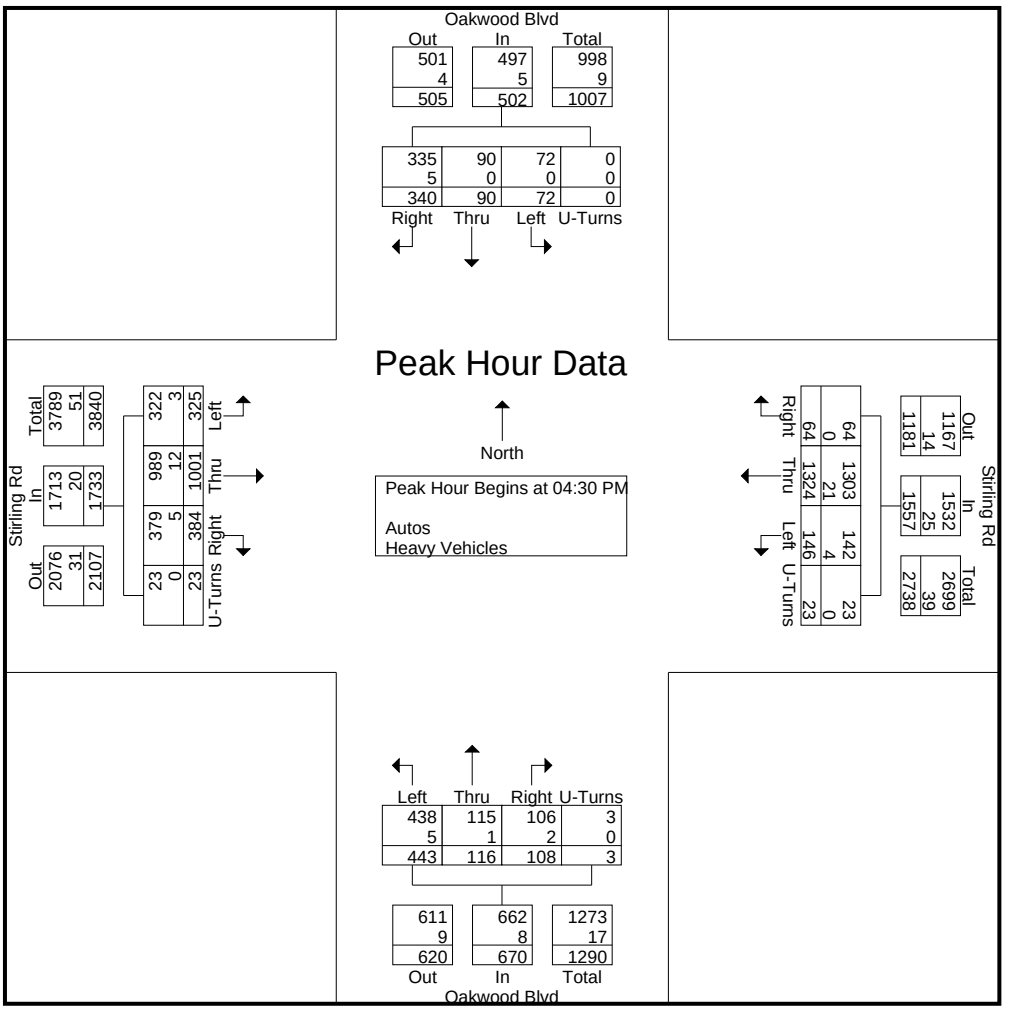
	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	3	**85**	248	88	424	**7**	27	359	17	410	0	115	29	26	170	0	11	19	73	103	1107
04:45 PM	**10**	82	210	84	386	3	38	272	**19**	332	**3**	**124**	**30**	20	**177**	0	11	20	**92**	123	1018
05:00 PM	3	76	**306**	94	**479**	7	37	**373**	9	**426**	0	97	30	30	157	0	22	**28**	88	**138**	**1200**
05:15 PM	7	82	237	**118**	444	6	**44**	320	19	389	0	107	27	**32**	166	0	**28**	23	87	138	1137
Total Volume	23	325	1001	384	1733	23	146	1324	64	1557	3	443	116	108	670	0	72	90	340	502	4462
% App. Total	1.3	18.8	57.8	22.2		1.5	9.4	85	4.1		0.4	66.1	17.3	16.1		0	14.3	17.9	67.7		
PHF	.575	.956	.818	.814	.904	.821	.830	.887	.842	.914	.250	.893	.967	.844	.946	.000	.643	.804	.924	.909	.930
Autos	23	322	989	379	1713	23	142	1303	64	1532	3	438	115	106	662	0	72	90	335	497	4404
% Autos	100	99.1	98.8	98.7	98.8	100	97.3	98.4	100	98.4	100	98.9	99.1	98.1	98.8	0	100	100	98.5	99.0	98.7
Heavy Vehicles	0	3	12	5	20	0	4	21	0	25	0	5	1	2	8	0	0	0	5	5	58
% Heavy Vehicles	0	0.9	1.2	1.3	1.2	0	2.7	1.6	0	1.6	0	1.1	0.9	1.9	1.2	0	0	0	1.5	1.0	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 09C- Oakwood Blvd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Oakwood Blvd Northbound					Oakwood Blvd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	1	4	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	7
06:15 AM	0	0	4	0	4	0	0	2	0	2	0	3	0	0	3	0	1	0	0	1	10
06:30 AM	0	1	1	3	5	0	0	7	0	7	0	2	1	0	3	0	0	1	1	2	17
06:45 AM	0	0	2	2	4	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	8
Total	0	1	10	6	17	0	0	12	0	12	0	7	3	0	10	0	1	1	1	3	42
07:00 AM	0	0	7	6	13	0	0	4	0	4	0	1	0	1	2	0	0	0	0	0	19
07:15 AM	0	0	7	3	10	0	0	8	0	8	0	0	0	1	1	0	0	0	0	0	19
07:30 AM	0	0	8	5	13	0	0	8	0	8	0	1	1	0	2	0	0	0	0	0	23
07:45 AM	0	1	5	1	7	0	0	10	0	10	0	1	0	1	2	0	1	0	0	1	20
Total	0	1	27	15	43	0	0	30	0	30	0	3	1	3	7	0	1	0	0	1	81
08:00 AM	0	2	3	1	6	0	1	7	0	8	0	3	0	0	3	0	0	0	0	0	17
08:15 AM	1	0	6	0	7	0	2	7	0	9	0	6	0	0	6	0	0	0	0	0	22
08:30 AM	1	1	6	0	8	0	0	9	1	10	0	0	0	0	0	0	0	0	2	2	20
08:45 AM	0	1	7	2	10	0	0	8	1	9	0	1	0	0	1	0	0	1	0	1	21
Total	2	4	22	3	31	0	3	31	2	36	0	10	0	0	10	0	0	1	2	3	80
*** BREAK ***																					
04:00 PM	0	0	7	5	12	0	0	4	0	4	0	1	0	0	1	0	0	0	2	2	19
04:15 PM	0	1	3	2	6	0	0	3	0	3	0	2	0	0	2	0	0	0	1	1	12
04:30 PM	0	2	4	0	6	0	2	6	0	8	0	2	0	0	2	0	0	0	1	1	17
04:45 PM	0	1	3	1	5	0	0	5	0	5	0	3	0	0	3	0	0	0	1	1	14
Total	0	4	17	8	29	0	2	18	0	20	0	8	0	0	8	0	0	0	5	5	62
05:00 PM	0	0	3	1	4	0	1	6	0	7	0	0	0	0	0	0	0	0	1	1	12
05:15 PM	0	0	2	3	5	0	1	4	0	5	0	0	1	2	3	0	0	0	2	2	15
05:30 PM	0	1	2	0	3	0	0	4	1	5	0	4	0	0	4	0	1	0	0	1	13
05:45 PM	0	0	2	2	4	0	1	5	0	6	0	0	0	0	0	0	0	0	0	0	10
Total	0	1	9	6	16	0	3	19	1	23	0	4	1	2	7	0	1	0	3	4	50
06:00 PM	0	0	5	0	5	0	0	3	0	3	0	1	1	0	2	0	0	0	0	0	10
06:15 PM	0	1	0	0	1	0	0	3	0	3	0	3	0	0	3	0	0	0	0	0	7
06:30 PM	0	0	2	1	3	0	0	2	0	2	0	5	0	0	5	0	0	0	2	2	12
06:45 PM	0	0	4	0	4	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	8
Total	0	1	11	1	13	0	0	10	0	10	0	11	1	0	12	0	0	0	2	2	37
Grand Total	2	12	96	39	149	0	8	120	3	131	0	43	6	5	54	0	3	2	13	18	352
Apprch %	1.3	8.1	64.4	26.2		0	6.1	91.6	2.3		0	79.6	11.1	9.3		0	16.7	11.1	72.2		
Total %	0.6	3.4	27.3	11.1	42.3	0	2.3	34.1	0.9	37.2	0	12.2	1.7	1.4	15.3	0	0.9	0.6	3.7	5.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

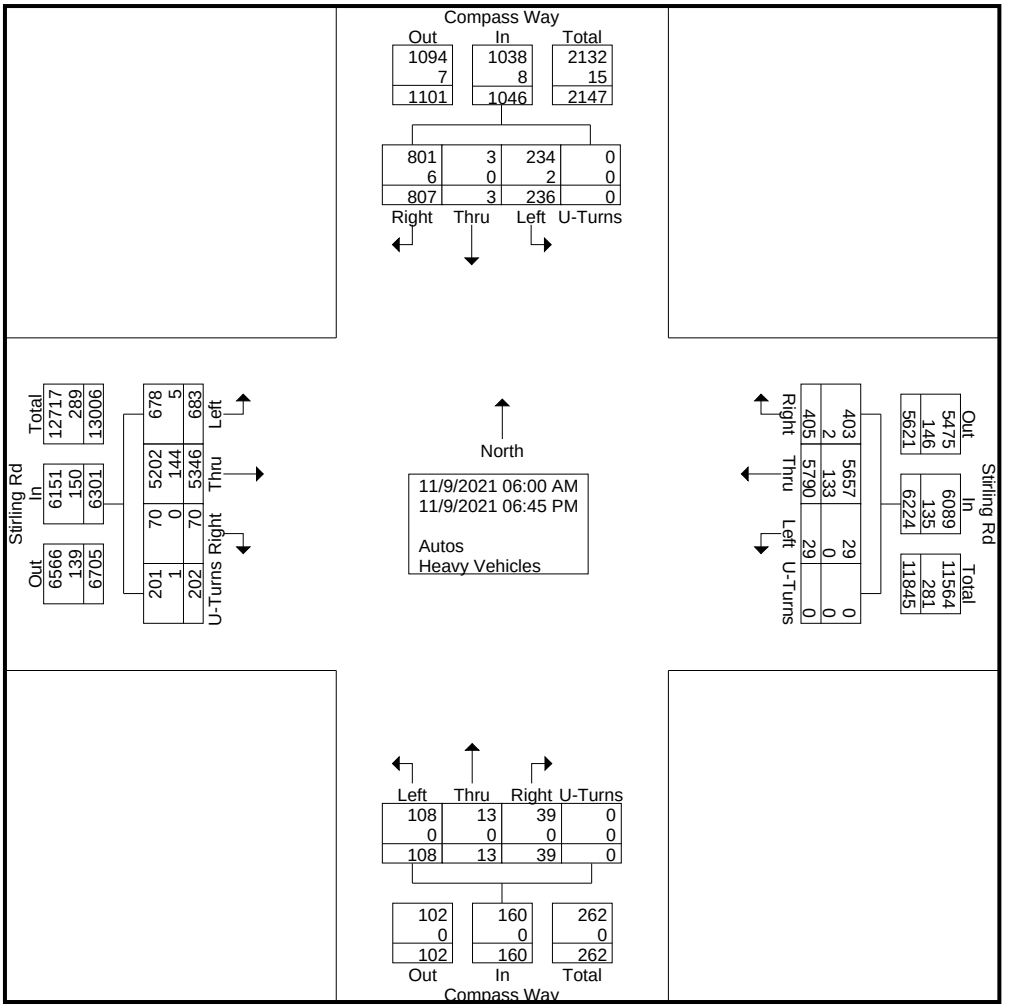
	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	6	85	0	91	0	0	95	2	97	0	3	0	1	4	0	2	0	12	14	206
06:15 AM	4	17	109	0	130	0	1	93	5	99	0	1	0	1	2	0	1	0	8	9	240
06:30 AM	0	15	148	4	167	0	0	125	1	126	0	12	1	0	13	0	0	0	12	12	318
06:45 AM	3	30	183	0	216	0	1	147	7	155	0	6	0	2	8	0	1	3	16	20	399
Total	7	68	525	4	604	0	2	460	15	477	0	22	1	4	27	0	4	3	48	55	1163
07:00 AM	4	20	188	0	212	0	1	178	10	189	0	3	0	0	3	0	0	0	23	23	427
07:15 AM	3	22	220	4	249	0	1	174	11	186	0	4	2	1	7	0	1	0	16	17	459
07:30 AM	12	21	197	1	231	0	0	268	8	276	0	4	0	1	5	0	4	0	23	27	539
07:45 AM	4	27	276	2	309	0	0	280	13	293	0	1	1	1	3	0	4	0	25	29	634
Total	23	90	881	7	1001	0	2	900	42	944	0	12	3	3	18	0	9	0	87	96	2059
08:00 AM	2	39	238	2	281	0	0	215	11	226	0	5	0	0	5	0	2	0	29	31	543
08:15 AM	7	40	256	2	305	0	0	243	14	257	0	2	1	1	4	0	3	0	36	39	605
08:30 AM	10	25	234	1	270	0	3	266	26	295	0	5	1	0	6	0	8	0	32	40	611
08:45 AM	7	39	242	3	291	0	0	254	18	272	0	7	0	1	8	0	2	0	28	30	601
Total	26	143	970	8	1147	0	3	978	69	1050	0	19	2	2	23	0	15	0	125	140	2360
*** BREAK ***																					
04:00 PM	19	29	214	5	267	0	1	273	18	292	0	10	1	3	14	0	21	0	46	67	640
04:15 PM	7	34	260	4	305	0	0	328	33	361	0	7	1	2	10	0	9	0	39	48	724
04:30 PM	11	33	252	1	297	0	4	349	17	370	0	4	0	3	7	0	16	0	49	65	739
04:45 PM	11	37	219	2	269	0	2	267	22	291	0	3	0	0	3	0	11	0	41	52	615
Total	48	133	945	12	1138	0	7	1217	90	1314	0	24	2	8	34	0	57	0	175	232	2718
05:00 PM	9	26	263	5	303	0	0	363	30	393	0	1	1	1	3	0	16	0	49	65	764
05:15 PM	14	34	313	10	371	0	2	326	31	359	0	9	0	2	11	0	19	0	49	68	809
05:30 PM	11	31	275	5	322	0	0	367	21	388	0	1	0	4	5	0	14	0	44	58	773
05:45 PM	13	33	233	2	281	0	2	257	27	286	0	4	0	4	8	0	22	0	37	59	634
Total	47	124	1084	22	1277	0	4	1313	109	1426	0	15	1	11	27	0	71	0	179	250	2980
06:00 PM	15	27	221	6	269	0	4	278	20	302	0	3	0	2	5	0	25	0	41	66	642
06:15 PM	12	42	219	3	276	0	3	219	20	242	0	3	2	4	9	0	22	0	51	73	600
06:30 PM	10	33	270	3	316	0	2	230	20	252	0	5	2	4	11	0	11	0	42	53	632
06:45 PM	14	23	231	5	273	0	2	195	20	217	0	5	0	1	6	0	22	0	59	81	577
Total	51	125	941	17	1134	0	11	922	80	1013	0	16	4	11	31	0	80	0	193	273	2451
Grand Total	202	683	5346	70	6301	0	29	5790	405	6224	0	108	13	39	160	0	236	3	807	1046	13731
Apprch %	3.2	10.8	84.8	1.1		0	0.5	93	6.5		0	67.5	8.1	24.4		0	22.6	0.3	77.2		
Total %	1.5	5	38.9	0.5	45.9	0	0.2	42.2	2.9	45.3	0	0.8	0.1	0.3	1.2	0	1.7	0	5.9	7.6	
Autos	201	678	5202	70	6151	0	29	5657	403	6089	0	108	13	39	160	0	234	3	801	1038	13438
% Autos	99.5	99.3	97.3	100	97.6	0	100	97.7	99.5	97.8	0	100	100	100	100	0	99.2	100	99.3	99.2	97.9
Heavy Vehicles	1	5	144	0	150	0	0	133	2	135	0	0	0	0	0	0	2	0	6	8	293
% Heavy Vehicles	0.5	0.7	2.7	0	2.4	0	0	2.3	0.5	2.2	0	0	0	0	0	0	0.8	0	0.7	0.8	2.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



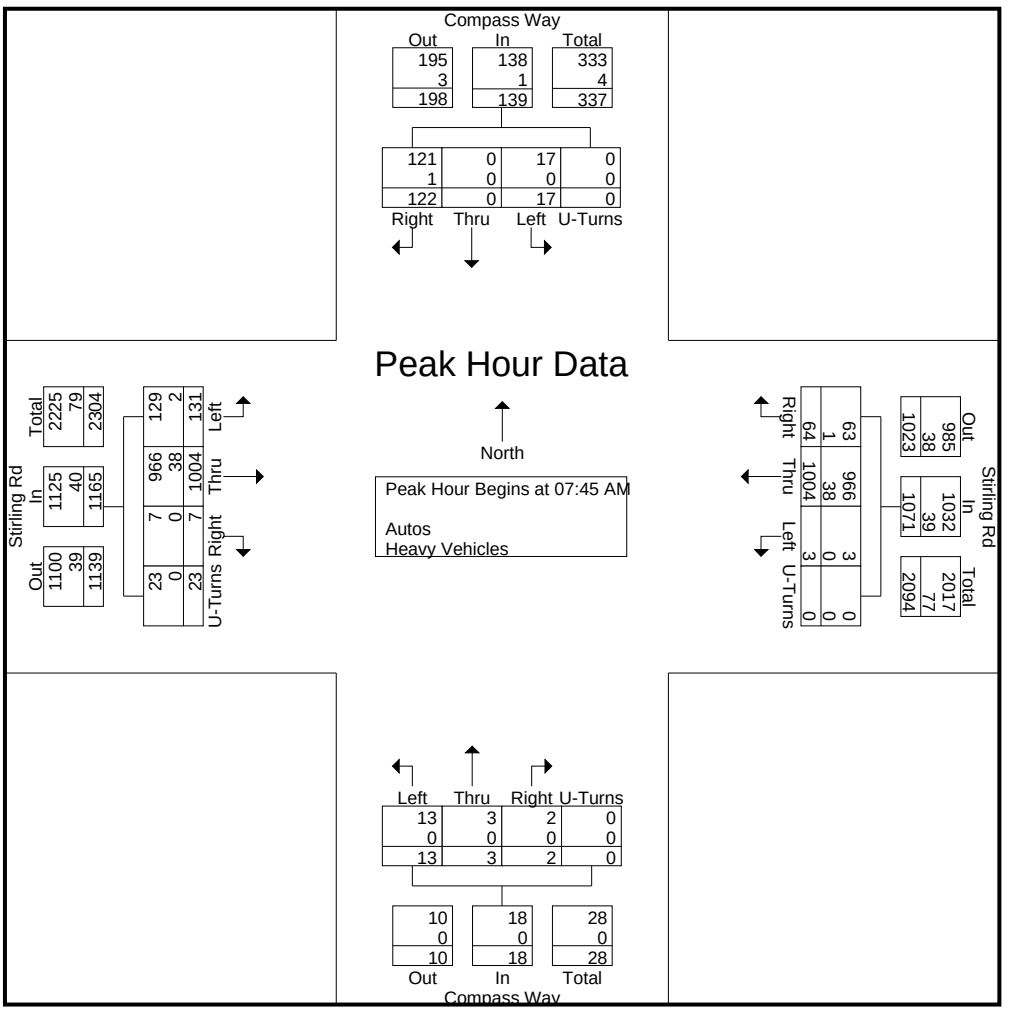
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	4	27	**276**	**2**	**309**	0	0	**280**	13	293	0	1	**1**	**1**	3	0	4	0	25	29	**634**
08:00 AM	2	39	238	2	281	0	0	215	11	226	0	**5**	0	0	5	0	2	0	29	31	543
08:15 AM	7	**40**	256	2	305	0	0	243	14	257	0	2	1	1	4	0	3	0	**36**	39	605
08:30 AM	**10**	25	234	1	270	0	**3**	266	**26**	**295**	0	5	1	0	**6**	0	**8**	0	32	**40**	611
Total Volume	23	131	1004	7	1165	0	3	1004	64	1071	0	13	3	2	18	0	17	0	122	139	2393
% App. Total	2	11.2	86.2	0.6		0	0.3	93.7	6		0	72.2	16.7	11.1		0	12.2	0	87.8		
PHF	.575	.819	.909	.875	.943	.000	.250	.896	.615	.908	.000	.650	.750	.500	.750	.000	.531	.000	.847	.869	.944
Autos	23	129	966	7	1125	0	3	966	63	1032	0	13	3	2	18	0	17	0	121	138	2313
% Autos	100	98.5	96.2	100	96.6	0	100	96.2	98.4	96.4	0	100	100	100	100	0	100	0	99.2	99.3	96.7
Heavy Vehicles	0	2	38	0	40	0	0	38	1	39	0	0	0	0	0	0	0	0	1	1	80
% Heavy Vehicles	0	1.5	3.8	0	3.4	0	0	3.8	1.6	3.6	0	0	0	0	0	0	0	0	0.8	0.7	3.3



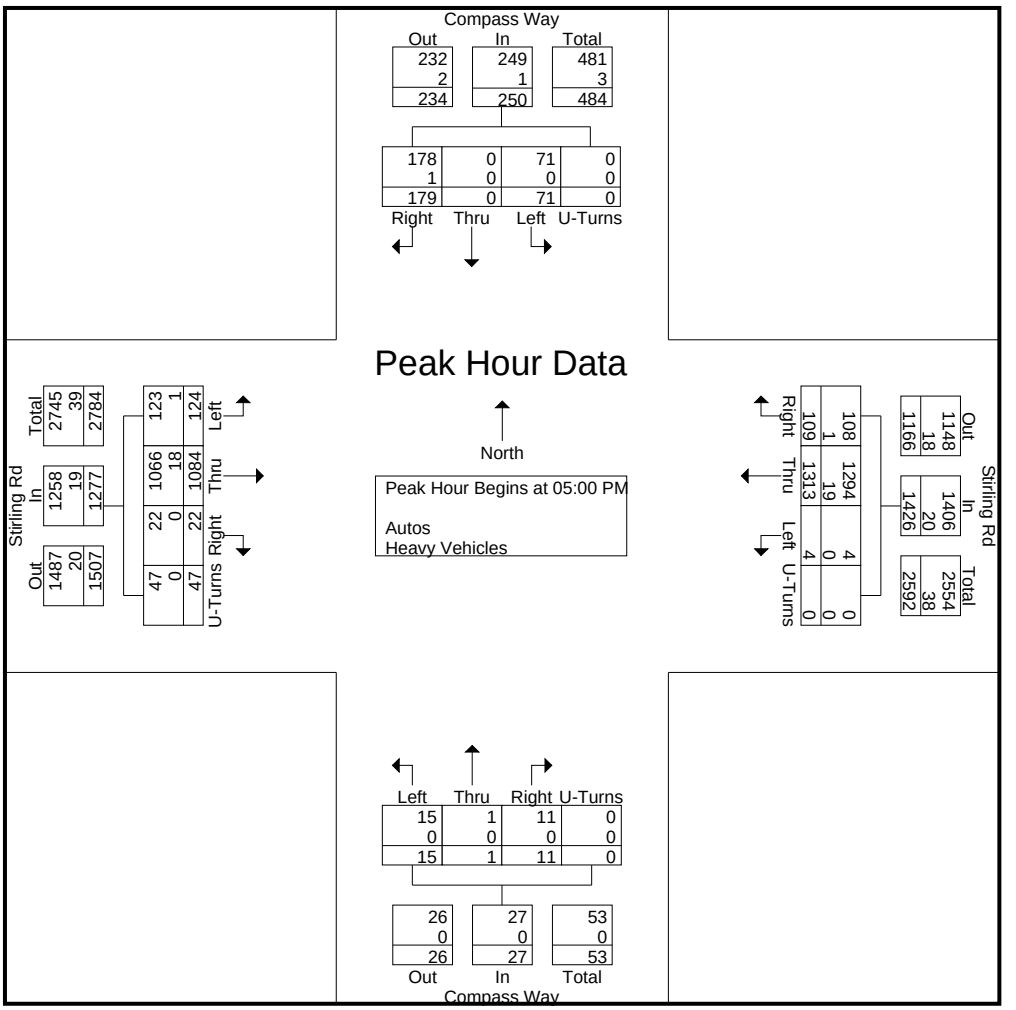
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	9	26	263	5	303	0	0	363	30	**393**	0	1	**1**	1	3	0	16	0	**49**	65	764
05:15 PM	**14**	**34**	**313**	**10**	**371**	0	**2**	326	**31**	359	0	**9**	0	2	**11**	0	19	0	49	**68**	**809**
05:30 PM	11	31	275	5	322	0	0	**367**	21	388	0	1	0	**4**	5	0	14	0	44	58	773
05:45 PM	13	33	233	2	281	0	2	257	27	286	0	4	0	4	8	0	**22**	0	37	59	634
Total Volume	47	124	1084	22	1277	0	4	1313	109	1426	0	15	1	11	27	0	71	0	179	250	2980
% App. Total	3.7	9.7	84.9	1.7		0	0.3	92.1	7.6		0	55.6	3.7	40.7		0	28.4	0	71.6		
PHF	.839	.912	.866	.550	.861	.000	.500	.894	.879	.907	.000	.417	.250	.688	.614	.000	.807	.000	.913	.919	.921
Autos	47	123	1066	22	1258	0	4	1294	108	1406	0	15	1	11	27	0	71	0	178	249	2940
% Autos	100	99.2	98.3	100	98.5	0	100	98.6	99.1	98.6	0	100	100	100	100	0	100	0	99.4	99.6	98.7
Heavy Vehicles	0	1	18	0	19	0	0	19	1	20	0	0	0	0	0	0	0	0	1	1	40
% Heavy Vehicles	0	0.8	1.7	0	1.5	0	0	1.4	0.9	1.4	0	0	0	0	0	0	0	0	0.6	0.4	1.3



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10A-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	4
06:15 AM	1	1	6	0	8	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	12
06:30 AM	0	0	8	0	8	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10
06:45 AM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
Total	1	1	23	0	25	0	0	12	0	12	0	0	0	0	0	0	0	0	2	2	39
07:00 AM	0	1	8	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	1	1	17
07:15 AM	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	9
07:30 AM	0	0	5	0	5	0	0	10	0	10	0	0	0	0	0	0	1	0	0	1	16
07:45 AM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
Total	0	1	28	0	29	0	0	24	0	24	0	0	0	0	0	0	1	0	1	2	55
08:00 AM	0	1	7	0	8	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	15
08:15 AM	0	0	14	0	14	0	0	14	0	14	0	0	0	0	0	0	0	0	0	0	28
08:30 AM	0	1	10	0	11	0	0	11	1	12	0	0	0	0	0	0	0	0	1	1	24
08:45 AM	0	0	4	0	4	0	0	8	0	8	0	0	0	0	0	0	0	0	1	1	13
Total	0	2	35	0	37	0	0	40	1	41	0	0	0	0	0	0	0	0	2	2	80
*** BREAK ***																					
04:00 PM	0	0	9	0	9	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	15
04:15 PM	0	0	8	0	8	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	13
04:30 PM	0	0	9	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	16
04:45 PM	0	0	0	0	0	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	8
Total	0	0	26	0	26	0	0	26	0	26	0	0	0	0	0	0	0	0	0	0	52
05:00 PM	0	0	7	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	1	1	14
05:15 PM	0	1	3	0	4	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	7
05:30 PM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	12
05:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	1	18	0	19	0	0	19	1	20	0	0	0	0	0	0	0	0	1	1	40
06:00 PM	0	0	3	0	3	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	9
06:15 PM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	9
06:30 PM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4
06:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	14	0	14	0	0	12	0	12	0	0	0	0	0	0	1	0	0	1	27
Grand Total	1	5	144	0	150	0	0	133	2	135	0	0	0	0	0	0	2	0	6	8	293
Apprch %	0.7	3.3	96	0		0	0	98.5	1.5		0	0	0	0		0	25	0	75		
Total %	0.3	1.7	49.1	0	51.2	0	0	45.4	0.7	46.1	0	0	0	0	0	0	0.7	0	2	2.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

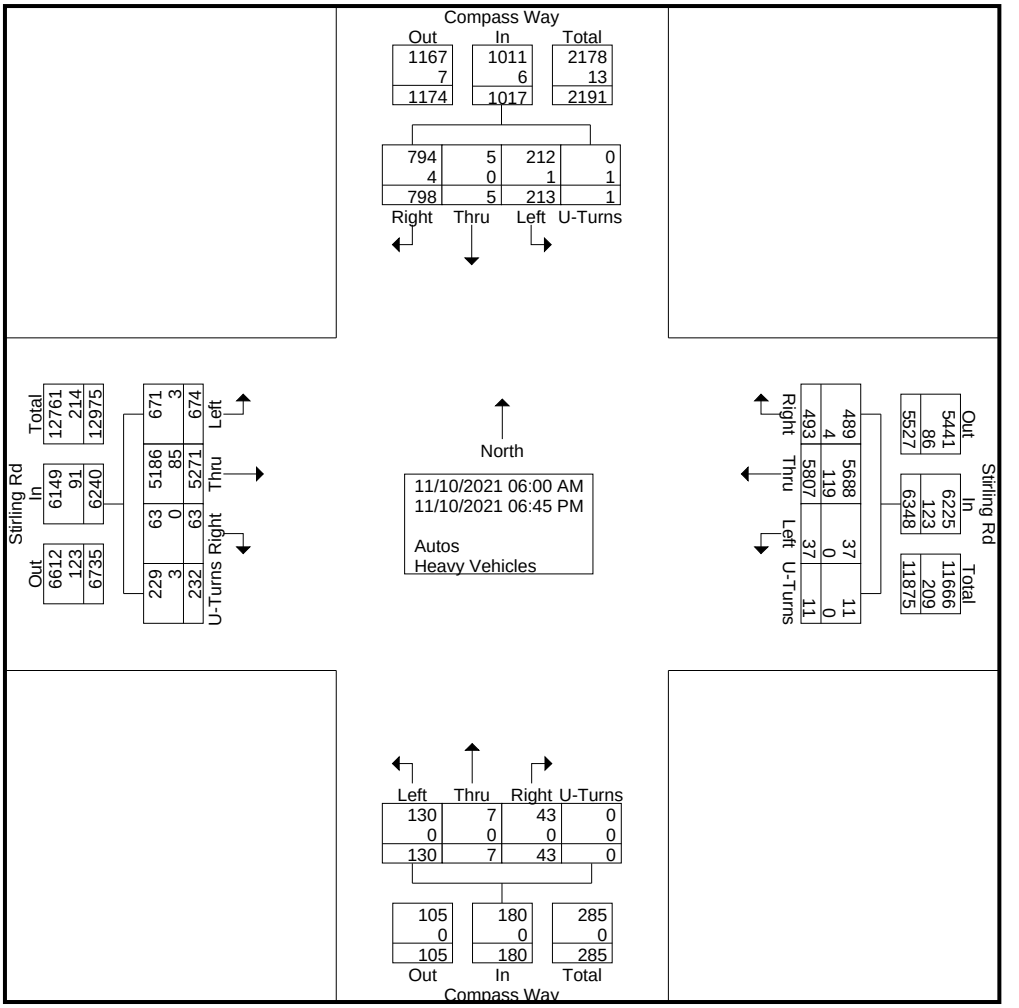
	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	13	81	0	95	1	0	91	9	101	0	5	0	1	6	0	2	0	11	13	215
06:15 AM	3	17	118	0	138	0	0	109	5	114	0	3	0	1	4	0	1	0	10	11	267
06:30 AM	4	17	163	2	186	0	0	118	8	126	0	4	1	1	6	0	4	0	19	23	341
06:45 AM	8	21	165	0	194	0	0	155	10	165	0	6	0	3	9	0	1	0	18	19	387
Total	16	68	527	2	613	1	0	473	32	506	0	18	1	6	25	0	8	0	58	66	1210
07:00 AM	7	26	201	1	235	0	1	160	10	171	0	2	0	1	3	0	2	0	17	19	428
07:15 AM	6	24	247	1	278	1	1	225	11	238	0	7	0	2	9	0	2	0	29	31	556
07:30 AM	7	30	215	4	256	1	1	256	15	273	0	5	1	5	11	0	2	0	29	31	571
07:45 AM	1	33	219	2	255	0	2	230	11	243	0	5	0	2	7	0	5	0	21	26	531
Total	21	113	882	8	1024	2	5	871	47	925	0	19	1	10	30	0	11	0	96	107	2086
08:00 AM	9	27	234	5	275	1	1	240	19	261	0	7	1	1	9	1	6	0	28	35	580
08:15 AM	11	36	276	3	326	1	1	216	15	233	0	6	0	1	7	0	5	0	38	43	609
08:30 AM	9	20	228	1	258	1	0	274	17	292	0	8	1	0	9	0	1	0	25	26	585
08:45 AM	10	44	214	5	273	0	2	239	22	263	0	8	1	0	9	0	4	0	29	33	578
Total	39	127	952	14	1132	3	4	969	73	1049	0	29	3	2	34	1	16	0	120	137	2352
*** BREAK ***																					
04:00 PM	19	33	232	2	286	0	0	312	25	337	0	7	0	0	7	0	22	1	62	85	715
04:15 PM	19	23	247	4	293	1	1	286	35	323	0	12	0	0	12	0	13	0	39	52	680
04:30 PM	14	32	253	8	307	0	2	345	20	367	0	1	0	2	3	0	18	0	55	73	750
04:45 PM	5	22	246	4	277	0	3	244	26	273	0	6	1	2	9	0	14	1	45	60	619
Total	57	110	978	18	1163	1	6	1187	106	1300	0	26	1	4	31	0	67	2	201	270	2764
05:00 PM	15	27	266	3	311	0	3	362	34	399	0	4	0	3	7	0	12	0	44	56	773
05:15 PM	7	36	255	4	302	0	3	338	42	383	0	3	0	4	7	0	9	0	37	46	738
05:30 PM	14	35	255	2	306	2	4	322	23	351	0	9	0	1	10	0	16	2	36	54	721
05:45 PM	17	27	285	2	331	2	1	304	38	345	0	4	0	3	7	0	18	0	28	46	729
Total	53	125	1061	11	1250	4	11	1326	137	1478	0	20	0	11	31	0	55	2	145	202	2961
06:00 PM	6	36	234	4	280	0	1	297	25	323	0	5	0	3	8	0	13	0	43	56	667
06:15 PM	10	31	253	2	296	0	3	253	32	288	0	4	0	4	8	0	17	0	43	60	652
06:30 PM	10	32	220	4	266	0	3	239	26	268	0	6	0	2	8	0	12	0	38	50	592
06:45 PM	20	32	164	0	216	0	4	192	15	211	0	3	1	1	5	0	14	1	54	69	501
Total	46	131	871	10	1058	0	11	981	98	1090	0	18	1	10	29	0	56	1	178	235	2412
Grand Total	232	674	5271	63	6240	11	37	5807	493	6348	0	130	7	43	180	1	213	5	798	1017	13785
Apprch %	3.7	10.8	84.5	1		0.2	0.6	91.5	7.8		0	72.2	3.9	23.9		0.1	20.9	0.5	78.5		
Total %	1.7	4.9	38.2	0.5	45.3	0.1	0.3	42.1	3.6	46.1	0	0.9	0.1	0.3	1.3	0	1.5	0	5.8	7.4	
Autos	229	671	5186	63	6149	11	37	5688	489	6225	0	130	7	43	180	0	212	5	794	1011	13565
% Autos	98.7	99.6	98.4	100	98.5	100	100	98	99.2	98.1	0	100	100	100	100	0	99.5	100	99.5	99.4	98.4
Heavy Vehicles	3	3	85	0	91	0	0	119	4	123	0	0	0	0	0	1	1	0	4	6	220
% Heavy Vehicles	1.3	0.4	1.6	0	1.5	0	0	2	0.8	1.9	0	0	0	0	0	100	0.5	0	0.5	0.6	1.6

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



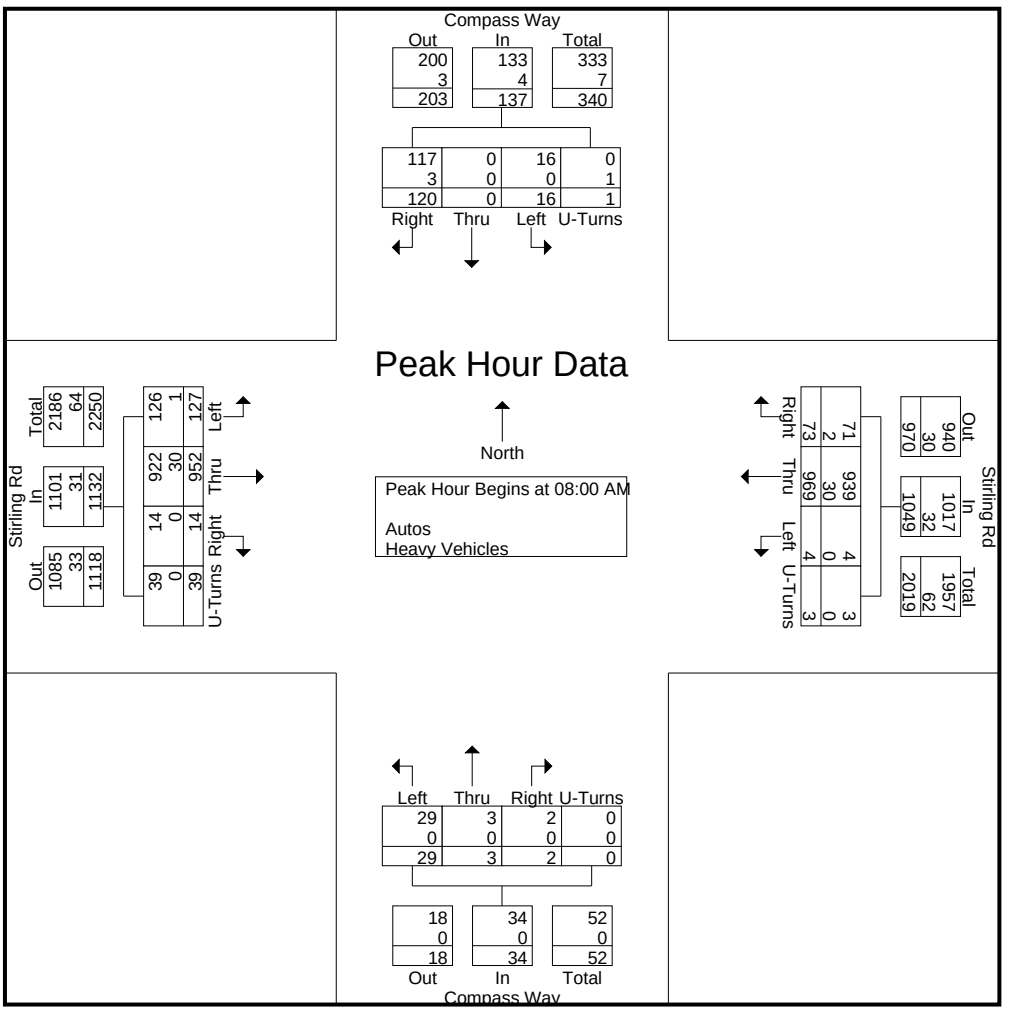
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	9	27	234	**5**	275	**1**	1	240	19	261	0	7	**1**	**1**	**9**	**1**	**6**	0	28	35	580
08:15 AM	**11**	36	**276**	3	**326**	1	1	216	15	233	0	6	0	1	7	0	5	0	**38**	**43**	**609**
08:30 AM	9	20	228	1	258	1	0	**274**	17	**292**	0	**8**	1	0	9	0	1	0	25	26	585
08:45 AM	10	**44**	214	5	273	0	**2**	239	**22**	263	0	8	1	0	9	0	4	0	29	33	578
Total Volume	39	127	952	14	1132	3	4	969	73	1049	0	29	3	2	34	1	16	0	120	137	2352
% App. Total	3.4	11.2	84.1	1.2		0.3	0.4	92.4	7		0	85.3	8.8	5.9		0.7	11.7	0	87.6		
PHF	.886	.722	.862	.700	.868	.750	.500	.884	.830	.898	.000	.906	.750	.500	.944	.250	.667	.000	.789	.797	.966
Autos	39	126	922	14	1101	3	4	939	71	1017	0	29	3	2	34	0	16	0	117	133	2285
% Autos	100	99.2	96.8	100	97.3	100	100	96.9	97.3	96.9	0	100	100	100	100	0	100	0	97.5	97.1	97.2
Heavy Vehicles	0	1	30	0	31	0	0	30	2	32	0	0	0	0	0	1	0	0	3	4	67
% Heavy Vehicles	0	0.8	3.2	0	2.7	0	0	3.1	2.7	3.1	0	0	0	0	0	100	0	0	2.5	2.9	2.8



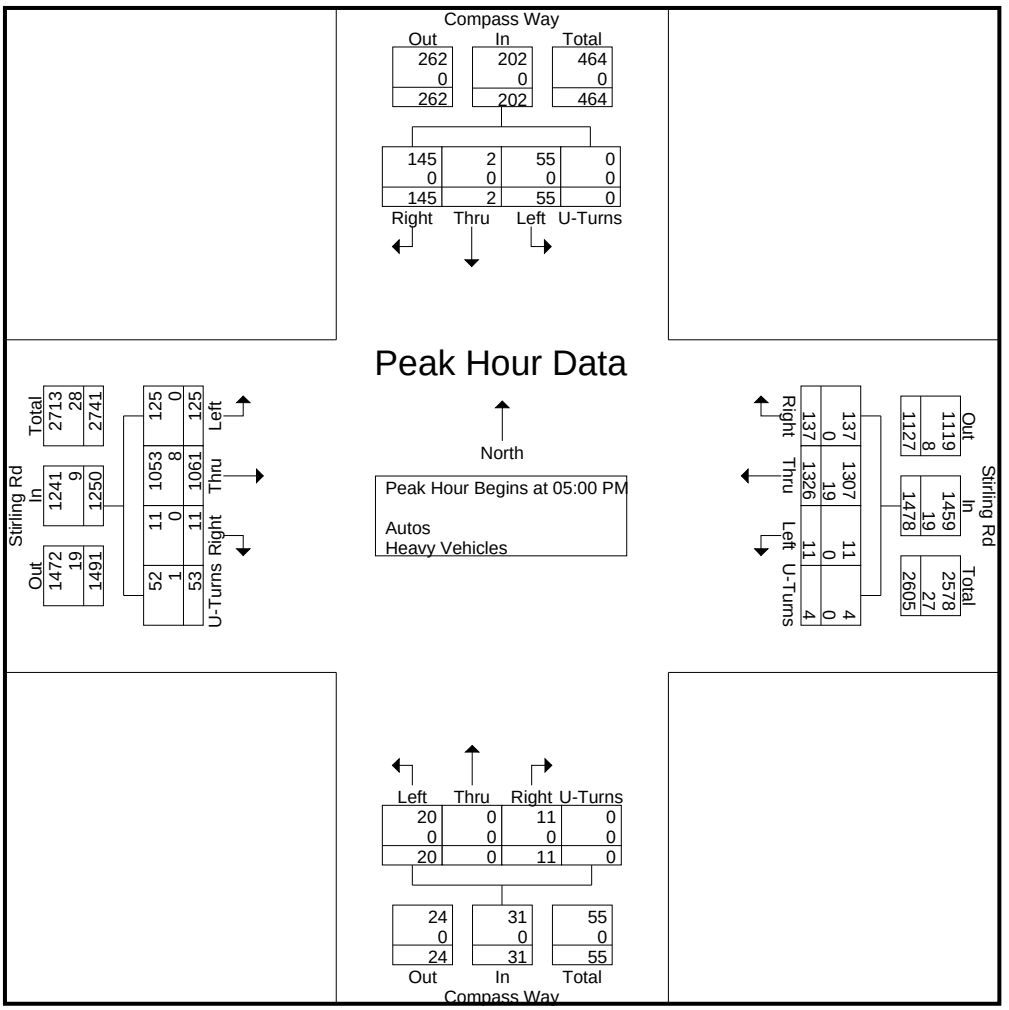
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	15	27	266	3	311	0	3	**362**	34	**399**	0	4	0	3	7	0	12	0	**44**	**56**	**773**
05:15 PM	7	**36**	255	**4**	302	0	3	338	**42**	383	0	3	0	**4**	7	0	9	0	37	46	738
05:30 PM	14	35	255	2	306	**2**	**4**	322	23	351	0	**9**	0	1	**10**	0	16	**2**	36	54	721
05:45 PM	**17**	27	**285**	2	**331**	2	1	304	38	345	0	4	0	3	7	0	**18**	0	28	46	729
Total Volume	53	125	1061	11	1250	4	11	1326	137	1478	0	20	0	11	31	0	55	2	145	202	2961
% App. Total	4.2	10	84.9	0.9		0.3	0.7	89.7	9.3		0	64.5	0	35.5		0	27.2	1	71.8		
PHF	.779	.868	.931	.688	.944	.500	.688	.916	.815	.926	.000	.556	.000	.688	.775	.000	.764	.250	.824	.902	.958
Autos	52	125	1053	11	1241	4	11	1307	137	1459	0	20	0	11	31	0	55	2	145	202	2933
% Autos	98.1	100	99.2	100	99.3	100	100	98.6	100	98.7	0	100	0	100	100	0	100	100	100	100	99.1
Heavy Vehicles	1	0	8	0	9	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	28
% Heavy Vehicles	1.9	0	0.8	0	0.7	0	0	1.4	0	1.3	0	0	0	0	0	0	0	0	0	0	0.9



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10B-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	9
06:30 AM	0	1	7	0	8	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	10
06:45 AM	0	0	1	0	1	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	15	0	16	0	0	11	1	12	0	0	0	0	0	0	0	0	0	0	28
07:00 AM	0	0	6	0	6	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	12
07:15 AM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	8
07:30 AM	0	0	4	0	4	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	10
07:45 AM	0	0	2	0	2	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	12
Total	0	0	16	0	16	0	0	25	0	25	0	0	0	0	0	0	1	0	0	1	42
08:00 AM	0	0	8	0	8	0	0	5	1	6	0	0	0	0	0	1	0	0	1	2	16
08:15 AM	0	0	15	0	15	0	0	9	1	10	0	0	0	0	0	0	0	0	1	1	26
08:30 AM	0	0	1	0	1	0	0	10	0	10	0	0	0	0	0	0	0	0	1	1	12
08:45 AM	0	1	6	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
Total	0	1	30	0	31	0	0	30	2	32	0	0	0	0	0	1	0	0	3	4	67
*** BREAK ***																					
04:00 PM	0	0	6	0	6	0	0	7	0	7	0	0	0	0	0	0	0	0	1	1	14
04:15 PM	0	0	2	0	2	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	9
04:30 PM	0	0	3	0	3	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	10
04:45 PM	0	0	1	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	12	0	12	0	0	24	1	25	0	0	0	0	0	0	0	0	1	1	38
05:00 PM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	1	0	2	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	1	0	8	0	9	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	28
06:00 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
06:15 PM	1	0	0	0	1	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	5
06:30 PM	1	0	2	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	2	1	4	0	7	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	17
Grand Total	3	3	85	0	91	0	0	119	4	123	0	0	0	0	0	1	1	0	4	6	220
Apprch %	3.3	3.3	93.4	0		0	0	96.7	3.3		0	0	0	0		16.7	16.7	0	66.7		
Total %	1.4	1.4	38.6	0	41.4	0	0	54.1	1.8	55.9	0	0	0	0	0	0.5	0.5	0	1.8	2.7	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10C-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

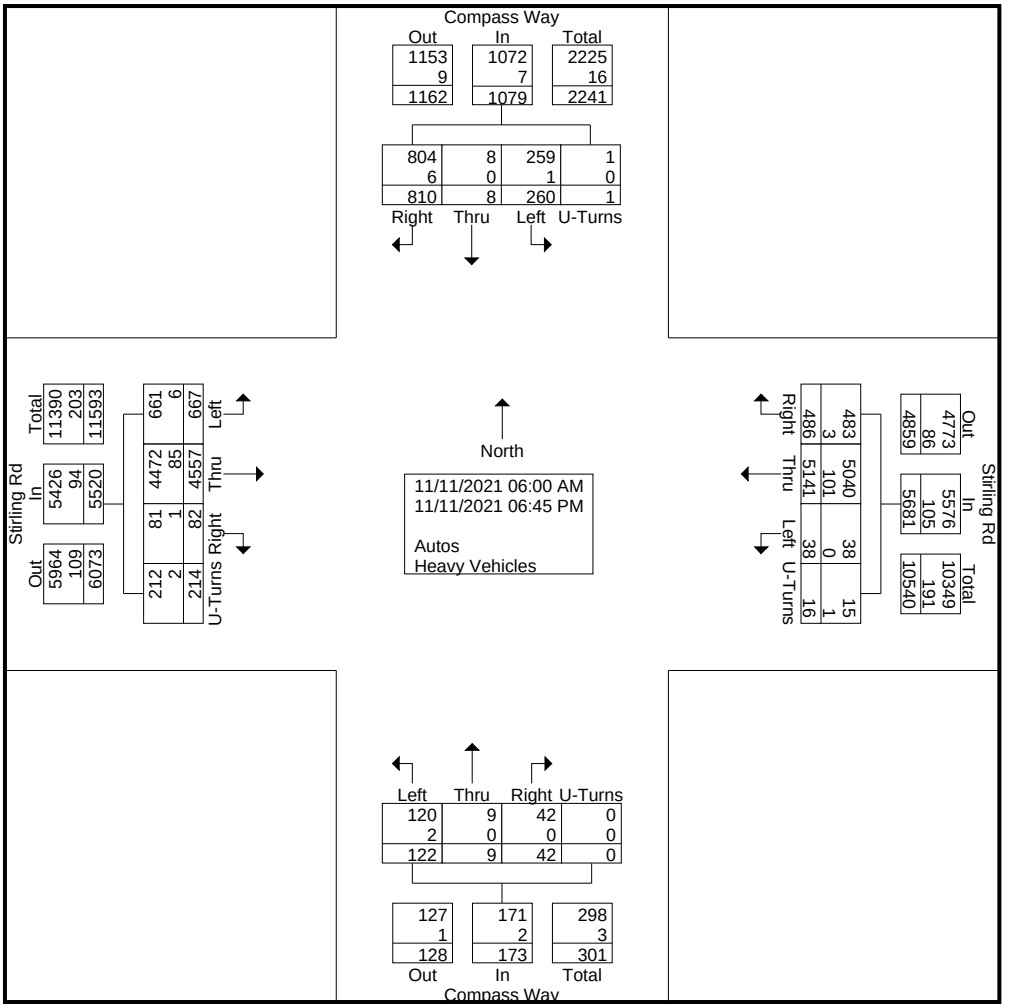
	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	14	81	0	95	0	1	75	1	77	0	6	0	0	6	0	4	0	10	14	192
06:15 AM	3	19	86	0	108	2	1	84	6	93	0	1	0	0	1	0	1	0	13	14	216
06:30 AM	3	18	134	1	156	0	2	120	4	126	0	6	0	2	8	0	1	0	14	15	305
06:45 AM	3	21	107	0	131	0	0	116	9	125	0	3	1	1	5	0	3	1	15	19	280
Total	9	72	408	1	490	2	4	395	20	421	0	16	1	3	20	0	9	1	52	62	993
07:00 AM	3	22	145	2	172	0	0	109	10	119	0	2	1	1	4	0	0	0	14	14	309
07:15 AM	6	16	169	1	192	0	1	186	17	204	0	7	0	0	7	0	0	0	19	19	422
07:30 AM	7	35	163	7	212	0	0	173	8	181	0	9	2	1	12	0	5	0	21	26	431
07:45 AM	6	27	207	3	243	1	1	195	23	220	0	3	1	0	4	0	1	0	22	23	490
Total	22	100	684	13	819	1	2	663	58	724	0	21	4	2	27	0	6	0	76	82	1652
08:00 AM	8	28	171	2	209	3	0	193	17	213	0	4	0	3	7	0	4	0	24	28	457
08:15 AM	6	43	231	1	281	1	1	230	20	252	0	10	0	2	12	0	7	0	36	43	588
08:30 AM	10	31	185	3	229	0	1	190	17	208	0	3	0	3	6	0	5	0	28	33	476
08:45 AM	8	32	200	2	242	1	4	219	20	244	0	2	0	0	2	0	7	0	31	38	526
Total	32	134	787	8	961	5	6	832	74	917	0	19	0	8	27	0	23	0	119	142	2047
*** BREAK ***																					
04:00 PM	19	29	222	3	273	1	1	292	32	326	0	7	0	3	10	1	18	1	61	81	690
04:15 PM	11	25	222	3	261	3	3	235	17	258	0	4	0	2	6	0	23	1	50	74	599
04:30 PM	12	38	259	2	311	0	2	341	37	380	0	4	0	0	4	0	8	0	37	45	740
04:45 PM	12	28	193	8	241	1	4	272	25	302	0	4	0	3	7	0	13	0	42	55	605
Total	54	120	896	16	1086	5	10	1140	111	1266	0	19	0	8	27	1	62	2	190	255	2634
05:00 PM	8	24	243	5	280	1	2	331	38	372	0	6	0	2	8	0	19	0	54	73	733
05:15 PM	14	36	282	7	339	0	1	306	32	339	0	6	0	2	8	0	25	0	49	74	760
05:30 PM	14	37	220	3	274	1	2	279	24	306	0	10	1	4	15	0	22	1	62	85	680
05:45 PM	7	21	253	4	285	0	2	286	25	313	0	2	1	1	4	0	21	1	59	81	683
Total	43	118	998	19	1178	2	7	1202	119	1330	0	24	2	9	35	0	87	2	224	313	2856
06:00 PM	13	29	204	5	251	0	2	271	25	298	0	8	0	2	10	0	18	1	35	54	613
06:15 PM	9	32	217	7	265	0	3	242	28	273	0	4	2	1	7	0	17	0	40	57	602
06:30 PM	23	31	192	9	255	0	2	204	25	231	0	7	0	3	10	0	16	0	42	58	554
06:45 PM	9	31	171	4	215	1	2	192	26	221	0	4	0	6	10	0	22	2	32	56	502
Total	54	123	784	25	986	1	9	909	104	1023	0	23	2	12	37	0	73	3	149	225	2271
Grand Total	214	667	4557	82	5520	16	38	5141	486	5681	0	122	9	42	173	1	260	8	810	1079	12453
Apprch %	3.9	12.1	82.6	1.5		0.3	0.7	90.5	8.6		0	70.5	5.2	24.3		0.1	24.1	0.7	75.1		
Total %	1.7	5.4	36.6	0.7	44.3	0.1	0.3	41.3	3.9	45.6	0	1	0.1	0.3	1.4	0	2.1	0.1	6.5	8.7	
Autos	212	661	4472	81	5426	15	38	5040	483	5576	0	120	9	42	171	1	259	8	804	1072	12245
% Autos	99.1	99.1	98.1	98.8	98.3	93.8	100	98	99.4	98.2	0	98.4	100	100	98.8	100	99.6	100	99.3	99.4	98.3
Heavy Vehicles	2	6	85	1	94	1	0	101	3	105	0	2	0	0	2	0	1	0	6	7	208
% Heavy Vehicles	0.9	0.9	1.9	1.2	1.7	6.2	0	2	0.6	1.8	0	1.6	0	0	1.2	0	0.4	0	0.7	0.6	1.7

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10C-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



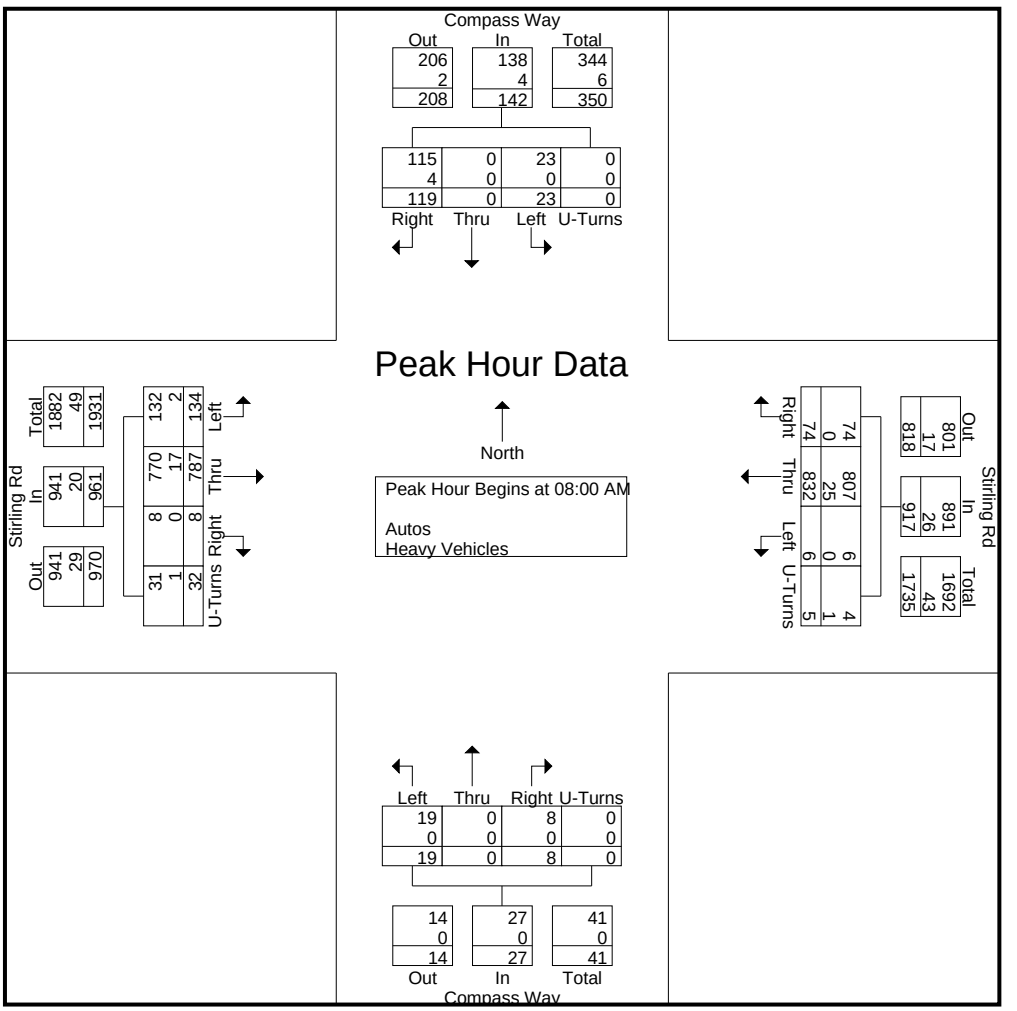
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10C-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	8	28	171	2	209	**3**	0	193	17	213	0	4	0	**3**	7	0	4	0	24	28	457
08:15 AM	6	**43**	**231**	1	**281**	1	1	**230**	**20**	**252**	0	**10**	0	2	**12**	0	**7**	0	**36**	**43**	**588**
08:30 AM	**10**	31	185	**3**	229	0	1	190	17	208	0	3	0	3	6	0	5	0	28	33	476
08:45 AM	8	32	200	2	242	1	**4**	219	20	244	0	2	0	0	2	0	7	0	31	38	526
Total Volume	32	134	787	8	961	5	6	832	74	917	0	19	0	8	27	0	23	0	119	142	2047
% App. Total	3.3	13.9	81.9	0.8		0.5	0.7	90.7	8.1		0	70.4	0	29.6		0	16.2	0	83.8		
PHF	.800	.779	.852	.667	.855	.417	.375	.904	.925	.910	.000	.475	.000	.667	.563	.000	.821	.000	.826	.826	.870
Autos	31	132	770	8	941	4	6	807	74	891	0	19	0	8	27	0	23	0	115	138	1997
% Autos	96.9	98.5	97.8	100	97.9	80.0	100	97.0	100	97.2	0	100	0	100	100	0	100	0	96.6	97.2	97.6
Heavy Vehicles	1	2	17	0	20	1	0	25	0	26	0	0	0	0	0	0	0	0	4	4	50
% Heavy Vehicles	3.1	1.5	2.2	0	2.1	20.0	0	3.0	0	2.8	0	0	0	0	0	0	0	0	3.4	2.8	2.4



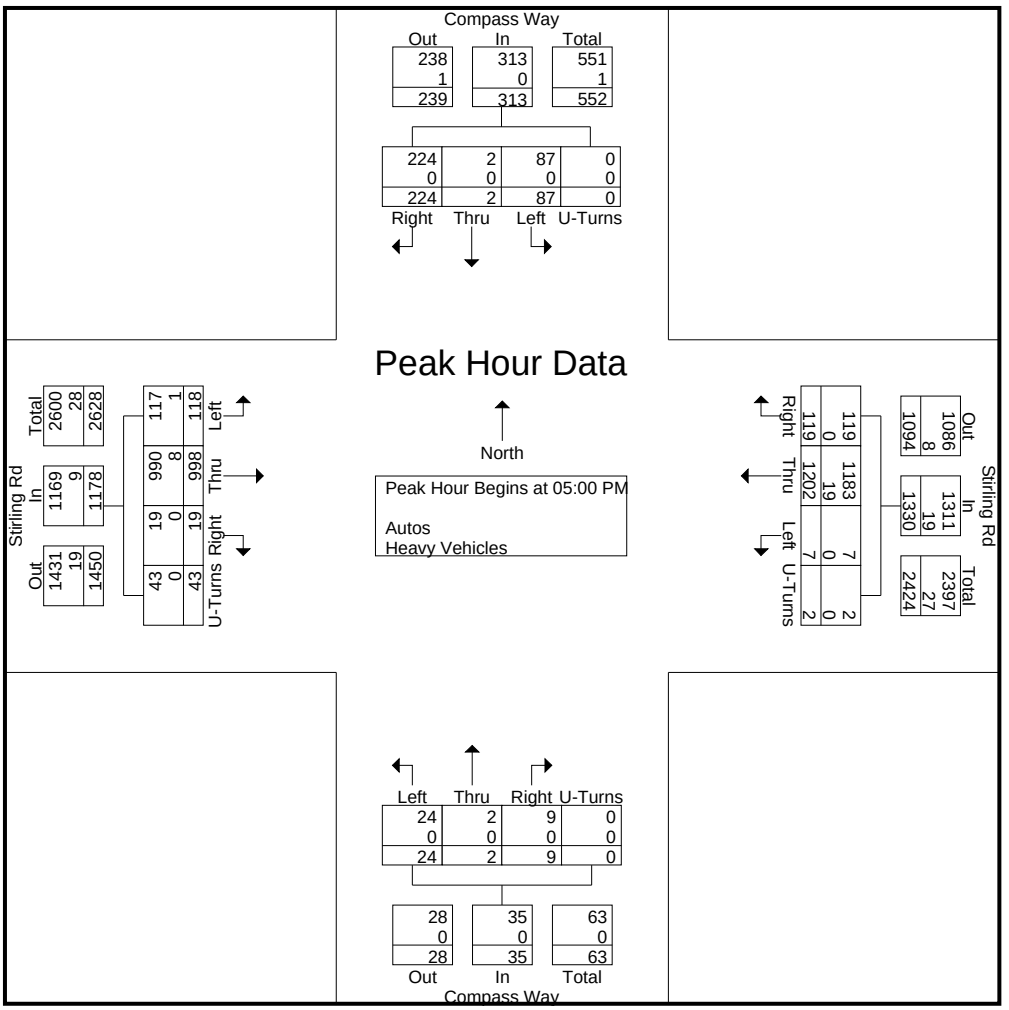
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10C-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	8	24	243	5	280	**1**	**2**	**331**	**38**	**372**	0	6	0	2	8	0	19	0	54	73	733
05:15 PM	**14**	36	**282**	**7**	**339**	0	1	306	32	339	0	6	0	2	8	0	**25**	0	49	74	**760**
05:30 PM	14	**37**	220	3	274	1	2	279	24	306	0	**10**	**1**	**4**	**15**	0	22	**1**	**62**	**85**	680
05:45 PM	7	21	253	4	285	0	2	286	25	313	0	2	1	1	4	0	21	1	59	81	683
Total Volume	43	118	998	19	1178	2	7	1202	119	1330	0	24	2	9	35	0	87	2	224	313	2856
% App. Total	3.7	10	84.7	1.6		0.2	0.5	90.4	8.9		0	68.6	5.7	25.7		0	27.8	0.6	71.6		
PHF	.768	.797	.885	.679	.869	.500	.875	.908	.783	.894	.000	.600	.500	.563	.583	.000	.870	.500	.903	.921	.939
Autos	43	117	990	19	1169	2	7	1183	119	1311	0	24	2	9	35	0	87	2	224	313	2828
% Autos	100	99.2	99.2	100	99.2	100	100	98.4	100	98.6	0	100	100	100	100	0	100	100	100	100	99.0
Heavy Vehicles	0	1	8	0	9	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	28
% Heavy Vehicles	0	0.8	0.8	0	0.8	0	0	1.6	0	1.4	0	0	0	0	0	0	0	0	0	0	1.0



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 10C-Compass Way & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Compass Way Northbound					Compass Way Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
06:30 AM	0	0	2	0	2	0	0	8	0	8	0	1	0	0	1	0	0	0	0	0	11
06:45 AM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	15	0	15	0	0	10	0	10	0	1	0	0	1	0	0	0	0	0	26
07:00 AM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	9
07:15 AM	1	0	8	0	9	0	0	7	0	7	0	0	0	0	0	0	0	0	0	0	16
07:30 AM	0	0	7	0	7	0	0	4	0	4	0	1	0	0	1	0	1	0	0	1	13
07:45 AM	0	3	4	0	7	0	0	8	1	9	0	0	0	0	0	0	0	0	1	1	17
Total	1	3	25	0	29	0	0	22	1	23	0	1	0	0	1	0	1	0	1	2	55
08:00 AM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	1	1	7
08:15 AM	0	1	5	0	6	1	0	10	0	11	0	0	0	0	0	0	0	0	0	0	17
08:30 AM	0	1	4	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	11
08:45 AM	1	0	6	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	2	2	15
Total	1	2	17	0	20	1	0	25	0	26	0	0	0	0	0	0	0	0	4	4	50
*** BREAK ***																					
04:00 PM	0	0	5	1	6	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	10
04:15 PM	0	0	2	0	2	0	0	4	1	5	0	0	0	0	0	0	0	0	0	0	7
04:30 PM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
04:45 PM	0	0	4	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	8
Total	0	0	13	1	14	0	0	16	1	17	0	0	0	0	0	0	0	0	1	1	32
05:00 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	8
05:15 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
05:30 PM	0	1	2	0	3	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	8
05:45 PM	0	0	2	0	2	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	7
Total	0	1	8	0	9	0	0	19	0	19	0	0	0	0	0	0	0	0	0	0	28
06:00 PM	0	0	5	0	5	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	7
06:15 PM	0	0	0	0	0	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4
06:30 PM	0	0	1	0	1	0	0	1	1	2	0	0	0	0	0	0	0	0	0	0	3
06:45 PM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	7	0	7	0	0	9	1	10	0	0	0	0	0	0	0	0	0	0	17
Grand Total	2	6	85	1	94	1	0	101	3	105	0	2	0	0	2	0	1	0	6	7	208
Apprch %	2.1	6.4	90.4	1.1		1	0	96.2	2.9		0	100	0	0		0	14.3	0	85.7		
Total %	1	2.9	40.9	0.5	45.2	0.5	0	48.6	1.4	50.5	0	1	0	0	1	0	0.5	0	2.9	3.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	6	82	0	88	0	0	82	10	92	0	0	0	0	0	0	9	0	14	23	203
06:15 AM	0	17	98	0	115	0	0	81	8	89	0	0	0	0	0	1	6	0	14	21	225
06:30 AM	0	24	118	0	142	0	0	111	10	121	0	0	0	0	0	0	8	0	17	25	288
06:45 AM	0	17	175	0	192	0	0	139	14	153	0	0	0	0	0	2	15	0	21	38	383
Total	0	64	473	0	537	0	0	413	42	455	0	0	0	0	0	3	38	0	66	107	1099
07:00 AM	0	20	173	0	193	0	0	180	16	196	0	0	0	0	0	0	28	0	27	55	444
07:15 AM	0	20	190	0	210	0	0	175	22	197	0	0	0	0	0	1	22	0	30	53	460
07:30 AM	1	16	215	0	232	1	0	262	19	282	0	0	0	0	0	1	15	0	32	48	562
07:45 AM	2	16	266	0	284	0	0	255	19	274	0	0	0	0	0	0	22	0	25	47	605
Total	3	72	844	0	919	1	0	872	76	949	0	0	0	0	0	2	87	0	114	203	2071
08:00 AM	1	21	237	0	259	0	0	216	12	228	0	0	0	0	0	0	19	0	29	48	535
08:15 AM	0	16	245	0	261	0	0	215	16	231	0	0	0	0	0	0	27	0	39	66	558
08:30 AM	2	13	243	0	258	1	0	263	17	281	0	0	0	0	0	2	22	0	37	61	600
08:45 AM	3	15	241	0	259	0	0	236	27	263	0	0	0	0	0	0	34	0	45	79	601
Total	6	65	966	0	1037	1	0	930	72	1003	0	0	0	0	0	2	102	0	150	254	2294
*** BREAK ***																					
04:00 PM	1	14	227	0	242	0	0	270	21	291	0	0	0	0	0	0	35	0	51	86	619
04:15 PM	3	10	283	0	296	0	0	320	9	329	0	0	0	0	0	1	39	0	35	75	700
04:30 PM	0	10	263	0	273	0	0	331	23	354	0	0	0	0	0	0	35	0	49	84	711
04:45 PM	0	16	227	0	243	0	0	253	17	270	0	0	0	0	0	0	41	0	43	84	597
Total	4	50	1000	0	1054	0	0	1174	70	1244	0	0	0	0	0	1	150	0	178	329	2627
05:00 PM	0	17	258	0	275	1	0	358	14	373	0	0	0	0	0	1	42	0	57	100	748
05:15 PM	1	19	286	0	306	0	0	316	22	338	0	0	0	0	0	1	56	0	32	89	733
05:30 PM	2	8	295	0	305	0	0	331	24	355	0	0	0	0	0	0	62	0	32	94	754
05:45 PM	1	12	296	0	309	0	0	279	29	308	0	0	0	0	0	1	47	0	36	84	701
Total	4	56	1135	0	1195	1	0	1284	89	1374	0	0	0	0	0	3	207	0	157	367	2936
06:00 PM	1	7	249	0	257	0	0	261	12	273	0	0	0	0	0	2	74	0	49	125	655
06:15 PM	3	14	255	0	272	0	0	213	20	233	0	0	0	0	0	0	44	0	30	74	579
06:30 PM	1	16	281	0	298	0	0	212	13	225	0	0	0	0	0	1	33	0	42	76	599
06:45 PM	1	20	263	0	284	0	0	205	15	220	0	0	0	0	0	1	21	0	27	49	553
Total	6	57	1048	0	1111	0	0	891	60	951	0	0	0	0	0	4	172	0	148	324	2386
Grand Total	23	364	5466	0	5853	3	0	5564	409	5976	0	0	0	0	0	15	756	0	813	1584	13413
Apprch %	0.4	6.2	93.4	0		0.1	0	93.1	6.8		0	0	0	0		0.9	47.7	0	51.3		
Total %	0.2	2.7	40.8	0	43.6	0	0	41.5	3	44.6	0	0	0	0	0	0.1	5.6	0	6.1	11.8	
Autos	23	334	5328	0	5685	3	0	5432	402	5837	0	0	0	0	0	15	744	0	784	1543	13065
% Autos	100	91.8	97.5	0	97.1	100	0	97.6	98.3	97.7	0	0	0	0	0	100	98.4	0	96.4	97.4	97.4
Heavy Vehicles	0	30	138	0	168	0	0	132	7	139	0	0	0	0	0	0	12	0	29	41	348
% Heavy Vehicles	0	8.2	2.5	0	2.9	0	0	2.4	1.7	2.3	0	0	0	0	0	0	1.6	0	3.6	2.6	2.6

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
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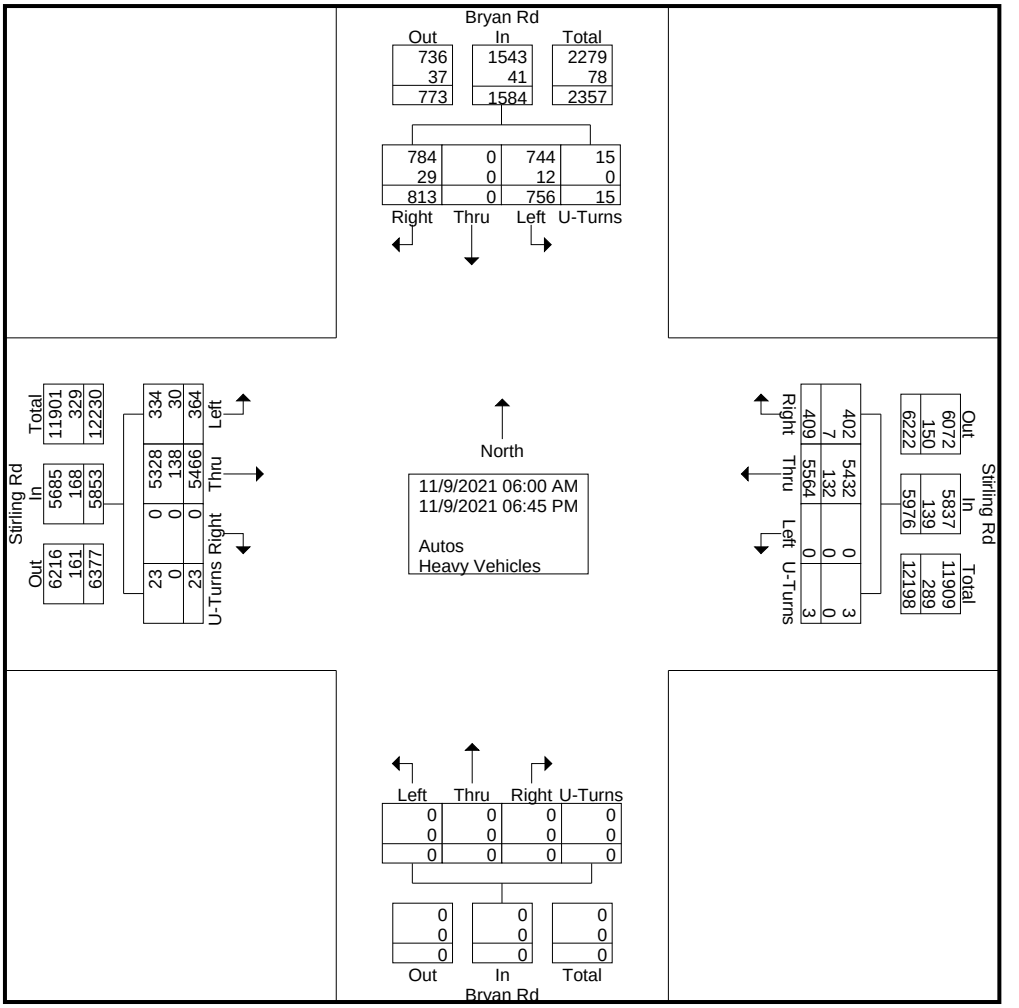
File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 2



CTS Engineering, Inc.

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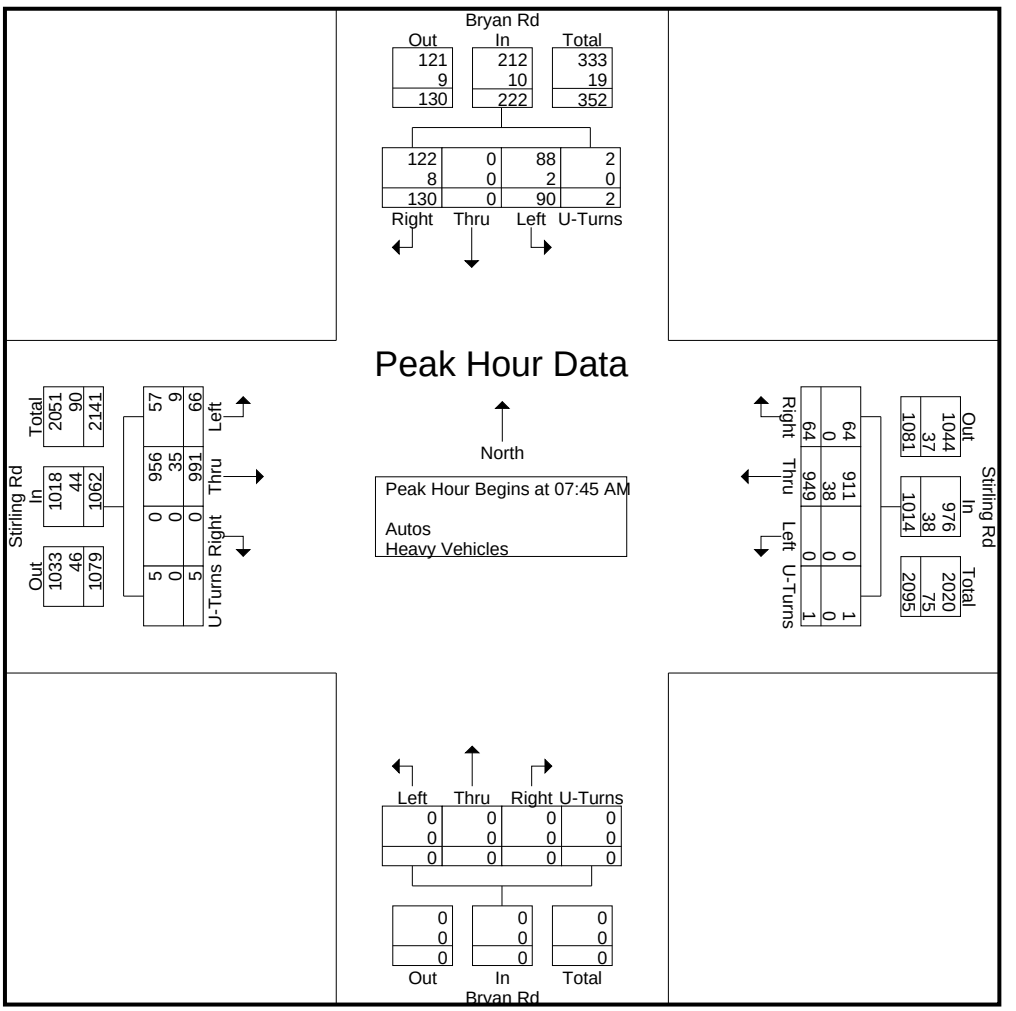
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	**2**	16	**266**	0	**284**	0	0	255	**19**	274	0	0	0	0	0	0	22	0	25	47	**605**
08:00 AM	1	**21**	237	0	259	0	0	216	12	228	0	0	0	0	0	0	19	0	29	48	535
08:15 AM	0	16	245	0	261	0	0	215	16	231	0	0	0	0	0	0	**27**	0	**39**	**66**	558
08:30 AM	2	13	243	0	258	**1**	0	**263**	17	**281**	0	0	0	0	0	**2**	22	0	37	61	600
Total Volume	5	66	991	0	1062	1	0	949	64	1014	0	0	0	0	0	2	90	0	130	222	2298
% App. Total	0.5	6.2	93.3	0		0.1	0	93.6	6.3		0	0	0	0		0.9	40.5	0	58.6		
PHF	.625	.786	.931	.000	.935	.250	.000	.902	.842	.902	.000	.000	.000	.000	.000	.250	.833	.000	.833	.841	.950
Autos	5	57	956	0	1018	1	0	911	64	976	0	0	0	0	0	2	88	0	122	212	2206
% Autos	100	86.4	96.5	0	95.9	100	0	96.0	100	96.3	0	0	0	0	0	100	97.8	0	93.8	95.5	96.0
Heavy Vehicles	0	9	35	0	44	0	0	38	0	38	0	0	0	0	0	0	2	0	8	10	92
% Heavy Vehicles	0	13.6	3.5	0	4.1	0	0	4.0	0	3.7	0	0	0	0	0	0	2.2	0	6.2	4.5	4.0



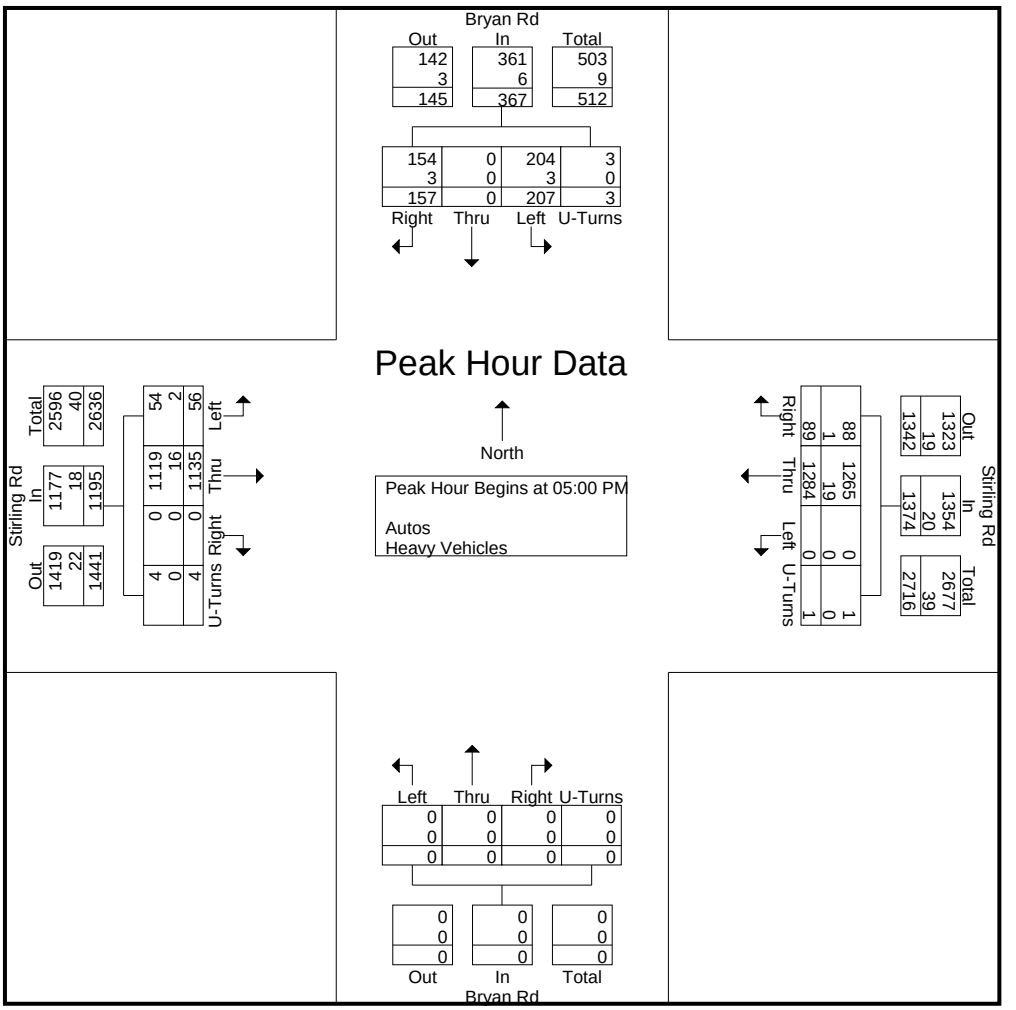
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	17	258	0	275	**1**	0	**358**	14	**373**	0	0	0	0	0	**1**	42	0	**57**	**100**	748
05:15 PM	1	**19**	286	0	306	0	0	316	22	338	0	0	0	0	0	1	56	0	32	89	733
05:30 PM	**2**	8	295	0	305	0	0	331	24	355	0	0	0	0	0	0	**62**	0	32	94	**754**
05:45 PM	1	12	**296**	0	**309**	0	0	279	**29**	308	0	0	0	0	0	1	47	0	36	84	701
Total Volume	4	56	1135	0	1195	1	0	1284	89	1374	0	0	0	0	0	3	207	0	157	367	2936
% App. Total	0.3	4.7	95	0		0.1	0	93.4	6.5		0	0	0	0		0.8	56.4	0	42.8		
PHF	.500	.737	.959	.000	.967	.250	.000	.897	.767	.921	.000	.000	.000	.000	.000	.750	.835	.000	.689	.918	.973
Autos	4	54	1119	0	1177	1	0	1265	88	1354	0	0	0	0	0	3	204	0	154	361	2892
% Autos	100	96.4	98.6	0	98.5	100	0	98.5	98.9	98.5	0	0	0	0	0	100	98.6	0	98.1	98.4	98.5
Heavy Vehicles	0	2	16	0	18	0	0	19	1	20	0	0	0	0	0	0	3	0	3	6	44
% Heavy Vehicles	0	3.6	1.4	0	1.5	0	0	1.5	1.1	1.5	0	0	0	0	0	0	1.4	0	1.9	1.6	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11A-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/9/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	5
06:15 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	7
06:30 AM	0	6	3	0	9	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	12
06:45 AM	0	0	8	0	8	0	0	7	0	7	0	0	0	0	0	0	1	0	0	1	16
Total	0	6	18	0	24	0	0	13	0	13	0	0	0	0	0	0	2	0	1	3	40
07:00 AM	0	3	5	0	8	0	0	9	0	9	0	0	0	0	0	0	0	0	1	1	18
07:15 AM	0	1	7	0	8	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	10
07:30 AM	0	1	7	0	8	0	0	7	0	7	0	0	0	0	0	0	0	0	2	2	17
07:45 AM	0	2	5	0	7	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	15
Total	0	7	24	0	31	0	0	25	0	25	0	0	0	0	0	0	0	0	4	4	60
08:00 AM	0	3	7	0	10	0	0	7	0	7	0	0	0	0	0	0	1	0	0	1	18
08:15 AM	0	4	12	0	16	0	0	11	0	11	0	0	0	0	0	0	1	0	4	5	32
08:30 AM	0	0	11	0	11	0	0	12	0	12	0	0	0	0	0	0	0	0	4	4	27
08:45 AM	0	1	6	0	7	0	0	6	1	7	0	0	0	0	0	0	0	0	3	3	17
Total	0	8	36	0	44	0	0	36	1	37	0	0	0	0	0	0	2	0	11	13	94
*** BREAK ***																					
04:00 PM	0	3	10	0	13	0	0	7	1	8	0	0	0	0	0	0	1	0	1	2	23
04:15 PM	0	3	8	0	11	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	16
04:30 PM	0	0	10	0	10	0	0	8	2	10	0	0	0	0	0	0	0	0	5	5	25
04:45 PM	0	0	0	0	0	0	0	6	0	6	0	0	0	0	0	0	0	0	2	2	8
Total	0	6	28	0	34	0	0	26	3	29	0	0	0	0	0	0	1	0	8	9	72
05:00 PM	0	0	6	0	6	0	0	4	1	5	0	0	0	0	0	0	1	0	2	3	14
05:15 PM	0	2	3	0	5	0	0	3	0	3	0	0	0	0	0	0	1	0	0	1	9
05:30 PM	0	0	5	0	5	0	0	6	0	6	0	0	0	0	0	0	1	0	1	2	13
05:45 PM	0	0	2	0	2	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	8
Total	0	2	16	0	18	0	0	19	1	20	0	0	0	0	0	0	3	0	3	6	44
06:00 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	1	0	2	3	10
06:15 PM	0	0	7	0	7	0	0	5	1	6	0	0	0	0	0	0	2	0	0	2	15
06:30 PM	0	0	3	0	3	0	0	2	1	3	0	0	0	0	0	0	1	0	0	1	7
06:45 PM	0	1	3	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	0	1	16	0	17	0	0	13	2	15	0	0	0	0	0	0	4	0	2	6	38
Grand Total	0	30	138	0	168	0	0	132	7	139	0	0	0	0	0	0	12	0	29	41	348
Apprch %	0	17.9	82.1	0		0	0	95	5		0	0	0	0		0	29.3	0	70.7		
Total %	0	8.6	39.7	0	48.3	0	0	37.9	2	39.9	0	0	0	0	0	0	3.4	0	8.3	11.8	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

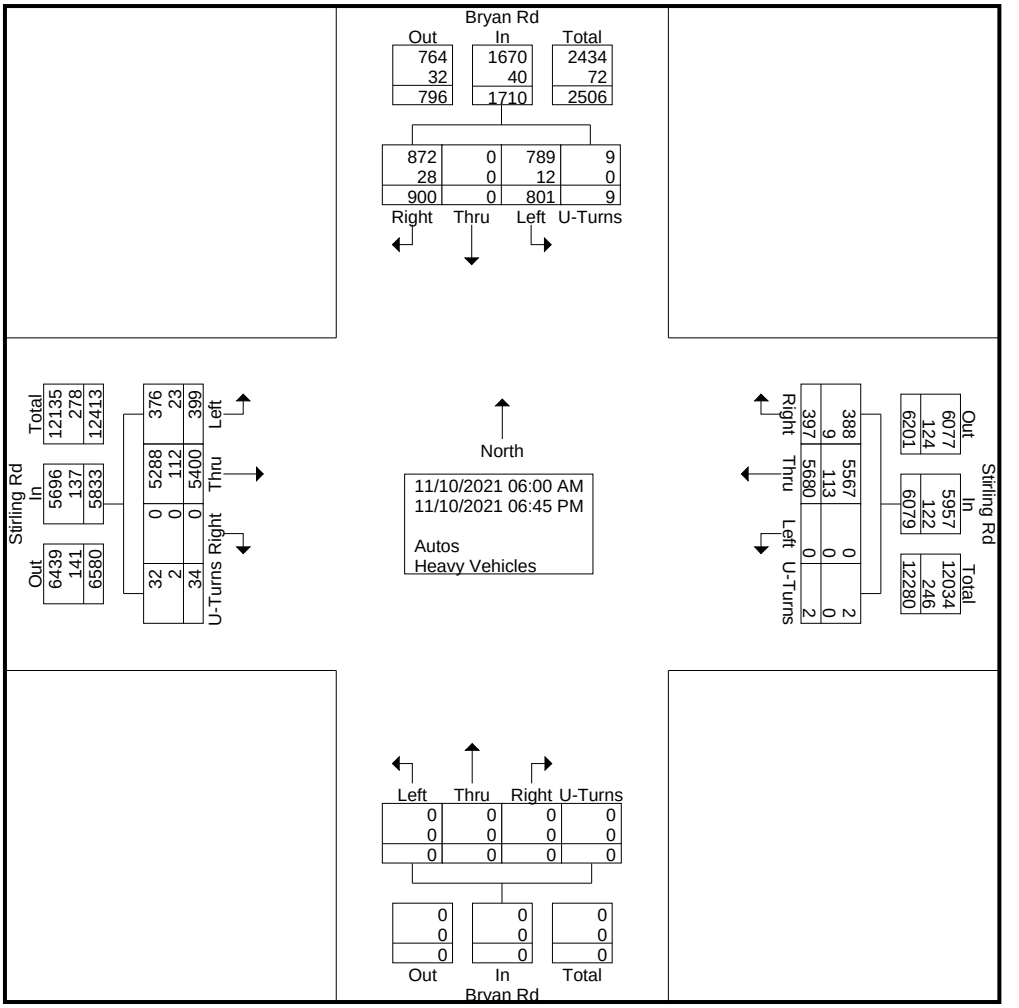
	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	4	79	0	84	0	0	83	9	92	0	0	0	0	0	0	10	0	15	25	201
06:15 AM	1	14	108	0	123	1	0	88	8	97	0	0	0	0	0	0	8	0	11	19	239
06:30 AM	0	24	145	0	169	0	0	125	10	135	0	0	0	0	0	0	13	0	19	32	336
06:45 AM	2	18	151	0	171	0	0	146	9	155	0	0	0	0	0	0	18	0	20	38	364
Total	4	60	483	0	547	1	0	442	36	479	0	0	0	0	0	0	49	0	65	114	1140
07:00 AM	1	16	193	0	210	0	0	143	7	150	0	0	0	0	0	0	16	0	23	39	399
07:15 AM	0	16	234	0	250	0	0	206	17	223	0	0	0	0	0	0	19	0	28	47	520
07:30 AM	1	19	179	0	199	0	0	238	19	257	0	0	0	0	0	0	19	0	30	49	505
07:45 AM	0	16	246	0	262	0	0	238	21	259	0	0	0	0	0	1	16	0	39	56	577
Total	2	67	852	0	921	0	0	825	64	889	0	0	0	0	0	1	70	0	120	191	2001
08:00 AM	3	10	228	0	241	0	0	217	8	225	0	0	0	0	0	1	34	0	47	82	548
08:15 AM	1	21	294	0	316	0	0	208	8	216	0	0	0	0	0	0	21	0	37	58	590
08:30 AM	2	14	222	0	238	0	0	266	12	278	0	0	0	0	0	0	16	0	22	38	554
08:45 AM	2	20	234	0	256	0	0	220	26	246	0	0	0	0	0	1	34	0	46	81	583
Total	8	65	978	0	1051	0	0	911	54	965	0	0	0	0	0	2	105	0	152	259	2275
*** BREAK ***																					
04:00 PM	2	22	259	0	283	0	0	314	17	331	0	0	0	0	0	1	38	0	55	94	708
04:15 PM	1	12	232	0	245	0	0	298	19	317	0	0	0	0	0	1	50	0	39	90	652
04:30 PM	3	15	270	0	288	0	0	287	25	312	0	0	0	0	0	2	30	0	60	92	692
04:45 PM	1	20	230	0	251	0	0	263	25	288	0	0	0	0	0	0	43	0	43	86	625
Total	7	69	991	0	1067	0	0	1162	86	1248	0	0	0	0	0	4	161	0	197	362	2677
05:00 PM	0	16	278	0	294	0	0	350	18	368	0	0	0	0	0	0	42	0	64	106	768
05:15 PM	1	22	289	0	312	0	0	305	20	325	0	0	0	0	0	1	54	0	43	98	735
05:30 PM	1	15	283	0	299	0	0	323	25	348	0	0	0	0	0	1	68	0	63	132	779
05:45 PM	4	19	285	0	308	0	0	341	23	364	0	0	0	0	0	0	50	0	42	92	764
Total	6	72	1135	0	1213	0	0	1319	86	1405	0	0	0	0	0	2	214	0	212	428	3046
06:00 PM	0	16	268	0	284	0	0	288	26	314	0	0	0	0	0	0	64	0	54	118	716
06:15 PM	3	17	257	0	277	0	0	259	21	280	0	0	0	0	0	0	72	0	34	106	663
06:30 PM	2	22	248	0	272	0	0	228	16	244	0	0	0	0	0	0	29	0	31	60	576
06:45 PM	2	11	188	0	201	1	0	246	8	255	0	0	0	0	0	0	37	0	35	72	528
Total	7	66	961	0	1034	1	0	1021	71	1093	0	0	0	0	0	0	202	0	154	356	2483
Grand Total	34	399	5400	0	5833	2	0	5680	397	6079	0	0	0	0	0	9	801	0	900	1710	13622
Apprch %	0.6	6.8	92.6	0		0	0	93.4	6.5		0	0	0	0		0.5	46.8	0	52.6		
Total %	0.2	2.9	39.6	0	42.8	0	0	41.7	2.9	44.6	0	0	0	0	0	0.1	5.9	0	6.6	12.6	
Autos	32	376	5288	0	5696	2	0	5567	388	5957	0	0	0	0	0	9	789	0	872	1670	13323
% Autos	94.1	94.2	97.9	0	97.7	100	0	98	97.7	98	0	0	0	0	0	100	98.5	0	96.9	97.7	97.8
Heavy Vehicles	2	23	112	0	137	0	0	113	9	122	0	0	0	0	0	0	12	0	28	40	299
% Heavy Vehicles	5.9	5.8	2.1	0	2.3	0	0	2	2.3	2	0	0	0	0	0	0	1.5	0	3.1	2.3	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 2



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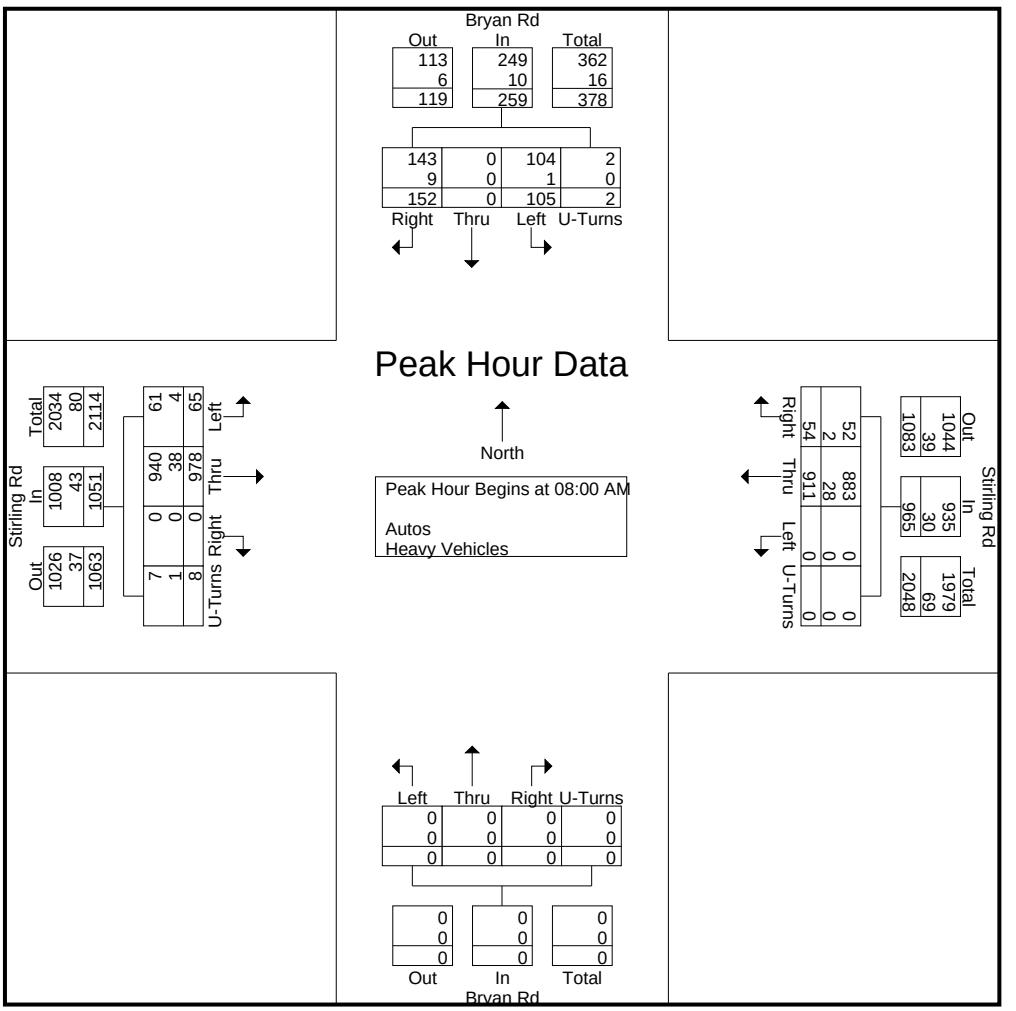
8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**3**	10	228	0	241	0	0	217	8	225	0	0	0	0	0	**1**	**34**	0	**47**	**82**	548
08:15 AM	1	**21**	**294**	0	**316**	0	0	208	8	216	0	0	0	0	0	0	21	0	37	58	**590**
08:30 AM	2	14	222	0	238	0	0	**266**	12	**278**	0	0	0	0	0	0	16	0	22	38	554
08:45 AM	2	20	234	0	256	0	0	220	**26**	246	0	0	0	0	0	1	34	0	46	81	583
Total Volume	8	65	978	0	1051	0	0	911	54	965	0	0	0	0	0	2	105	0	152	259	2275
% App. Total	0.8	6.2	93.1	0		0	0	94.4	5.6		0	0	0	0		0.8	40.5	0	58.7		
PHF	.667	.774	.832	.000	.831	.000	.000	.856	.519	.868	.000	.000	.000	.000	.000	.500	.772	.000	.809	.790	.964
Autos	7	61	940	0	1008	0	0	883	52	935	0	0	0	0	0	2	104	0	143	249	2192
% Autos	87.5	93.8	96.1	0	95.9	0	0	96.9	96.3	96.9	0	0	0	0	0	100	99.0	0	94.1	96.1	96.4
Heavy Vehicles	1	4	38	0	43	0	0	28	2	30	0	0	0	0	0	0	1	0	9	10	83
% Heavy Vehicles	12.5	6.2	3.9	0	4.1	0	0	3.1	3.7	3.1	0	0	0	0	0	0	1.0	0	5.9	3.9	3.6



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8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
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File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
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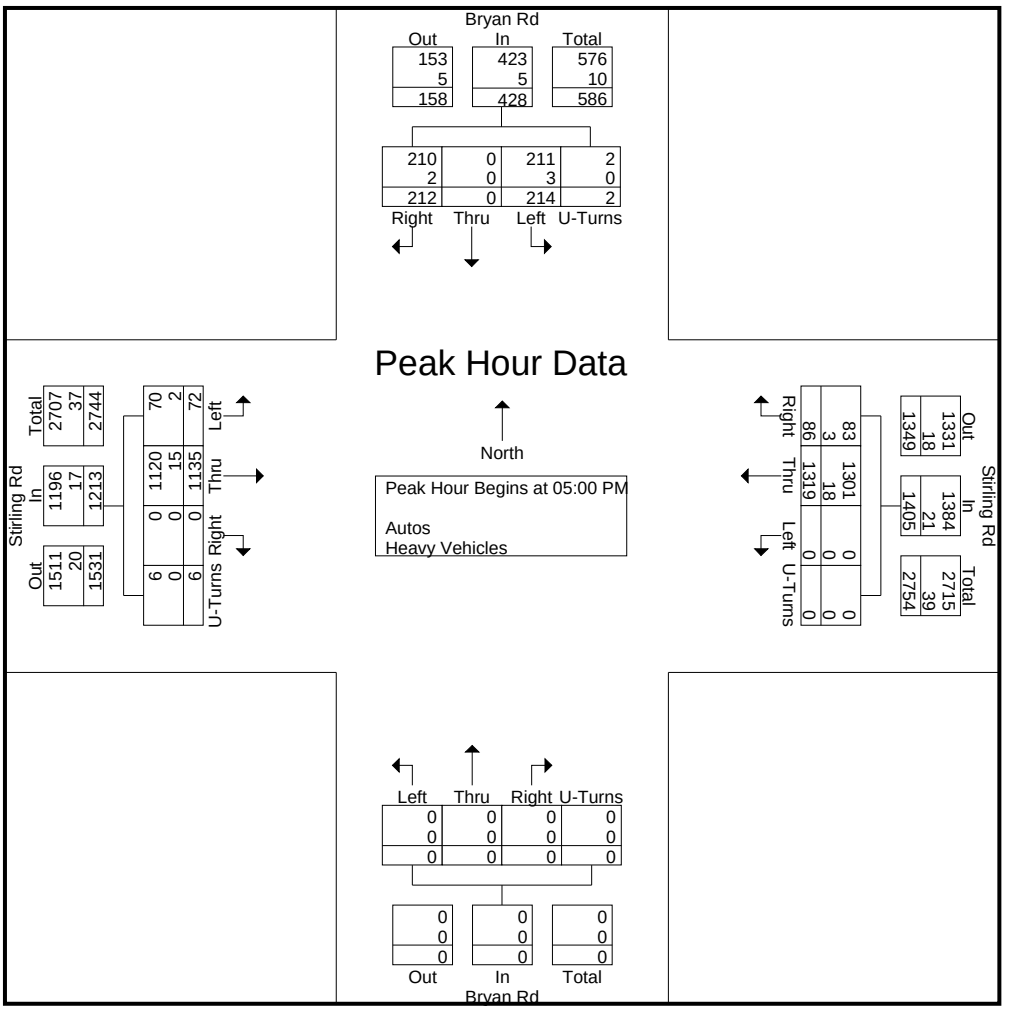
	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	16	278	0	294	0	0	**350**	18	**368**	0	0	0	0	0	0	42	0	**64**	106	768
05:15 PM	1	**22**	**289**	0	**312**	0	0	305	20	325	0	0	0	0	0	**1**	54	0	43	98	735
05:30 PM	1	15	283	0	299	0	0	323	**25**	348	0	0	0	0	0	1	**68**	0	63	**132**	**779**
05:45 PM	**4**	19	285	0	308	0	0	341	23	364	0	0	0	0	0	0	50	0	42	92	764
Total Volume	6	72	1135	0	1213	0	0	1319	86	1405	0	0	0	0	0	2	214	0	212	428	3046
% App. Total	0.5	5.9	93.6	0		0	0	93.9	6.1		0	0	0	0		0.5	50	0	49.5		
PHF	.375	.818	.982	.000	.972	.000	.000	.942	.860	.954	.000	.000	.000	.000	.000	.500	.787	.000	.828	.811	.978
Autos	6	70	1120	0	1196	0	0	1301	83	1384	0	0	0	0	0	2	211	0	210	423	3003
% Autos	100	97.2	98.7	0	98.6	0	0	98.6	96.5	98.5	0	0	0	0	0	100	98.6	0	99.1	98.8	98.6
Heavy Vehicles	0	2	15	0	17	0	0	18	3	21	0	0	0	0	0	0	3	0	2	5	43
% Heavy Vehicles	0	2.8	1.3	0	1.4	0	0	1.4	3.5	1.5	0	0	0	0	0	0	1.4	0	0.9	1.2	1.4



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11B-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/10/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	2	0	3	0	0	1	1	2	0	0	0	0	0	0	1	0	0	1	6
06:15 AM	0	1	5	0	6	0	0	5	0	5	0	0	0	0	0	0	0	0	1	1	12
06:30 AM	0	6	1	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	9
06:45 AM	0	1	2	0	3	0	0	3	2	5	0	0	0	0	0	0	1	0	0	1	9
Total	1	8	10	0	19	0	0	10	3	13	0	0	0	0	0	0	2	0	2	4	36
07:00 AM	0	0	5	0	5	0	0	8	0	8	0	0	0	0	0	0	0	0	1	1	14
07:15 AM	0	3	5	0	8	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	12
07:30 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	1	0	1	2	13
07:45 AM	0	0	4	0	4	0	0	7	0	7	0	0	0	0	0	0	1	0	4	5	16
Total	0	3	18	0	21	0	0	25	0	25	0	0	0	0	0	0	2	0	7	9	55
08:00 AM	1	0	7	0	8	0	0	5	1	6	0	0	0	0	0	0	1	0	2	3	17
08:15 AM	0	2	19	0	21	0	0	9	0	9	0	0	0	0	0	0	0	0	2	2	32
08:30 AM	0	0	5	0	5	0	0	10	0	10	0	0	0	0	0	0	0	0	3	3	18
08:45 AM	0	2	7	0	9	0	0	4	1	5	0	0	0	0	0	0	0	0	2	2	16
Total	1	4	38	0	43	0	0	28	2	30	0	0	0	0	0	0	1	0	9	10	83
*** BREAK ***																					
04:00 PM	0	4	6	0	10	0	0	5	0	5	0	0	0	0	0	0	2	0	2	4	19
04:15 PM	0	1	5	0	6	0	0	8	0	8	0	0	0	0	0	0	0	0	1	1	15
04:30 PM	0	1	5	0	6	0	0	7	0	7	0	0	0	0	0	0	0	0	4	4	17
04:45 PM	0	0	3	0	3	0	0	3	1	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	6	19	0	25	0	0	23	1	24	0	0	0	0	0	0	2	0	7	9	58
05:00 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	1	0	1	2	8
05:15 PM	0	1	6	0	7	0	0	2	2	4	0	0	0	0	0	0	1	0	1	2	13
05:30 PM	0	1	3	0	4	0	0	6	1	7	0	0	0	0	0	0	0	0	0	0	11
05:45 PM	0	0	4	0	4	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	11
Total	0	2	15	0	17	0	0	18	3	21	0	0	0	0	0	0	3	0	2	5	43
06:00 PM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	6
06:15 PM	0	0	2	0	2	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	6
06:30 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	5
06:45 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	7
Total	0	0	12	0	12	0	0	9	0	9	0	0	0	0	0	0	2	0	1	3	24
Grand Total	2	23	112	0	137	0	0	113	9	122	0	0	0	0	0	0	12	0	28	40	299
Apprch %	1.5	16.8	81.8	0		0	0	92.6	7.4		0	0	0	0		0	30	0	70		
Total %	0.7	7.7	37.5	0	45.8	0	0	37.8	3	40.8	0	0	0	0	0	0	4	0	9.4	13.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

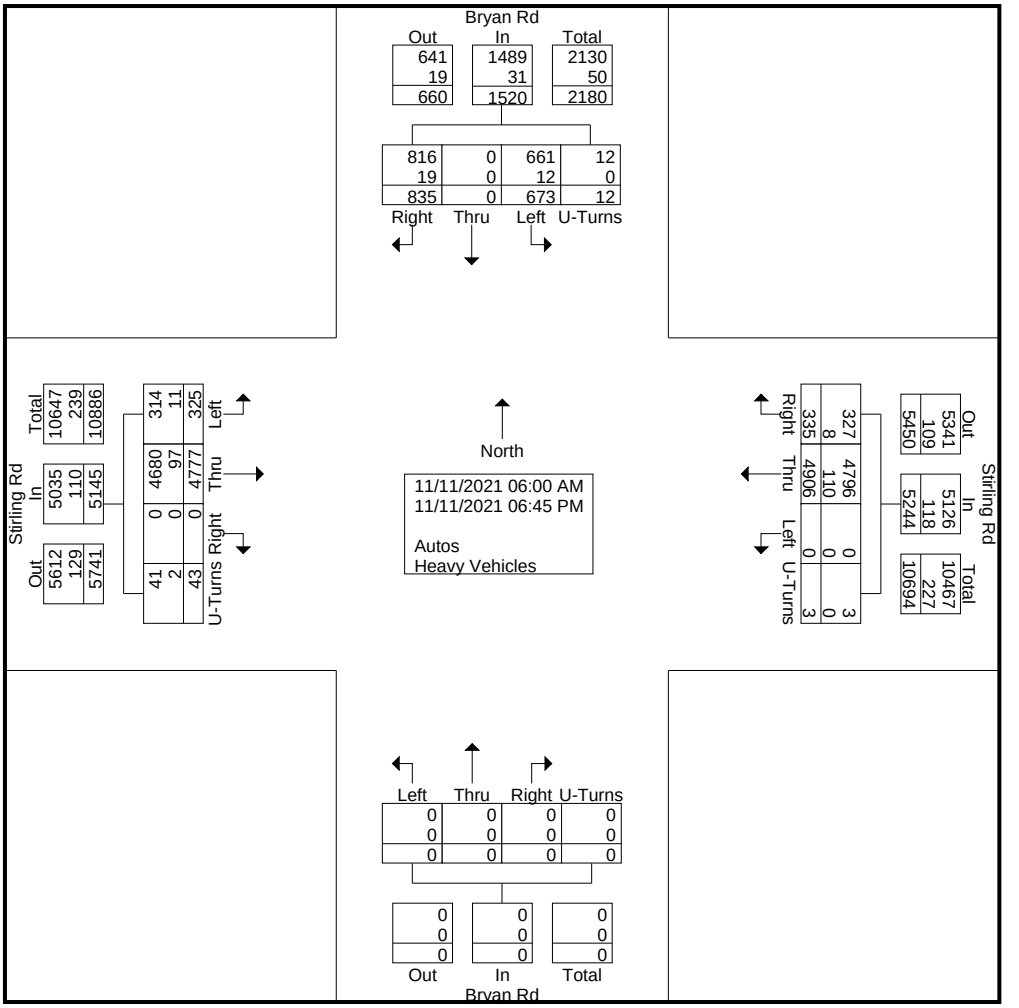
	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	5	60	0	66	0	0	68	9	77	0	0	0	0	0	0	4	0	10	14	157
06:15 AM	3	8	91	0	102	0	0	70	7	77	0	0	0	0	0	0	10	0	18	28	207
06:30 AM	1	21	110	0	132	0	0	112	14	126	0	0	0	0	0	0	7	0	19	26	284
06:45 AM	0	10	110	0	120	0	0	110	10	120	0	0	0	0	0	0	12	0	16	28	268
Total	5	44	371	0	420	0	0	360	40	400	0	0	0	0	0	0	33	0	63	96	916
07:00 AM	0	19	138	0	157	0	0	105	8	113	0	0	0	0	0	0	11	0	12	23	293
07:15 AM	3	16	151	0	170	0	0	147	11	158	0	0	0	0	0	1	18	0	24	43	371
07:30 AM	0	19	162	0	181	0	0	179	9	188	0	0	0	0	0	1	18	0	34	53	422
07:45 AM	2	9	198	0	209	0	0	188	8	196	0	0	0	0	0	1	19	0	37	57	462
Total	5	63	649	0	717	0	0	619	36	655	0	0	0	0	0	3	66	0	107	176	1548
08:00 AM	2	11	169	0	182	0	0	188	10	198	0	0	0	0	0	2	18	0	19	39	419
08:15 AM	1	16	238	0	255	0	0	178	13	191	0	0	0	0	0	1	12	0	34	47	493
08:30 AM	0	16	172	0	188	0	0	211	13	224	0	0	0	0	0	0	20	0	40	60	472
08:45 AM	2	12	209	0	223	0	0	219	13	232	0	0	0	0	0	1	24	0	41	66	521
Total	5	55	788	0	848	0	0	796	49	845	0	0	0	0	0	4	74	0	134	212	1905
*** BREAK ***																					
04:00 PM	6	11	238	0	255	0	0	316	17	333	0	0	0	0	0	0	41	0	41	82	670
04:15 PM	1	18	255	0	274	0	0	186	17	203	0	0	0	0	0	0	44	0	43	87	564
04:30 PM	2	11	274	0	287	0	0	366	22	388	0	0	0	0	0	0	27	0	40	67	742
04:45 PM	1	12	232	0	245	0	0	256	21	277	0	0	0	0	0	0	40	0	45	85	607
Total	10	52	999	0	1061	0	0	1124	77	1201	0	0	0	0	0	0	152	0	169	321	2583
05:00 PM	4	10	259	0	273	0	0	315	24	339	0	0	0	0	0	0	39	0	53	92	704
05:15 PM	4	20	302	0	326	0	0	305	11	316	0	0	0	0	0	1	46	0	44	91	733
05:30 PM	1	12	259	0	272	1	0	272	20	293	0	0	0	0	0	0	52	0	41	93	658
05:45 PM	3	14	274	0	291	0	0	251	17	268	0	0	0	0	0	1	44	0	50	95	654
Total	12	56	1094	0	1162	1	0	1143	72	1216	0	0	0	0	0	2	181	0	188	371	2749
06:00 PM	2	17	223	0	242	0	0	275	14	289	0	0	0	0	0	1	53	0	67	121	652
06:15 PM	1	12	230	0	243	0	0	204	18	222	0	0	0	0	0	1	43	0	31	75	540
06:30 PM	0	14	207	0	221	1	0	190	17	208	0	0	0	0	0	1	33	0	38	72	501
06:45 PM	3	12	216	0	231	1	0	195	12	208	0	0	0	0	0	0	38	0	38	76	515
Total	6	55	876	0	937	2	0	864	61	927	0	0	0	0	0	3	167	0	174	344	2208
Grand Total	43	325	4777	0	5145	3	0	4906	335	5244	0	0	0	0	0	12	673	0	835	1520	11909
Apprch %	0.8	6.3	92.8	0		0.1	0	93.6	6.4		0	0	0	0		0.8	44.3	0	54.9		
Total %	0.4	2.7	40.1	0	43.2	0	0	41.2	2.8	44	0	0	0	0	0	0.1	5.7	0	7	12.8	
Autos	41	314	4680	0	5035	3	0	4796	327	5126	0	0	0	0	0	12	661	0	816	1489	11650
% Autos	95.3	96.6	98	0	97.9	100	0	97.8	97.6	97.7	0	0	0	0	0	100	98.2	0	97.7	98	97.8
Heavy Vehicles	2	11	97	0	110	0	0	110	8	118	0	0	0	0	0	0	12	0	19	31	259
% Heavy Vehicles	4.7	3.4	2	0	2.1	0	0	2.2	2.4	2.3	0	0	0	0	0	0	1.8	0	2.3	2	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 2



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JOB NO.: 2021012.001
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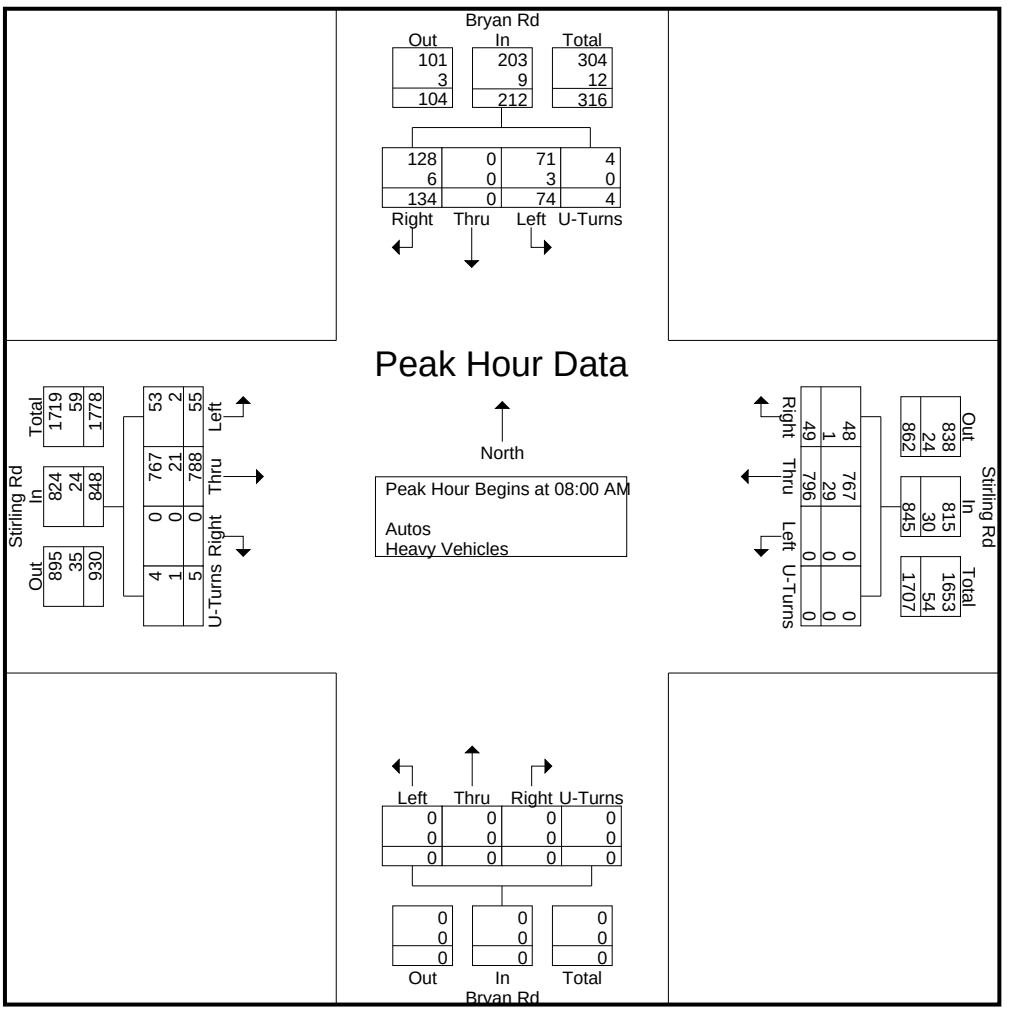
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 3

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	**2**	11	169	0	182	0	0	188	10	198	0	0	0	0	0	**2**	18	0	19	39	419
08:15 AM	1	**16**	**238**	0	**255**	0	0	178	**13**	191	0	0	0	0	0	1	12	0	34	47	493
08:30 AM	0	16	172	0	188	0	0	211	13	224	0	0	0	0	0	0	20	0	40	60	472
08:45 AM	2	12	209	0	223	0	0	**219**	13	**232**	0	0	0	0	0	1	**24**	0	**41**	**66**	**521**
Total Volume	5	55	788	0	848	0	0	796	49	845	0	0	0	0	0	4	74	0	134	212	1905
% App. Total	0.6	6.5	92.9	0		0	0	94.2	5.8		0	0	0	0		1.9	34.9	0	63.2		
PHF	.625	.859	.828	.000	.831	.000	.000	.909	.942	.911	.000	.000	.000	.000	.000	.500	.771	.000	.817	.803	.914
Autos	4	53	767	0	824	0	0	767	48	815	0	0	0	0	0	4	71	0	128	203	1842
% Autos	80.0	96.4	97.3	0	97.2	0	0	96.4	98.0	96.4	0	0	0	0	0	100	95.9	0	95.5	95.8	96.7
Heavy Vehicles	1	2	21	0	24	0	0	29	1	30	0	0	0	0	0	0	3	0	6	9	63
% Heavy Vehicles	20.0	3.6	2.7	0	2.8	0	0	3.6	2.0	3.6	0	0	0	0	0	0	4.1	0	4.5	4.2	3.3



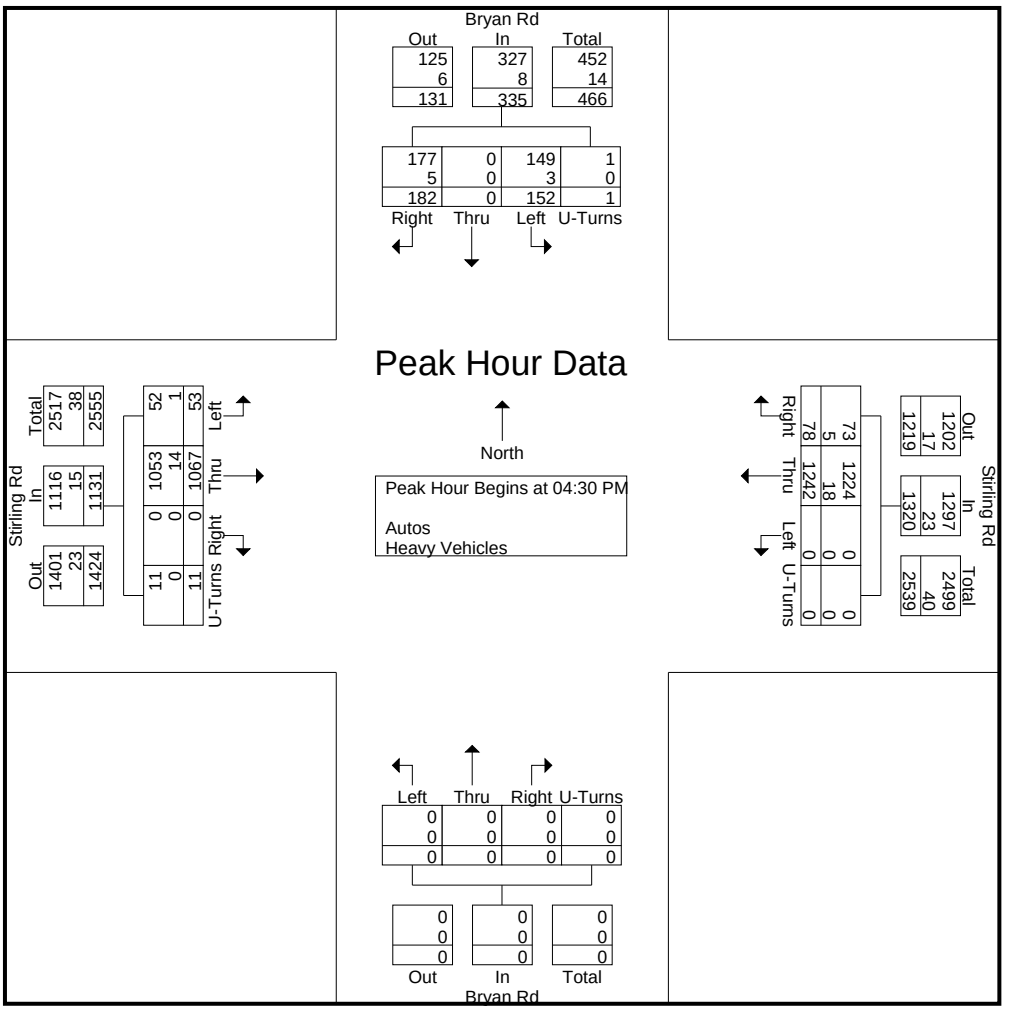
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 4

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	2	11	274	0	287	0	0	**366**	22	**388**	0	0	0	0	0	0	27	0	40	67	**742**
04:45 PM	1	12	232	0	245	0	0	256	21	277	0	0	0	0	0	0	40	0	45	85	607
05:00 PM	**4**	10	259	0	273	0	0	315	**24**	339	0	0	0	0	0	0	39	0	**53**	**92**	704
05:15 PM	4	**20**	**302**	0	**326**	0	0	305	11	316	0	0	0	0	0	**1**	**46**	0	44	91	733
Total Volume	11	53	1067	0	1131	0	0	1242	78	1320	0	0	0	0	0	1	152	0	182	335	2786
% App. Total	1	4.7	94.3	0		0	0	94.1	5.9		0	0	0	0		0.3	45.4	0	54.3		
PHF	.688	.663	.883	.000	.867	.000	.000	.848	.813	.851	.000	.000	.000	.000	.000	.250	.826	.000	.858	.910	.939
Autos	11	52	1053	0	1116	0	0	1224	73	1297	0	0	0	0	0	1	149	0	177	327	2740
% Autos	100	98.1	98.7	0	98.7	0	0	98.6	93.6	98.3	0	0	0	0	0	100	98.0	0	97.3	97.6	98.3
Heavy Vehicles	0	1	14	0	15	0	0	18	5	23	0	0	0	0	0	0	3	0	5	8	46
% Heavy Vehicles	0	1.9	1.3	0	1.3	0	0	1.4	6.4	1.7	0	0	0	0	0	0	2.0	0	2.7	2.4	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 11C-Bryan Rd & Stirling Rd
Site Code : 00000000
Start Date : 11/11/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Stirling Rd Eastbound					Stirling Rd Westbound					Bryan Rd Northbound					Bryan Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	8	0	8	0	0	1	0	1	0	0	0	0	0	0	1	0	1	2	11
06:30 AM	1	0	1	0	2	0	0	7	1	8	0	0	0	0	0	0	0	0	1	1	11
06:45 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	6
Total	1	0	14	0	15	0	0	10	1	11	0	0	0	0	0	0	1	0	2	3	29
07:00 AM	0	1	6	0	7	0	0	6	0	6	0	0	0	0	0	0	0	0	0	0	13
07:15 AM	0	1	7	0	8	0	0	6	1	7	0	0	0	0	0	0	3	0	1	4	19
07:30 AM	0	2	9	0	11	0	0	6	0	6	0	0	0	0	0	0	0	0	1	1	18
07:45 AM	0	0	4	0	4	0	0	10	0	10	0	0	0	0	0	0	0	0	0	0	14
Total	0	4	26	0	30	0	0	28	1	29	0	0	0	0	0	0	3	0	2	5	64
08:00 AM	0	0	2	0	2	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	10
08:15 AM	0	1	6	0	7	0	0	8	0	8	0	0	0	0	0	0	1	0	2	3	18
08:30 AM	0	1	7	0	8	0	0	7	0	7	0	0	0	0	0	0	2	0	2	4	19
08:45 AM	1	0	6	0	7	0	0	6	1	7	0	0	0	0	0	0	0	0	2	2	16
Total	1	2	21	0	24	0	0	29	1	30	0	0	0	0	0	0	3	0	6	9	63
*** BREAK ***																					
04:00 PM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	10
04:15 PM	0	3	2	0	5	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	10
04:30 PM	0	0	4	0	4	0	0	8	2	10	0	0	0	0	0	0	0	0	1	1	15
04:45 PM	0	0	5	0	5	0	0	2	2	4	0	0	0	0	0	0	1	0	1	2	11
Total	0	3	17	0	20	0	0	18	4	22	0	0	0	0	0	0	1	0	3	4	46
05:00 PM	0	0	2	0	2	0	0	4	1	5	0	0	0	0	0	0	2	0	3	5	12
05:15 PM	0	1	3	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	8
05:30 PM	0	0	1	0	1	0	0	5	0	5	0	0	0	0	0	0	0	0	0	0	6
05:45 PM	0	1	2	0	3	0	0	4	0	4	0	0	0	0	0	0	1	0	2	3	10
Total	0	2	8	0	10	0	0	17	1	18	0	0	0	0	0	0	3	0	5	8	36
06:00 PM	0	0	6	0	6	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	9
06:15 PM	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2
06:30 PM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	1	0	0	1	5
06:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	5
Total	0	0	11	0	11	0	0	8	0	8	0	0	0	0	0	0	1	0	1	2	21
Grand Total	2	11	97	0	110	0	0	110	8	118	0	0	0	0	0	0	12	0	19	31	259
Apprch %	1.8	10	88.2	0		0	0	93.2	6.8		0	0	0	0		0	38.7	0	61.3		
Total %	0.8	4.2	37.5	0	42.5	0	0	42.5	3.1	45.6	0	0	0	0	0	0	4.6	0	7.3	12	

County: 86
Station: 0501
Description: ANGLERS AVE N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	28	24	21	24	97	12	3	12	12	39	136
0100	17	9	14	10	50	5	9	3	3	20	70
0200	10	18	13	15	56	3	9	3	2	17	73
0300	13	23	14	38	88	3	6	3	1	13	101
0400	17	17	22	17	73	4	14	10	23	51	124
0500	19	24	43	59	145	18	16	10	19	63	208
0600	34	40	42	62	178	27	24	30	50	131	309
0700	64	93	79	112	348	57	67	69	83	276	624
0800	125	112	109	116	462	99	71	76	95	341	803
0900	99	85	87	107	378	96	99	94	87	376	754
1000	76	108	73	98	355	104	109	101	105	419	774
1100	88	81	102	98	369	124	113	77	127	441	810
1200	122	129	147	137	535	152	209	131	158	650	1185
1300	181	103	110	120	514	168	144	149	213	674	1188
1400	127	103	101	99	430	128	125	171	129	553	983
1500	103	96	94	120	413	142	115	177	170	604	1017
1600	100	91	90	95	376	154	142	131	113	540	916
1700	97	117	107	90	411	158	158	133	120	569	980
1800	83	86	129	145	443	134	102	84	61	381	824
1900	61	69	62	56	248	67	62	63	53	245	493
2000	52	44	50	39	185	40	38	36	37	151	336
2100	39	31	48	34	152	41	40	30	22	133	285
2200	37	28	33	36	134	27	22	20	17	86	220
2300	36	37	48	40	161	14	19	19	10	62	223
24-Hour Totals:					6601					6835	13436

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	462	845	384	800	803
P.M.	1215	594	1300	674	1215	1260
Daily	1215	594	1300	674	1215	1260

Generated by SPS 5.0.49P

County: 86
Station: 0501
Description: ANGLERS AVE N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	24	24	19	15	82	6	10	7	6	29	111
0100	15	10	11	11	47	8	10	4	4	26	73
0200	9	14	6	17	46	6	3	7	6	22	68
0300	14	18	14	27	73	5	5	3	3	16	89
0400	23	26	28	30	107	2	9	18	16	45	152
0500	19	32	40	43	134	11	21	14	20	66	200
0600	45	46	50	59	200	22	25	43	48	138	338
0700	77	87	83	111	358	55	58	77	82	272	630
0800	120	113	110	131	474	88	79	68	100	335	809
0900	97	92	94	70	353	97	102	78	76	353	706
1000	85	80	102	98	365	101	84	98	122	405	770
1100	80	95	81	125	381	101	101	96	118	416	797
1200	99	102	116	90	407	182	129	155	129	595	1002
1300	119	101	108	108	436	159	144	146	130	579	1015
1400	94	82	101	96	373	130	107	155	127	519	892
1500	101	101	118	96	416	129	109	108	112	458	874
1600	122	104	122	129	477	145	124	147	162	578	1055
1700	139	136	144	143	562	151	169	161	153	634	1196
1800	124	121	93	79	417	182	116	99	68	465	882
1900	57	58	54	42	211	69	63	70	45	247	458
2000	68	42	52	38	200	34	31	36	33	134	334
2100	31	27	34	26	118	41	29	25	21	116	234
2200	25	29	33	38	125	19	21	24	15	79	204
2300	42	38	31	42	153	22	11	11	12	56	209
24-Hour Totals:					6515					6583	13098

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	474	845	377	800	809
P.M.	1700	562	1715	665	1715	1212
Daily	1700	562	1715	665	1715	1212

Generated by SPS 5.0.49P

County: 86
Station: 0501
Description: ANGLERS AVE N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	27	28	19	25	99	9	9	7	11	36	135
0100	15	12	11	10	48	6	10	2	2	20	68
0200	7	14	9	7	37	7	8	3	6	24	61
0300	10	16	19	28	73	3	2	3	2	10	83
0400	17	28	21	21	87	3	10	14	10	37	124
0500	26	33	31	56	146	18	24	17	20	79	225
0600	38	29	46	65	178	19	24	27	42	112	290
0700	59	86	84	101	330	47	66	64	83	260	590
0800	126	84	121	94	425	88	85	80	96	349	774
0900	111	92	85	91	379	94	96	72	87	349	728
1000	81	84	87	100	352	115	78	119	87	399	751
1100	82	81	91	105	359	104	87	121	129	441	800
1200	109	87	101	129	426	123	115	115	124	477	903
1300	99	115	103	98	415	163	122	148	95	528	943
1400	105	101	97	98	401	110	101	124	121	456	857
1500	95	88	107	110	400	122	180	141	134	577	977
1600	85	115	94	90	384	141	112	120	128	501	885
1700	115	89	105	102	411	162	183	131	135	611	1022
1800	98	88	63	74	323	152	116	90	80	438	761
1900	61	55	62	46	224	51	48	47	39	185	409
2000	50	46	44	50	190	40	38	28	38	144	334
2100	32	40	24	38	134	31	42	23	17	113	247
2200	21	31	28	33	113	16	20	14	18	68	181
2300	27	34	44	34	139	16	18	15	14	63	202
24-Hour Totals:					6073					6277	12350

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	432	830	366	830	784
P.M.	1245	446	1700	611	1700	1022
Daily	1245	446	1700	611	1700	1022

Generated by SPS 5.0.49P

County: 86
Station: 0503
Description: STIRLING RD E OF ANGLERS AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	62	48	52	45	207	95	97	67	78	337	544
0100	54	63	37	38	192	71	56	58	58	243	435
0200	37	37	37	37	148	46	67	48	44	205	353
0300	33	33	27	32	125	45	41	42	54	182	307
0400	39	41	41	71	192	33	36	44	34	147	339
0500	50	74	69	97	290	33	51	58	87	229	519
0600	139	125	186	240	690	82	85	123	186	476	1166
0700	288	325	342	434	1389	193	306	308	334	1141	2530
0800	509	345	536	442	1832	392	321	383	373	1469	3301
0900	377	492	412	411	1692	315	338	366	320	1339	3031
1000	428	369	425	458	1680	323	338	343	364	1368	3048
1100	392	452	412	444	1700	310	347	355	477	1489	3189
1200	422	417	472	446	1757	487	391	433	449	1760	3517
1300	473	414	440	532	1859	418	472	423	480	1793	3652
1400	418	416	455	430	1719	457	436	481	457	1831	3550
1500	508	426	439	404	1777	418	446	437	484	1785	3562
1600	377	343	311	349	1380	474	457	480	472	1883	3263
1700	423	302	321	301	1347	439	502	452	445	1838	3185
1800	281	313	268	250	1112	374	438	355	389	1556	2668
1900	238	251	227	214	930	360	387	301	256	1304	2234
2000	161	187	142	153	643	258	228	220	221	927	1570
2100	184	154	159	138	635	187	193	192	206	778	1413
2200	152	155	146	119	572	187	176	179	140	682	1254
2300	98	99	72	73	342	142	142	136	133	553	895
24-Hour Totals:					24210					25315	49525

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1847	800	1469	800	3301
P.M.	1300	1859	1545	1895	1345	3675
Daily	1300	1859	1545	1895	1345	3675

Generated by SPS 5.0.49P

County: 86
Station: 0503
Description: STIRLING RD E OF ANGLERS AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	64	54	64	58	240	119	112	90	69	390	630
0100	38	40	38	37	153	52	57	75	52	236	389
0200	43	36	25	27	131	46	36	36	40	158	289
0300	26	22	23	30	101	31	45	34	44	154	255
0400	22	29	47	52	150	31	45	44	50	170	320
0500	52	63	79	96	290	46	49	60	94	249	539
0600	113	132	197	253	695	83	112	157	224	576	1271
0700	245	382	320	445	1392	227	303	309	324	1163	2555
0800	489	475	469	464	1897	361	362	416	412	1551	3448
0900	424	386	347	344	1501	373	328	313	397	1411	2912
1000	419	354	344	367	1484	361	372	344	377	1454	2938
1100	386	316	404	368	1474	355	388	377	461	1581	3055
1200	457	470	437	379	1743	427	410	377	401	1615	3358
1300	415	443	434	349	1641	526	494	469	430	1919	3560
1400	386	366	385	394	1531	474	426	453	509	1862	3393
1500	432	430	415	466	1743	460	532	532	548	2072	3815
1600	403	410	432	448	1693	579	484	535	547	2145	3838
1700	404	495	378	478	1755	551	563	566	604	2284	4039
1800	439	352	381	292	1464	485	448	477	356	1766	3230
1900	317	272	226	209	1024	374	358	403	348	1483	2507
2000	200	181	178	157	716	329	230	231	236	1026	1742
2100	197	133	151	174	655	218	204	218	202	842	1497
2200	108	138	117	114	477	179	214	187	150	730	1207
2300	97	86	78	69	330	188	182	142	144	656	986
24-Hour Totals:					24280					27493	51773

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1897	815	1563	800	3448
P.M.	1715	1790	1700	2284	1700	4039
Daily	800	1897	1700	2284	1700	4039

Generated by SPS 5.0.49P

County: 86
Station: 0503
Description: STIRLING RD E OF ANGLERS AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	67	56	46	37	206	166	93	74	91	424	630
0100	42	52	35	37	166	63	58	53	50	224	390
0200	36	37	21	33	127	39	51	42	44	176	303
0300	24	13	30	32	99	37	36	37	46	156	255
0400	19	44	29	43	135	31	33	44	40	148	283
0500	49	58	82	106	295	46	49	58	63	216	511
0600	108	123	172	202	605	71	95	148	183	497	1102
0700	248	259	353	341	1201	214	272	306	248	1040	2241
0800	381	420	398	397	1596	273	299	351	328	1251	2847
0900	395	371	406	370	1542	349	350	296	311	1306	2848
1000	425	352	374	395	1546	331	329	295	382	1337	2883
1100	419	354	403	455	1631	355	380	366	361	1462	3093
1200	488	450	482	366	1786	439	385	356	447	1627	3413
1300	450	380	442	355	1627	453	443	412	403	1711	3338
1400	407	400	378	392	1577	422	402	416	413	1653	3230
1500	429	435	512	462	1838	446	413	543	495	1897	3735
1600	410	427	418	330	1585	463	478	472	392	1805	3390
1700	483	448	417	424	1772	510	481	498	513	2002	3774
1800	382	345	304	285	1316	496	390	395	395	1676	2992
1900	307	251	255	206	1019	375	349	327	324	1375	2394
2000	188	210	164	164	726	265	239	281	223	1008	1734
2100	191	156	142	157	646	203	212	185	195	795	1441
2200	147	127	113	104	491	171	166	155	151	643	1134
2300	106	78	93	67	344	161	160	168	150	639	983
24-Hour Totals:					23876					25068	48944

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1610	830	1378	830	2939
P.M.	1500	1838	1700	2002	1530	3790
Daily	1145	1875	1700	2002	1530	3790

Generated by SPS 5.0.49P

County: 86
Station: 0507
Description: STIRLING RD W OF ANGLERS AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	68	48	55	47	218	105	100	51	55	311	529
0100	65	58	47	38	208	60	57	44	38	199	407
0200	44	41	36	36	157	33	47	43	38	161	318
0300	37	31	31	49	148	31	20	29	17	97	245
0400	47	43	39	52	181	23	27	24	25	99	280
0500	55	71	88	124	338	20	33	31	55	139	477
0600	126	151	193	240	710	68	75	111	155	409	1119
0700	278	353	375	385	1391	172	257	254	242	925	2316
0800	371	363	386	368	1488	292	250	307	303	1152	2640
0900	325	297	301	337	1260	274	290	342	301	1207	2467
1000	352	300	370	314	1336	280	287	344	351	1262	2598
1100	310	359	322	333	1324	298	315	344	386	1343	2667
1200	339	291	360	343	1333	374	342	394	445	1555	2888
1300	365	355	307	297	1324	370	427	389	406	1592	2916
1400	321	312	342	311	1286	444	413	448	477	1782	3068
1500	300	320	326	265	1211	402	435	419	436	1692	2903
1600	311	326	293	309	1239	473	460	453	425	1811	3050
1700	350	256	322	287	1215	424	487	488	421	1820	3035
1800	277	291	263	267	1098	393	384	342	358	1477	2575
1900	238	227	203	229	897	317	335	288	252	1192	2089
2000	188	172	145	177	682	229	237	213	202	881	1563
2100	171	187	152	145	655	190	220	185	186	781	1436
2200	172	158	159	136	625	158	158	161	113	590	1215
2300	106	130	106	75	417	152	144	114	100	510	927
24-Hour Totals:					20741					22987	43728

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1505	845	1209	800	2640
P.M.	1230	1423	1645	1824	1400	3068
Daily	745	1505	1645	1824	1400	3068

Generated by SPS 5.0.49P

County: 86
Station: 0507
Description: STIRLING RD W OF ANGLERS AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	82	62	79	73	296	103	97	71	57	328	624
0100	47	48	76	64	235	44	42	65	42	193	428
0200	55	43	46	39	183	40	26	37	27	130	313
0300	27	22	30	40	119	26	33	23	22	104	223
0400	36	32	45	50	163	19	26	28	28	101	264
0500	44	64	88	117	313	29	29	43	55	156	469
0600	134	155	205	225	719	68	89	111	167	435	1154
0700	293	312	326	360	1291	179	288	267	303	1037	2328
0800	393	418	379	379	1569	288	264	325	334	1211	2780
0900	331	304	246	276	1157	308	305	292	345	1250	2407
1000	328	267	316	301	1212	331	316	319	311	1277	2489
1100	269	333	282	304	1188	302	310	323	377	1312	2500
1200	339	310	341	291	1281	370	307	311	326	1314	2595
1300	277	327	296	288	1188	408	361	372	396	1537	2725
1400	307	279	306	306	1198	411	361	387	444	1603	2801
1500	321	339	358	298	1316	401	411	461	430	1703	3019
1600	267	337	319	263	1186	499	468	471	436	1874	3060
1700	328	356	305	312	1301	466	494	449	476	1885	3186
1800	350	264	315	284	1213	443	365	477	380	1665	2878
1900	249	287	200	207	943	348	303	357	294	1302	2245
2000	224	170	166	195	755	271	215	211	223	920	1675
2100	163	145	158	150	616	191	182	198	165	736	1352
2200	142	124	120	129	515	165	176	170	127	638	1153
2300	94	97	81	78	350	152	113	110	106	481	831
24-Hour Totals:					20307					23192	43499

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1569	830	1272	800	2780
P.M.	1445	1324	1700	1885	1700	3186
Daily	800	1569	1700	1885	1700	3186

Generated by SPS 5.0.49P

County: 86
Station: 0507
Description: STIRLING RD W OF ANGLERS AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	54	48	48	215	108	63	57	64	292	507
0100	45	48	42	38	173	47	50	34	33	164	337
0200	38	30	22	29	119	36	28	31	38	133	252
0300	23	18	42	37	120	18	25	15	21	79	199
0400	33	46	34	44	157	17	24	23	23	87	244
0500	51	55	95	133	334	24	17	51	53	145	479
0600	121	134	194	229	678	57	75	115	150	397	1075
0700	272	251	287	338	1148	173	227	236	209	845	1993
0800	367	381	354	347	1449	280	256	325	303	1164	2613
0900	335	357	337	337	1366	256	265	274	254	1049	2415
1000	318	252	327	329	1226	291	302	239	329	1161	2387
1100	332	272	304	379	1287	302	326	354	344	1326	2613
1200	280	317	337	307	1241	341	325	303	376	1345	2586
1300	325	332	310	264	1231	403	391	390	375	1559	2790
1400	337	301	312	321	1271	389	378	389	385	1541	2812
1500	335	332	343	340	1350	379	372	487	431	1669	3019
1600	331	295	341	338	1305	460	431	522	476	1889	3194
1700	322	364	312	328	1326	515	478	461	498	1952	3278
1800	330	262	257	311	1160	459	429	401	383	1672	2832
1900	244	260	252	201	957	343	327	278	316	1264	2221
2000	232	203	168	186	789	250	244	250	185	929	1718
2100	180	152	151	164	647	208	212	192	166	778	1425
2200	151	134	116	116	517	141	154	138	129	562	1079
2300	101	89	89	75	354	146	132	129	112	519	873
24-Hour Totals:					20420					22521	42941

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1449	800	1164	800	2613
P.M.	1630	1365	1630	1991	1630	3356
Daily	800	1449	1630	1991	1630	3356

Generated by SPS 5.0.49P

County: 86
Station: 0603
Description: STIRLING RD E OF N 29TH AVE
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	68	50	55	47	220	103	100	65	65	333	553
0100	61	62	44	40	207	62	47	46	48	203	410
0200	42	40	38	38	158	33	49	35	36	153	311
0300	37	33	31	41	142	37	34	41	41	153	295
0400	45	43	41	64	193	31	33	34	35	133	326
0500	55	75	82	114	326	28	49	67	104	248	574
0600	145	136	203	251	735	105	110	153	189	557	1292
0700	294	336	345	384	1359	190	281	312	350	1133	2492
0800	461	306	447	388	1602	364	344	339	381	1428	3030
0900	363	411	371	387	1532	316	338	336	327	1317	2849
1000	404	348	412	402	1566	318	319	338	365	1340	2906
1100	364	421	382	403	1570	346	343	368	426	1483	3053
1200	395	369	432	409	1605	440	416	442	433	1731	3336
1300	435	399	389	433	1656	438	435	423	470	1766	3422
1400	383	378	414	385	1560	424	429	454	425	1732	3292
1500	422	388	398	349	1557	422	435	445	458	1760	3317
1600	345	386	346	397	1474	459	464	453	451	1827	3301
1700	440	404	411	384	1639	446	489	454	411	1800	3439
1800	383	359	320	314	1376	411	454	378	382	1625	3001
1900	246	247	223	229	945	331	341	294	282	1248	2193
2000	180	186	149	171	686	259	245	237	222	963	1649
2100	183	175	162	147	667	210	194	191	190	785	1452
2200	168	162	157	132	619	170	174	159	143	646	1265
2300	106	118	92	77	393	128	128	112	106	474	867
24-Hour Totals:					23787					24838	48625

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1609	800	1428	800	3030
P.M.	1230	1675	1645	1840	1645	3492
Daily	1230	1675	1645	1840	1645	3492

Truck Percentage 5.95 3.75 4.83

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	257	15630	6485	249	845	35	3	31	143	108	1	0	0	0	0	1415	23787
W	50	19092	4764	154	615	42	2	71	44	4	0	0	0	0	0	932	24838

Generated by SPS 5.0.49P

County: 86
Station: 0603
Description: STIRLING RD E OF N 29TH AVE
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	76	60	73	67	276	101	93	77	61	332	608
0100	45	46	58	54	203	52	48	55	44	199	402
0200	51	41	36	35	163	37	32	33	35	137	300
0300	27	24	28	36	115	30	35	37	34	136	251
0400	30	32	47	54	163	29	38	34	44	145	308
0500	50	66	86	109	311	35	49	67	91	242	553
0600	112	131	199	237	679	90	109	151	209	559	1238
0700	277	360	334	418	1389	195	284	319	383	1181	2570
0800	439	421	410	409	1679	348	366	355	402	1471	3150
0900	391	358	308	322	1379	346	333	308	369	1356	2735
1000	388	323	342	347	1400	337	338	337	371	1383	2783
1100	341	335	356	348	1380	370	364	381	417	1532	2912
1200	413	406	403	347	1569	408	425	411	408	1652	3221
1300	361	401	380	330	1472	494	447	448	444	1833	3305
1400	359	335	358	364	1416	433	423	439	452	1747	3163
1500	391	399	400	398	1588	443	481	497	492	1913	3501
1600	349	387	391	371	1498	537	500	493	522	2052	3550
1700	384	470	359	440	1653	526	554	525	528	2133	3786
1800	410	320	361	298	1389	473	461	473	406	1813	3202
1900	293	289	220	215	1017	340	325	349	332	1346	2363
2000	218	182	178	181	759	297	245	243	229	1014	1773
2100	187	143	160	168	658	227	200	206	187	820	1478
2200	128	136	122	125	511	165	194	164	149	672	1183
2300	98	95	83	76	352	152	151	116	112	531	883
24-Hour Totals:					23019					26199	49218

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1688	800	1471	800	3150
P.M.	1715	1679	1700	2133	1700	3786
Daily	745	1688	1700	2133	1700	3786

Truck Percentage 10.05 3.58 6.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	111	14371	6224	383	1652	30	4	23	146	74	1	0	0	0	0	2313	23019
W	48	19790	5422	145	628	34	2	88	37	5	0	0	0	0	0	939	26199

Generated by SPS 5.0.49P

County: 86
Station: 0603
Description: STIRLING RD E OF N 29TH AVE
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	69	58	48	44	219	126	83	69	72	350	569
0100	45	52	40	38	175	59	48	44	43	194	369
0200	38	34	22	33	127	30	40	31	36	137	264
0300	25	16	38	35	114	32	31	37	35	135	249
0400	27	46	32	46	151	29	32	35	39	135	286
0500	51	59	80	92	282	34	49	67	93	243	525
0600	106	116	187	190	599	87	101	155	191	534	1133
0700	203	234	290	313	1040	222	277	330	286	1115	2155
0800	375	404	383	375	1537	413	354	345	410	1522	3059
0900	334	335	340	326	1335	334	345	300	324	1303	2638
1000	342	314	363	375	1394	321	314	311	373	1319	2713
1100	390	326	368	433	1517	370	360	374	364	1468	2985
1200	400	399	425	349	1573	413	413	401	432	1659	3232
1300	403	368	390	322	1483	455	421	418	429	1723	3206
1400	385	365	358	369	1477	405	412	419	401	1637	3114
1500	397	398	445	416	1656	437	416	503	463	1819	3475
1600	411	375	405	392	1583	466	487	464	452	1869	3452
1700	402	458	402	418	1680	485	478	479	448	1890	3570
1800	394	312	283	321	1310	477	429	399	385	1690	3000
1900	286	264	262	211	1023	339	319	308	320	1286	2309
2000	216	213	172	180	781	262	250	270	223	1005	1786
2100	192	160	151	166	669	220	204	188	184	796	1465
2200	155	136	118	114	523	161	168	146	149	624	1147
2300	107	87	95	73	362	138	138	129	116	521	883
24-Hour Totals:					22610					24974	47584

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1537	800	1522	800	3059
P.M.	1700	1680	1530	1919	1700	3570
Daily	1700	1680	1530	1919	1700	3570

Truck Percentage 7.14 3.61 5.29

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	197	14589	6210	251	1038	33	2	27	131	132	0	0	0	0	0	1614	22610
W	73	18894	5106	155	605	31	0	74	34	2	0	0	0	0	0	901	24974

Generated by SPS 5.0.49P

County: 86
Station: 0605
Description: N 29TH AVE N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	6	4	10	24	5	6	5	6	22	46
0100	8	5	12	4	29	4	8	4	9	25	54
0200	6	0	5	9	20	4	10	1	5	20	40
0300	8	8	2	7	25	9	5	1	1	16	41
0400	5	5	4	4	18	5	3	8	6	22	40
0500	5	5	5	9	24	5	8	14	19	46	70
0600	7	15	18	18	58	22	30	33	58	143	201
0700	29	27	35	42	133	40	50	74	88	252	385
0800	43	44	42	58	187	92	120	101	127	440	627
0900	46	61	75	48	230	133	107	88	92	420	650
1000	65	48	71	60	244	79	60	70	74	283	527
1100	64	83	64	75	286	69	86	84	83	322	608
1200	93	78	75	80	326	70	90	84	89	333	659
1300	68	71	72	91	302	86	85	86	99	356	658
1400	81	52	66	58	257	82	76	74	74	306	563
1500	90	81	76	90	337	82	42	64	52	240	577
1600	77	90	101	84	352	59	67	52	61	239	591
1700	160	97	85	70	412	70	52	65	54	241	653
1800	72	37	45	48	202	47	45	37	32	161	363
1900	31	32	21	18	102	33	34	27	27	121	223
2000	27	23	24	16	90	16	22	13	15	66	156
2100	20	17	20	19	76	13	24	16	21	74	150
2200	17	10	12	16	55	15	18	11	16	60	115
2300	19	7	8	10	44	9	7	8	9	33	77
24-Hour Totals:					3833					4241	8074

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	240	815	481	845	695
P.M.	1630	442	1300	356	1615	685
Daily	1630	442	815	481	845	695

Generated by SPS 5.0.49P

County: 86
Station: 0605
Description: N 29TH AVE N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	7	9	4	5	25	3	4	3	5	15	40
0100	6	11	5	7	29	2	6	1	11	20	49
0200	7	4	9	7	27	12	2	3	4	21	48
0300	8	13	5	2	28	2	6	10	2	20	48
0400	3	1	7	1	12	6	3	8	8	25	37
0500	5	16	10	6	37	1	10	15	16	42	79
0600	10	13	18	27	68	26	35	35	62	158	226
0700	27	27	35	47	136	41	45	70	84	240	376
0800	45	33	29	68	175	101	117	113	137	468	643
0900	54	48	49	64	215	127	92	68	86	373	588
1000	52	61	54	49	216	85	66	101	88	340	556
1100	83	49	73	69	274	72	89	66	77	304	578
1200	101	86	79	85	351	91	82	86	94	353	704
1300	97	94	96	81	368	94	84	76	102	356	724
1400	77	75	77	49	278	76	66	82	94	318	596
1500	87	84	119	85	375	69	68	53	76	266	641
1600	83	61	116	121	381	68	80	59	66	273	654
1700	188	102	104	78	472	57	67	64	61	249	721
1800	82	51	51	40	224	50	40	30	43	163	387
1900	48	34	34	21	137	41	30	19	19	109	246
2000	38	26	28	21	113	17	15	23	17	72	185
2100	20	16	15	15	66	19	17	17	15	68	134
2200	27	10	15	9	61	13	28	7	17	65	126
2300	19	11	11	8	49	9	7	7	10	33	82
24-Hour Totals:					4117					4351	8468

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	219	815	494	815	678
P.M.	1630	527	1230	358	1630	776
Daily	1630	527	815	494	1630	776

Generated by SPS 5.0.49P

County: 86
Station: 0605
Description: N 29TH AVE N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	23	4	9	8	44	4	3	3	5	15	59
0100	7	5	3	5	20	7	6	5	12	30	50
0200	6	7	9	6	28	10	7	12	1	30	58
0300	10	2	6	5	23	1	1	3	5	10	33
0400	8	4	8	4	24	3	1	8	7	19	43
0500	6	3	6	6	21	3	18	14	17	52	73
0600	5	11	16	15	47	23	33	35	67	158	205
0700	34	23	35	36	128	54	60	66	95	275	403
0800	39	49	50	46	184	99	109	108	125	441	625
0900	61	48	64	61	234	123	97	103	95	418	652
1000	59	54	51	68	232	87	75	96	47	305	537
1100	67	52	67	77	263	48	81	79	84	292	555
1200	141	88	75	60	364	88	67	93	95	343	707
1300	80	89	83	48	300	73	97	75	101	346	646
1400	89	76	75	72	312	96	80	87	66	329	641
1500	105	77	109	68	359	91	81	60	69	301	660
1600	95	79	100	99	373	71	59	58	71	259	632
1700	197	116	87	65	465	72	59	64	55	250	715
1800	78	59	38	35	210	44	46	44	41	175	385
1900	44	28	51	19	142	31	28	30	33	122	264
2000	26	21	39	22	108	45	44	21	24	134	242
2100	24	22	27	10	83	53	14	19	14	100	183
2200	19	13	3	8	43	19	5	5	29	58	101
2300	36	20	11	16	83	6	11	9	7	33	116
24-Hour Totals:					4090					4495	8585

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	219	815	465	815	671
P.M.	1630	512	1315	369	1630	772
Daily	1630	512	815	465	1630	772

Generated by SPS 5.0.49P

County: 86
Station: 0701
Description: I-95 SB OFF RAMP N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	91	87	79	82	339
0100	80	58	35	50	223
0200	40	29	37	36	142
0300	42	45	36	59	182
0400	69	46	29	36	180
0500	35	31	55	74	195
0600	81	87	116	139	423
0700	161	205	232	237	835
0800	262	248	260	308	1078
0900	248	195	217	175	835
1000	200	172	227	251	850
1100	221	211	230	240	902
1200	226	237	238	249	950
1300	261	225	241	225	952
1400	217	211	165	196	789
1500	217	221	183	186	807
1600	227	238	256	287	1008
1700	251	267	248	238	1004
1800	218	206	220	238	882
1900	199	189	178	144	710
2000	144	148	129	138	559
2100	107	95	89	75	366
2200	94	97	79	68	338
2300	91	80	85	72	328
24-Hour Totals:					14877

Peak Volume Information

	Hour	Volume
A.M.	800	1078
P.M.	1630	1061
Daily	800	1078

Truck Percentage	4.41	NaN	4.41

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	20	11635	2566	95	340	36	3	60	119	3	0	0	0	0	0	656	14877

Generated by SPS 5.0.49P

County: 86
Station: 0701
Description: I-95 SB OFF RAMP N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	66	72	77	64	279
0100	68	46	60	54	228
0200	28	34	22	39	123
0300	41	40	44	54	179
0400	33	36	32	48	149
0500	38	35	45	68	186
0600	82	91	126	176	475
0700	174	184	206	259	823
0800	280	260	253	260	1053
0900	256	224	194	253	927
1000	215	199	229	231	874
1100	231	244	249	280	1004
1200	198	230	240	249	917
1300	241	232	256	236	965
1400	217	211	264	254	946
1500	244	253	234	232	963
1600	241	243	241	246	971
1700	250	223	268	209	950
1800	148	171	195	206	720
1900	178	181	196	208	763
2000	148	142	107	124	521
2100	120	96	91	87	394
2200	91	91	86	100	368
2300	79	79	81	106	345
24-Hour Totals:					15123

Peak Volume Information

	Hour	Volume
A.M.	800	1053
P.M.	1430	1015
Daily	800	1053

Truck Percentage 6.63 NaN 6.63

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	23	10672	3425	129	645	40	4	81	97	3	0	2	2	0	0	1003	15123

Generated by SPS 5.0.49P

County: 86
Station: 0701
Description: I-95 SB OFF RAMP N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	83	60	55	53	251
0100	52	29	43	36	160
0200	28	35	28	38	129
0300	22	27	36	37	122
0400	34	59	69	62	224
0500	48	33	52	76	209
0600	65	90	119	165	439
0700	184	209	229	241	863
0800	241	243	271	238	993
0900	211	170	178	188	747
1000	183	206	223	218	830
1100	212	227	245	211	895
1200	230	228	240	244	942
1300	227	237	251	244	959
1400	224	234	265	242	965
1500	231	205	214	232	882
1600	227	232	243	236	938
1700	243	244	216	184	887
1800	199	204	211	187	801
1900	180	182	162	146	670
2000	137	120	129	109	495
2100	103	94	89	96	382
2200	95	86	83	94	358
2300	137	148	156	117	558
24-Hour Totals:					14699

Peak Volume Information

	Hour	Volume
A.M.	745	996
P.M.	1415	972
Daily	745	996

Truck Percentage	4.74	NaN	4.74

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	32	11348	2622	91	405	35	2	55	104	3	0	1	1	0	0	697	14699

Generated by SPS 5.0.49P

County: 86
Station: 0703
Description: STIRLING RD E OF I-95 SB RAMPS
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	101	95	80	76	352	108	87	66	66	327	679
0100	74	66	62	42	244	53	48	49	47	197	441
0200	52	40	33	61	186	46	45	31	32	154	340
0300	43	39	45	68	195	33	33	29	37	132	327
0400	36	38	46	45	165	31	38	42	42	153	318
0500	49	50	87	108	294	48	58	81	93	280	574
0600	116	130	191	229	666	102	125	149	190	566	1232
0700	244	338	317	409	1308	206	264	318	323	1111	2419
0800	406	393	403	403	1605	319	308	322	351	1300	2905
0900	394	392	350	435	1571	296	305	330	323	1254	2825
1000	379	351	405	375	1510	300	338	314	369	1321	2831
1100	431	412	398	480	1721	349	372	402	396	1519	3240
1200	509	483	537	481	2010	404	409	376	492	1681	3691
1300	484	460	445	458	1847	417	446	484	444	1791	3638
1400	416	405	461	423	1705	468	447	414	494	1823	3528
1500	456	483	412	447	1798	417	454	502	474	1847	3645
1600	412	407	457	398	1674	506	477	458	508	1949	3623
1700	394	448	387	408	1637	473	451	494	460	1878	3515
1800	389	366	402	310	1467	479	463	405	437	1784	3251
1900	352	318	283	299	1252	379	384	374	344	1481	2733
2000	236	219	230	189	874	337	342	304	295	1278	2152
2100	204	170	171	162	707	267	250	295	259	1071	1778
2200	143	132	116	127	518	226	247	219	167	859	1377
2300	157	128	106	115	506	201	167	168	127	663	1169
24-Hour Totals:					25812					26419	52231

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1611	800	1300	800	2905
P.M.	1200	2010	1530	1959	1245	3709
Daily	1200	2010	1530	1959	1245	3709

Generated by SPS 5.0.49P

County: 86
Station: 0703
Description: STIRLING RD E OF I-95 SB RAMPS
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	102	87	85	87	361	94	86	57	62	299	660
0100	84	56	57	45	242	48	44	58	38	188	430
0200	39	50	35	45	169	43	36	31	29	139	308
0300	47	44	47	77	215	24	33	17	40	114	329
0400	44	45	48	48	185	32	38	41	38	149	334
0500	50	55	89	95	289	41	53	74	93	261	550
0600	116	132	192	238	678	81	121	137	193	532	1210
0700	245	340	317	423	1325	201	265	313	329	1108	2433
0800	407	463	437	414	1721	274	306	314	344	1238	2959
0900	396	377	322	434	1529	296	284	330	323	1233	2762
1000	365	320	381	368	1434	306	323	323	335	1287	2721
1100	447	396	422	442	1707	334	360	376	384	1454	3161
1200	494	452	543	459	1948	392	400	356	449	1597	3545
1300	439	448	475	436	1798	424	416	480	418	1738	3536
1400	383	369	488	426	1666	463	423	386	490	1762	3428
1500	483	467	416	421	1787	386	435	490	476	1787	3574
1600	427	408	495	397	1727	525	437	469	520	1951	3678
1700	486	497	493	477	1953	477	456	492	439	1864	3817
1800	385	355	387	335	1462	475	477	415	428	1795	3257
1900	348	314	273	325	1260	374	371	349	305	1399	2659
2000	225	213	213	182	833	315	288	268	247	1118	1951
2100	207	150	156	156	669	226	195	247	205	873	1542
2200	120	117	111	138	486	203	226	193	130	752	1238
2300	151	125	101	123	500	163	136	137	96	532	1032
24-Hour Totals:					25944					25170	51114

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1730	815	1260	815	2970
P.M.	1700	1953	1600	1951	1645	3818
Daily	1700	1953	1600	1951	1645	3818

Generated by SPS 5.0.49P

County: 86
Station: 0703
Description: STIRLING RD E OF I-95 SB RAMPS
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	99	108	74	66	347	112	82	67	63	324	671
0100	60	69	67	38	234	55	45	38	47	185	419
0200	64	31	30	80	205	46	48	26	31	151	356
0300	36	36	40	61	173	39	32	35	35	141	314
0400	28	31	48	39	146	30	35	39	42	146	292
0500	48	42	89	101	280	55	59	87	88	289	569
0600	106	124	176	212	618	114	124	145	178	561	1179
0700	241	285	302	362	1190	185	235	283	280	983	2173
0800	376	370	440	426	1612	350	284	323	346	1303	2915
0900	398	399	354	436	1587	292	303	297	301	1193	2780
1000	406	360	419	377	1562	289	332	277	377	1275	2837
1100	423	408	370	504	1705	338	374	406	379	1497	3202
1200	536	516	532	502	2086	397	379	369	510	1655	3741
1300	525	481	414	462	1882	388	439	452	437	1716	3598
1400	437	423	425	414	1699	437	439	408	459	1743	3442
1500	413	492	414	469	1788	421	448	490	456	1815	3603
1600	441	454	480	402	1777	463	490	435	478	1866	3643
1700	502	514	411	438	1865	444	424	477	462	1807	3672
1800	390	378	388	320	1476	456	417	384	414	1671	3147
1900	349	317	289	275	1230	365	373	382	380	1500	2730
2000	253	225	236	194	908	344	386	334	330	1394	2302
2100	205	188	190	162	745	282	283	331	292	1188	1933
2200	161	143	115	114	533	222	255	232	191	900	1433
2300	172	131	114	114	531	223	189	179	150	741	1272
24-Hour Totals:					26179					26044	52223

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1663	800	1303	830	2927
P.M.	1200	2086	1530	1899	1230	3746
Daily	1145	2088	1530	1899	1230	3746

Generated by SPS 5.0.49P

County: 86
Station: 0705
Description: I-95 SB ON RAMP S OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	83	84	77	75	319
0100	69	68	55	48	240
0200	68	50	35	42	195
0300	31	34	25	24	114
0400	29	24	43	48	144
0500	42	44	48	75	209
0600	90	82	120	141	433
0700	190	189	200	202	781
0800	154	255	183	183	775
0900	205	165	163	200	733
1000	160	187	190	215	752
1100	216	238	212	221	887
1200	269	216	259	253	997
1300	231	260	267	245	1003
1400	271	242	254	248	1015
1500	275	274	331	296	1176
1600	299	247	237	277	1060
1700	284	261	219	234	998
1800	224	242	207	210	883
1900	215	218	190	203	826
2000	184	178	147	134	643
2100	117	135	144	131	527
2200	167	132	110	149	558
2300	89	77	67	50	283
24-Hour Totals:					15551

Peak Volume Information

	Hour	Volume
A.M.	815	826
P.M.	1515	1200
Daily	1515	1200

Truck Percentage	4.08	NaN	4.08

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	22	12241	2654	133	341	73	1	39	45	1	0	0	1	0	0	634	15551

Generated by SPS 5.0.49P

County: 86
Station: 0705
Description: I-95 SB ON RAMP S OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	64	54	51	38	207
0100	25	34	25	27	111
0200	24	19	23	27	93
0300	26	21	24	24	95
0400	22	20	27	35	104
0500	34	54	46	73	207
0600	77	94	130	159	460
0700	189	178	195	226	788
0800	215	246	191	213	865
0900	178	178	157	156	669
1000	148	179	182	172	681
1100	196	195	192	193	776
1200	219	232	234	211	896
1300	245	243	217	257	962
1400	226	255	236	246	963
1500	235	283	339	280	1137
1600	307	308	252	217	1084
1700	289	275	231	270	1065
1800	289	220	232	210	951
1900	214	206	203	166	789
2000	204	173	147	148	672
2100	159	125	146	121	551
2200	136	128	110	109	483
2300	117	94	94	82	387
24-Hour Totals:					14996

Peak Volume Information

	Hour	Volume
A.M.	730	882
P.M.	1530	1234
Daily	1530	1234

Truck Percentage	4.25	NaN	4.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	25	11711	2622	126	374	48	0	47	37	3	0	0	3	0	0	638	14996

Generated by SPS 5.0.49P

County: 86
Station: 0705
Description: I-95 SB ON RAMP S OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	75	70	64	58	267
0100	47	53	41	39	180
0200	47	20	30	17	114
0300	27	28	23	22	100
0400	32	27	23	36	118
0500	28	55	38	55	176
0600	72	83	127	109	391
0700	134	137	154	186	611
0800	157	217	194	168	736
0900	180	175	200	183	738
1000	209	203	215	230	857
1100	214	245	237	215	911
1200	213	198	230	223	864
1300	241	267	249	259	1016
1400	241	259	262	245	1007
1500	220	291	306	285	1102
1600	317	280	252	250	1099
1700	312	299	233	294	1138
1800	282	256	247	241	1026
1900	238	251	241	215	945
2000	192	195	165	155	707
2100	157	145	142	159	603
2200	140	131	121	94	486
2300	117	90	85	83	375
24-Hour Totals:					15567

Peak Volume Information

	Hour	Volume
A.M.	815	759
P.M.	1515	1199
Daily	1515	1199

Truck Percentage	3.81	NaN	3.81

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	23	12219	2732	105	347	45	0	55	39	0	0	0	2	0	0	593	15567

Generated by SPS 5.0.49P

County: 86
Station: 0801
Description: I-95 NB ON RAMP N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	69	55	39	35	198
0100	39	29	24	27	119
0200	20	18	20	23	81
0300	15	11	18	14	58
0400	19	23	31	19	92
0500	39	43	50	52	184
0600	74	94	113	121	402
0700	159	219	218	249	845
0800	216	252	208	246	922
0900	226	191	170	190	777
1000	185	206	213	212	816
1100	212	242	218	247	919
1200	253	275	272	286	1086
1300	261	245	195	225	926
1400	280	283	278	287	1128
1500	297	288	304	261	1150
1600	312	252	272	228	1064
1700	293	270	249	241	1053
1800	220	212	227	203	862
1900	230	192	188	154	764
2000	186	121	156	108	571
2100	128	146	130	127	531
2200	141	107	98	125	471
2300	81	61	59	48	249
24-Hour Totals:					15268

Peak Volume Information

	Hour	Volume
A.M.	730	935
P.M.	1445	1176
Daily	1445	1176

Truck Percentage	2.80	NaN	2.80

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	18	12734	2088	50	176	50	1	52	95	3	0	0	1	0	0	428	15268

Generated by SPS 5.0.49P

County: 86
Station: 0801
Description: I-95 NB ON RAMP N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	36	32	24	27	119
0100	22	20	18	12	72
0200	15	13	13	14	55
0300	26	13	17	12	68
0400	17	16	26	22	81
0500	36	32	39	58	165
0600	74	101	149	144	468
0700	180	204	275	276	935
0800	233	231	244	221	929
0900	224	221	225	233	903
1000	229	199	213	211	852
1100	224	198	210	189	821
1200	248	268	251	255	1022
1300	239	236	264	254	993
1400	266	300	258	259	1083
1500	292	225	299	259	1075
1600	283	267	277	253	1080
1700	298	270	213	263	1044
1800	247	215	239	171	872
1900	178	191	169	166	704
2000	173	152	134	147	606
2100	126	126	123	121	496
2200	93	120	87	84	384
2300	93	75	74	75	317
24-Hour Totals:					15144

Peak Volume Information

	Hour	Volume
A.M.	730	1015
P.M.	1415	1109
Daily	1415	1109

Truck Percentage	5.71	NaN	5.71

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	10992	3259	90	596	30	0	62	83	3	0	0	1	0	0	865	15144

Generated by SPS 5.0.49P

County: 86
Station: 0801
Description: I-95 NB ON RAMP N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	111	89	73	62	335
0100	74	67	42	28	211
0200	18	19	18	20	75
0300	16	20	17	17	70
0400	17	21	25	25	88
0500	32	41	42	47	162
0600	68	85	96	132	381
0700	133	166	216	182	697
0800	185	219	212	226	842
0900	204	222	220	225	871
1000	214	228	187	250	879
1100	209	235	223	191	858
1200	208	234	240	243	925
1300	242	255	238	247	982
1400	246	262	295	266	1069
1500	295	276	272	269	1112
1600	290	287	326	259	1162
1700	346	304	254	212	1116
1800	254	193	195	167	809
1900	196	157	165	175	693
2000	166	140	118	134	558
2100	147	122	133	108	510
2200	103	87	107	83	380
2300	85	79	48	58	270
24-Hour Totals:					15055

Peak Volume Information

	Hour	Volume
A.M.	845	872
P.M.	1630	1235
Daily	1630	1235

Truck Percentage	3.06	NaN	3.06

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	20	12406	2169	51	222	57	3	45	81	0	0	0	1	0	0	460	15055

Generated by SPS 5.0.49P

County: 86
Station: 0803
Description: STIRLING RD E OF I-95 NB RAMPS
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	44	62	65	50	221	119	77	59	69	324	545
0100	49	49	38	39	175	50	36	25	24	135	310
0200	32	23	20	43	118	26	17	26	20	89	207
0300	27	31	28	33	119	31	15	17	27	90	209
0400	24	42	33	54	153	30	21	24	33	108	261
0500	62	66	97	159	384	46	49	54	85	234	618
0600	157	185	238	301	881	143	129	183	176	631	1512
0700	291	382	349	410	1432	232	266	318	349	1165	2597
0800	428	386	399	403	1616	294	307	342	351	1294	2910
0900	343	414	333	382	1472	316	321	283	334	1254	2726
1000	355	346	414	412	1527	315	345	322	339	1321	2848
1100	406	459	467	474	1806	358	373	343	442	1516	3322
1200	409	455	485	463	1812	374	437	422	460	1693	3505
1300	418	446	464	478	1806	455	493	474	488	1910	3716
1400	427	448	418	430	1723	463	521	470	430	1884	3607
1500	436	411	434	416	1697	501	496	567	519	2083	3780
1600	409	422	415	451	1697	500	474	531	518	2023	3720
1700	396	467	444	448	1755	537	508	529	464	2038	3793
1800	430	409	486	440	1765	446	417	404	366	1633	3398
1900	411	404	387	356	1558	399	349	332	350	1430	2988
2000	265	228	249	220	962	292	273	292	246	1103	2065
2100	217	212	167	169	765	265	229	237	187	918	1683
2200	150	159	139	118	566	184	165	132	121	602	1168
2300	124	106	92	84	406	155	105	98	84	442	848
24-Hour Totals:					26416					25920	52336

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1623	830	1330	745	2915
P.M.	1215	1821	1630	2094	1645	3850
Daily	1145	1823	1630	2094	1645	3850

Truck Percentage 5.81 3.50 4.66

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	230	18283	6369	73	272	350	386	89	68	287	2	7	0	0	0	1534	26416
W	396	23283	1335	58	190	264	61	33	28	38	1	2	231	0	0	906	25920

Generated by SPS 5.0.49P

County: 86
Station: 0803
Description: STIRLING RD E OF I-95 NB RAMPS
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	78	58	64	56	256	81	67	47	51	246	502
0100	45	57	56	32	190	38	31	35	22	126	316
0200	38	32	15	52	137	24	24	23	18	89	226
0300	25	38	26	28	117	18	29	23	13	83	200
0400	26	32	33	53	144	22	22	24	24	92	236
0500	64	56	75	115	310	46	59	56	92	253	563
0600	137	202	213	283	835	128	129	184	227	668	1503
0700	256	351	313	408	1328	217	267	326	347	1157	2485
0800	369	390	396	388	1543	324	328	365	324	1341	2884
0900	343	382	336	335	1396	317	334	304	398	1353	2749
1000	387	363	361	346	1457	352	337	316	381	1386	2843
1100	371	462	441	464	1738	367	346	350	407	1470	3208
1200	524	479	474	532	2009	413	514	469	485	1881	3890
1300	495	528	483	495	2001	494	456	472	496	1918	3919
1400	404	449	439	399	1691	508	529	485	470	1992	3683
1500	408	396	364	374	1542	500	451	561	558	2070	3612
1600	414	436	472	442	1764	522	553	473	403	1951	3715
1700	432	456	515	450	1853	534	444	462	520	1960	3813
1800	468	460	402	402	1732	497	457	452	368	1774	3506
1900	330	324	337	315	1306	424	395	354	327	1500	2806
2000	278	271	256	224	1029	343	343	302	284	1272	2301
2100	217	202	189	186	794	290	290	263	251	1094	1888
2200	175	137	147	139	598	178	212	182	172	744	1342
2300	155	139	122	122	538	131	139	103	100	473	1011
24-Hour Totals:					26308					26893	53201

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1563	745	1364	745	2927
P.M.	1245	2038	1530	2194	1245	3945
Daily	1245	2038	1530	2194	1245	3945

Truck Percentage 6.06 3.19 4.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	205	18941	5569	104	331	342	412	125	82	185	4	8	0	0	0	1593	26308
W	359	24309	1366	79	161	231	73	42	18	47	2	2	204	0	0	859	26893

Generated by SPS 5.0.49P

County: 86
Station: 0803
Description: STIRLING RD E OF I-95 NB RAMPS
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	80	92	89	77	338	120	81	76	51	328	666
0100	60	65	67	47	239	54	47	45	36	182	421
0200	56	37	26	42	161	47	36	34	17	134	295
0300	33	31	32	35	131	23	18	22	12	75	206
0400	28	42	35	56	161	34	27	32	33	126	287
0500	58	60	87	126	331	40	62	53	77	232	563
0600	132	173	199	260	764	94	123	168	170	555	1319
0700	236	300	282	364	1182	162	202	266	278	908	2090
0800	374	360	401	402	1537	246	279	346	292	1163	2700
0900	343	397	335	361	1436	320	312	339	335	1306	2742
1000	372	353	391	379	1495	322	363	367	415	1467	2962
1100	387	463	454	468	1772	403	429	451	424	1707	3479
1200	464	466	478	496	1904	439	471	502	494	1906	3810
1300	456	487	473	489	1905	507	480	482	512	1981	3886
1400	416	446	429	439	1730	445	502	536	489	1972	3702
1500	452	429	420	430	1731	497	489	570	537	2093	3824
1600	421	444	457	458	1780	502	499	495	484	1980	3760
1700	419	466	491	454	1830	492	492	512	440	1936	3766
1800	452	434	416	422	1724	464	444	420	430	1758	3482
1900	377	362	363	327	1429	415	371	401	359	1546	2975
2000	269	236	248	213	966	325	297	244	269	1135	2101
2100	205	209	176	164	754	284	255	266	227	1032	1786
2200	170	181	154	120	625	217	212	190	148	767	1392
2300	125	112	108	89	434	170	135	113	87	505	939
24-Hour Totals:					26359					26794	53153

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1543	830	1270	830	2813
P.M.	1230	1917	1530	2108	1230	3900
Daily	1230	1917	1530	2108	1230	3900

Truck Percentage 5.91 3.05 4.47

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	188	18978	5634	86	324	338	396	125	89	185	7	9	0	0	0	1559	26359
W	349	24155	1472	51	181	226	80	38	20	33	3	2	184	0	0	818	26794

Generated by SPS 5.0.49P

County: 86
Station: 0805
Description: I-95 NB OFF RAMP S OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	98	97	75	82	352
0100	75	71	54	43	243
0200	37	34	34	25	130
0300	15	17	21	25	78
0400	28	27	35	40	130
0500	37	43	64	89	233
0600	72	135	163	193	563
0700	157	198	182	211	748
0800	227	204	241	248	920
0900	213	198	207	218	836
1000	200	216	202	231	849
1100	238	274	304	231	1047
1200	241	259	266	259	1025
1300	267	264	334	314	1179
1400	240	288	288	292	1108
1500	300	285	219	251	1055
1600	260	261	291	287	1099
1700	270	248	273	253	1044
1800	255	227	267	250	999
1900	263	221	257	210	951
2000	140	194	163	137	634
2100	138	137	138	150	563
2200	103	102	93	80	378
2300	71	76	62	44	253
24-Hour Totals:					16417

Peak Volume Information

	Hour	Volume
A.M.	800	920
P.M.	1300	1179
Daily	1300	1179

Truck Percentage	3.74	NaN	3.74

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	20	13145	2638	137	353	27	22	33	40	2	0	0	0	0	0	614	16417

Generated by SPS 5.0.49P

County: 86
Station: 0805
Description: I-95 NB OFF RAMP S OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	37	45	37	46	165
0100	27	38	24	19	108
0200	19	23	18	18	78
0300	15	16	25	25	81
0400	21	21	27	35	104
0500	44	47	69	107	267
0600	83	140	174	188	585
0700	178	256	181	207	822
0800	215	196	271	251	933
0900	223	214	218	219	874
1000	198	179	190	221	788
1100	236	219	223	257	935
1200	218	267	225	237	947
1300	233	210	245	263	951
1400	260	228	265	272	1025
1500	255	252	233	249	989
1600	232	272	284	263	1051
1700	232	250	283	246	1011
1800	253	241	246	184	924
1900	225	235	224	191	875
2000	157	157	159	140	613
2100	129	139	137	90	495
2200	109	99	101	86	395
2300	72	72	57	62	263
24-Hour Totals:					15279

Peak Volume Information

	Hour	Volume
A.M.	830	959
P.M.	1600	1051
Daily	1600	1051

Truck Percentage	4.05	NaN	4.05

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	26	12115	2519	129	384	23	2	40	35	4	0	0	2	0	0	619	15279

Generated by SPS 5.0.49P

County: 86
Station: 0805
Description: I-95 NB OFF RAMP S OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	67	66	34	32	199
0100	31	28	28	40	127
0200	21	24	13	20	78
0300	15	13	28	34	90
0400	18	21	31	51	121
0500	30	39	53	85	207
0600	78	131	138	166	513
0700	160	199	225	200	784
0800	200	192	220	211	823
0900	233	198	187	239	857
1000	205	232	221	219	877
1100	199	248	231	267	945
1200	278	278	299	273	1128
1300	273	277	264	248	1062
1400	271	305	254	259	1089
1500	270	263	272	269	1074
1600	274	270	273	247	1064
1700	267	270	249	271	1057
1800	270	252	229	247	998
1900	255	205	210	210	880
2000	174	174	193	137	678
2100	133	121	128	108	490
2200	118	140	122	99	479
2300	101	109	97	87	394
24-Hour Totals:					16014

Peak Volume Information

	Hour	Volume
A.M.	830	862
P.M.	1200	1128
Daily	1200	1128

Truck Percentage	3.64	NaN	3.64

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	21	12990	2420	120	354	28	5	45	31	0	0	0	0	0	0	583	16014

Generated by SPS 5.0.49P

County: 86
Station: 0901
Description: OAKWOOD BLVD N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	16	12	8	10	46	12	11	9	10	42	88
0100	9	9	7	3	28	11	9	10	6	36	64
0200	0	1	2	3	6	1	3	1	1	6	12
0300	3	1	3	3	10	3	0	3	2	8	18
0400	3	9	3	6	21	1	0	3	3	7	28
0500	10	8	17	11	46	9	9	14	10	42	88
0600	19	26	30	53	128	28	32	25	33	118	246
0700	42	45	41	46	174	30	50	48	43	171	345
0800	49	38	51	48	186	39	44	44	42	169	355
0900	60	63	52	88	263	52	55	48	44	199	462
1000	87	69	101	105	362	63	69	90	63	285	647
1100	127	133	118	157	535	102	109	112	121	444	979
1200	226	177	191	190	784	143	152	139	140	574	1358
1300	173	160	132	156	621	146	175	147	153	621	1242
1400	129	123	142	127	521	145	106	118	97	466	987
1500	152	169	136	134	591	126	126	117	103	472	1063
1600	113	123	124	123	483	113	111	112	124	460	943
1700	120	126	118	147	511	118	100	99	107	424	935
1800	127	135	130	146	538	106	123	108	98	435	973
1900	176	132	143	139	590	142	127	118	118	505	1095
2000	99	101	92	93	385	120	90	97	90	397	782
2100	64	70	48	49	231	90	80	86	74	330	561
2200	34	29	31	36	130	64	50	67	50	231	361
2300	29	17	16	10	72	53	45	28	13	139	211
24-Hour Totals:					7262					6581	13843

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	223	845	197	845	420
P.M.	1200	784	1300	621	1200	1358
Daily	1200	784	1300	621	1200	1358

Generated by SPS 5.0.49P

County: 86
Station: 0901
Description: OAKWOOD BLVD N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	17	13	22	69	19	15	13	12	59	128
0100	13	5	10	2	30	13	8	12	9	42	72
0200	9	4	5	4	22	7	3	3	1	14	36
0300	3	3	1	5	12	4	2	0	10	16	28
0400	3	13	1	5	22	3	2	1	3	9	31
0500	6	13	11	24	54	16	8	16	18	58	112
0600	18	23	28	41	110	20	18	23	31	92	202
0700	30	38	41	45	154	32	36	43	37	148	302
0800	54	43	54	56	207	37	40	52	48	177	384
0900	56	79	73	80	288	57	55	59	57	228	516
1000	103	85	83	92	363	60	60	74	80	274	637
1100	116	122	129	166	533	102	107	99	140	448	981
1200	222	177	157	164	720	143	133	148	167	591	1311
1300	165	177	174	190	706	143	159	166	164	632	1338
1400	154	143	126	109	532	168	128	129	136	561	1093
1500	153	141	109	145	548	138	145	130	119	532	1080
1600	113	114	104	120	451	125	119	106	106	456	907
1700	115	120	121	139	495	132	106	107	105	450	945
1800	134	128	150	147	559	123	117	145	114	499	1058
1900	151	156	108	143	558	173	119	127	122	541	1099
2000	130	87	101	78	396	138	108	104	92	442	838
2100	69	77	49	56	251	97	111	87	83	378	629
2200	35	32	26	29	122	97	56	48	32	233	355
2300	39	31	20	15	105	40	33	37	16	126	231
24-Hour Totals:					7307					7006	14313

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	264	845	219	845	483
P.M.	1200	720	1315	657	1315	1352
Daily	1145	722	1315	657	1315	1352

Generated by SPS 5.0.49P

County: 86
Station: 0901
Description: OAKWOOD BLVD N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	15	16	9	15	55	21	16	10	10	57	112
0100	9	7	9	4	29	9	8	8	7	32	61
0200	7	6	7	5	25	6	5	3	5	19	44
0300	4	4	3	8	19	5	2	1	7	15	34
0400	6	9	4	6	25	2	3	3	3	11	36
0500	7	12	8	22	49	12	8	8	15	43	92
0600	18	28	36	34	116	17	16	24	21	78	194
0700	32	28	40	45	145	31	31	37	41	140	285
0800	42	35	38	47	162	35	36	49	39	159	321
0900	55	65	60	76	256	49	54	54	54	211	467
1000	82	82	89	97	350	50	54	82	82	268	618
1100	105	119	127	153	504	91	101	92	125	409	913
1200	189	157	157	152	655	141	134	145	153	573	1228
1300	165	155	156	182	658	132	155	153	170	610	1268
1400	153	131	140	125	549	162	134	152	148	596	1145
1500	147	136	122	143	548	142	170	148	142	602	1150
1600	121	120	135	124	500	138	130	116	127	511	1011
1700	131	135	128	138	532	141	139	122	126	528	1060
1800	140	129	135	138	542	134	124	137	140	535	1077
1900	172	155	121	151	599	168	129	140	134	571	1170
2000	119	125	110	85	439	152	123	134	112	521	960
2100	79	82	59	63	283	129	142	113	107	491	774
2200	40	39	30	28	137	118	83	85	63	349	486
2300	34	29	27	16	106	56	55	52	29	192	298
24-Hour Totals:					7283					7521	14804

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	227	845	196	845	423
P.M.	1300	658	1315	640	1315	1286
Daily	1300	658	1315	640	1315	1286

Generated by SPS 5.0.49P

County: 86
Station: 0903
Description: STIRLING RD E OF OAKWOOD BLVD
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	65	70	56	43	234	51	39	29	24	143	377
0100	32	37	30	20	119	36	30	25	17	108	227
0200	23	17	14	20	74	23	15	24	20	82	156
0300	27	18	22	21	88	30	18	18	23	89	177
0400	11	20	25	29	85	17	21	21	24	83	168
0500	36	42	54	100	232	45	45	49	76	215	447
0600	94	133	187	218	632	117	88	151	164	520	1152
0700	232	260	263	326	1081	195	226	258	302	981	2062
0800	323	307	299	342	1271	250	261	302	285	1098	2369
0900	337	279	237	276	1129	261	227	223	245	956	2085
1000	225	281	275	265	1046	272	239	254	250	1015	2061
1100	308	366	314	323	1311	269	276	302	332	1179	2490
1200	305	364	372	400	1441	312	330	322	305	1269	2710
1300	363	356	339	330	1388	355	330	297	380	1362	2750
1400	368	392	344	351	1455	305	341	350	318	1314	2769
1500	325	385	337	325	1372	400	393	462	420	1675	3047
1600	284	380	340	292	1296	400	390	440	355	1585	2881
1700	316	405	374	367	1462	445	438	428	344	1655	3117
1800	277	333	353	309	1272	356	316	278	270	1220	2492
1900	352	296	234	233	1115	261	247	206	207	921	2036
2000	176	145	160	151	632	196	147	174	126	643	1275
2100	154	128	101	124	507	150	131	131	121	533	1040
2200	99	121	92	74	386	129	92	68	87	376	762
2300	112	70	72	51	305	87	74	64	59	284	589
24-Hour Totals:					19933					19306	39239

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1285	745	1115	815	2394
P.M.	1215	1499	1630	1678	1700	3117
Daily	1215	1499	1630	1678	1700	3117

Truck Percentage 4.22 2.59 3.42

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	102	14850	4140	52	217	186	180	84	53	65	1	3	0	0	0	841	19933
W	231	14768	3807	49	154	160	52	27	27	28	1	2	0	0	0	500	19306

Generated by SPS 5.0.49P

County: 86
Station: 0903
Description: STIRLING RD E OF OAKWOOD BLVD
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	60	46	38	46	190	69	51	49	38	207	397
0100	31	38	33	20	122	45	38	31	42	156	278
0200	28	28	14	28	98	28	40	24	28	120	218
0300	14	24	17	18	73	22	26	21	17	86	159
0400	13	24	24	37	98	16	22	30	27	95	193
0500	50	30	68	99	247	39	49	60	79	227	474
0600	91	145	218	201	655	105	95	146	144	490	1145
0700	237	272	217	280	1006	193	240	254	302	989	1995
0800	292	353	290	337	1272	246	270	300	312	1128	2400
0900	314	292	278	307	1191	244	247	233	246	970	2161
1000	351	266	270	309	1196	256	280	268	254	1058	2254
1100	321	284	275	383	1263	284	287	291	310	1172	2435
1200	343	385	367	314	1409	310	326	353	300	1289	2698
1300	355	328	317	333	1333	321	314	347	327	1309	2642
1400	310	339	291	322	1262	325	337	362	317	1341	2603
1500	341	313	292	371	1317	332	350	495	416	1593	2910
1600	295	323	349	277	1244	379	362	391	358	1490	2734
1700	349	340	336	367	1392	462	406	392	333	1593	2985
1800	334	326	288	254	1202	343	329	266	283	1221	2423
1900	239	252	248	243	982	243	232	211	226	912	1894
2000	164	201	151	159	675	201	150	195	157	703	1378
2100	159	137	145	136	577	149	150	152	129	580	1157
2200	113	97	107	101	418	137	122	134	116	509	927
2300	118	112	91	97	418	112	107	91	58	368	786
24-Hour Totals:					19640					19606	39246

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1294	800	1128	815	2420
P.M.	1215	1421	1530	1652	1700	2985
Daily	1145	1478	1530	1652	1700	2985

Truck Percentage 3.96 2.54 3.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	105	15140	3618	56	194	152	196	85	44	45	2	3	0	0	0	777	19640
W	211	15055	3842	62	138	145	58	36	19	36	2	2	0	0	0	498	19606

Generated by SPS 5.0.49P

County: 86
Station: 0903
Description: STIRLING RD E OF OAKWOOD BLVD
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	80	82	65	61	288	76	50	55	46	227	515
0100	54	47	61	38	200	50	42	31	49	172	372
0200	47	31	33	27	138	32	40	30	32	134	272
0300	21	21	21	25	88	22	29	21	19	91	179
0400	23	24	27	34	108	17	24	32	28	101	209
0500	25	34	53	82	194	40	49	56	79	224	418
0600	74	125	156	136	491	100	95	140	140	475	966
0700	185	202	220	257	864	161	210	204	249	824	1688
0800	203	312	249	269	1033	212	239	259	281	991	2024
0900	330	263	247	295	1135	247	241	227	248	963	2098
1000	297	299	304	281	1181	252	276	275	267	1070	2251
1100	314	293	355	332	1294	298	302	295	311	1206	2500
1200	324	367	399	395	1485	321	330	345	322	1318	2803
1300	399	365	315	386	1465	332	342	340	341	1355	2820
1400	322	356	337	278	1293	347	350	389	313	1399	2692
1500	335	413	338	283	1369	341	373	510	439	1663	3032
1600	282	311	329	276	1198	400	357	386	354	1497	2695
1700	314	396	315	322	1347	450	405	377	330	1562	2909
1800	317	275	257	248	1097	332	316	262	284	1194	2291
1900	227	239	213	207	886	246	238	219	231	934	1820
2000	176	206	166	138	686	230	163	205	170	768	1454
2100	160	154	135	108	557	157	159	155	140	611	1168
2200	127	128	109	86	450	148	123	126	122	519	969
2300	98	85	63	70	316	120	113	92	76	401	717
24-Hour Totals:					19163					19699	38862

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1160	830	1028	815	2186
P.M.	1215	1560	1515	1722	1515	3038
Daily	1215	1560	1515	1722	1515	3038

Truck Percentage 4.07 2.44 3.24

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	79	14875	3430	40	189	158	197	93	47	47	5	3	0	0	0	779	19163
W	211	15321	3687	49	148	144	58	32	21	23	3	2	0	0	0	480	19699

Generated by SPS 5.0.49P

County: 86
Station: 0905
Description: OAKWOOD BLVD S OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	15	9	12	53	14	17	3	9	43	96
0100	5	0	5	4	14	3	3	11	3	20	34
0200	3	2	3	3	11	5	5	2	4	16	27
0300	1	1	1	2	5	3	3	0	4	10	15
0400	1	4	4	7	16	2	19	9	16	46	62
0500	8	4	9	15	36	8	7	19	24	58	94
0600	17	24	21	34	96	27	30	24	63	144	240
0700	35	35	69	62	201	53	73	65	89	280	481
0800	70	77	82	101	330	126	124	121	170	541	871
0900	124	127	140	145	536	118	151	161	155	585	1121
1000	161	190	194	192	737	164	158	176	169	667	1404
1100	190	227	212	205	834	186	207	195	212	800	1634
1200	213	238	220	246	917	198	225	223	208	854	1771
1300	219	220	252	216	907	183	195	189	196	763	1670
1400	285	221	236	176	918	177	162	192	176	707	1625
1500	187	225	204	203	819	226	173	168	172	739	1558
1600	198	164	189	208	759	175	177	181	167	700	1459
1700	179	199	200	195	773	160	193	167	170	690	1463
1800	190	195	169	182	736	158	161	147	138	604	1340
1900	202	181	140	139	662	170	129	155	113	567	1229
2000	142	117	108	108	475	97	71	90	65	323	798
2100	77	87	74	73	311	80	58	62	31	231	542
2200	67	53	37	27	184	36	24	21	21	102	286
2300	25	25	15	18	83	25	11	15	20	71	154
24-Hour Totals:					10413					9561	19974

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	492	845	600	845	1092
P.M.	1330	974	1200	854	1200	1771
Daily	1330	974	1145	858	1200	1771

Generated by SPS 5.0.49P

County: 86
Station: 0905
Description: OAKWOOD BLVD S OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	26	13	8	9	56	15	14	8	10	47	103
0100	8	7	5	7	27	4	6	8	3	21	48
0200	1	4	0	1	6	4	4	1	3	12	18
0300	1	3	1	1	6	3	3	1	4	11	17
0400	4	3	0	10	17	5	14	7	17	43	60
0500	3	2	10	11	26	16	12	19	24	71	97
0600	19	18	23	40	100	25	29	33	65	152	252
0700	44	45	61	52	202	59	72	67	90	288	490
0800	74	73	79	111	337	111	114	131	149	505	842
0900	102	128	105	136	471	118	151	161	155	585	1056
1000	143	129	187	158	617	164	158	176	169	667	1284
1100	181	174	192	188	735	186	207	195	212	800	1535
1200	237	206	235	258	936	198	225	223	208	854	1790
1300	247	241	251	220	959	183	195	189	196	763	1722
1400	251	237	233	215	936	177	162	192	176	707	1643
1500	208	231	219	184	842	226	173	166	154	719	1561
1600	185	178	137	172	672	149	160	146	144	599	1271
1700	170	157	158	172	657	151	141	137	138	567	1224
1800	172	164	167	165	668	151	135	123	130	539	1207
1900	178	200	155	121	654	170	129	155	113	567	1221
2000	137	163	106	124	530	97	71	90	65	323	853
2100	97	89	77	88	351	80	58	62	31	231	582
2200	83	63	41	35	222	36	24	21	21	102	324
2300	34	27	27	25	113	25	11	15	20	71	184
24-Hour Totals:					10140					9244	19384

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	446	845	579	845	1025
P.M.	1245	997	1200	854	1200	1790
Daily	1245	997	1145	858	1200	1790

Generated by SPS 5.0.49P

County: 86
Station: 0905
Description: OAKWOOD BLVD S OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	32	18	13	17	80	14	13	4	11	42	122
0100	8	8	3	1	20	7	9	12	3	31	51
0200	3	0	1	0	4	4	7	2	4	17	21
0300	3	1	2	1	7	4	3	3	4	14	21
0400	0	1	5	3	9	3	11	7	13	34	43
0500	9	8	12	7	36	12	10	20	31	73	109
0600	11	22	30	32	95	22	25	37	51	135	230
0700	44	47	54	67	212	51	74	70	88	283	495
0800	58	83	79	93	313	114	118	116	148	496	809
0900	122	125	118	155	520	133	150	146	163	592	1112
1000	136	166	150	198	650	174	159	177	168	678	1328
1100	213	212	212	191	828	176	190	192	213	771	1599
1200	213	220	241	237	911	199	223	234	220	876	1787
1300	195	235	250	195	875	210	211	198	202	821	1696
1400	228	227	220	219	894	186	182	187	185	740	1634
1500	196	208	220	209	833	205	165	181	183	734	1567
1600	170	188	183	181	722	177	176	154	159	666	1388
1700	170	167	172	170	679	158	184	161	166	669	1348
1800	167	160	149	163	639	173	139	148	139	599	1238
1900	185	165	161	118	629	167	141	148	121	577	1206
2000	149	132	119	107	507	101	85	89	71	346	853
2100	98	119	82	56	355	72	60	59	34	225	580
2200	69	38	35	40	182	40	31	24	18	113	295
2300	25	29	25	21	100	24	12	11	22	69	169
24-Hour Totals:					10100					9601	19701

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	458	845	577	845	1035
P.M.	1245	917	1215	887	1200	1787
Daily	1245	917	1215	887	1200	1787

Generated by SPS 5.0.49P

County: 86
Station: 1001
Description: COMPASS WAY N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	4	6	1	4	15	11	6	1	2	20	35
0100	7	3	3	2	15	4	3	1	2	10	25
0200	1	1	4	4	10	2	0	1	0	3	13
0300	1	0	3	3	7	3	0	0	2	5	12
0400	3	4	4	10	21	1	0	1	1	3	24
0500	6	6	10	13	35	3	4	4	8	19	54
0600	11	21	22	30	84	13	8	11	19	51	135
0700	27	38	33	41	139	19	15	23	26	83	222
0800	48	48	58	60	214	25	32	33	35	125	339
0900	45	52	37	47	181	38	31	42	29	140	321
1000	47	59	68	58	232	37	53	57	38	185	417
1100	64	75	60	80	279	55	54	55	67	231	510
1200	75	87	86	89	337	71	57	67	82	277	614
1300	69	61	71	61	262	64	66	78	73	281	543
1400	68	64	52	69	253	77	69	59	74	279	532
1500	68	50	58	80	256	71	73	55	76	275	531
1600	52	55	50	62	219	68	48	56	50	222	441
1700	68	61	60	60	249	60	59	61	54	234	483
1800	58	62	57	55	232	65	65	55	65	250	482
1900	56	51	48	40	195	62	58	59	46	225	420
2000	47	33	33	44	157	54	35	42	46	177	334
2100	26	24	18	15	83	47	41	41	36	165	248
2200	12	9	6	10	37	38	22	20	13	93	130
2300	7	8	6	5	26	12	8	11	11	42	68
24-Hour Totals:					3538					3395	6933

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	215	845	146	830	352
P.M.	1200	337	1330	297	1200	614
Daily	1200	337	1330	297	1200	614

Generated by SPS 5.0.49P

County: 86
Station: 1001
Description: COMPASS WAY N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	5	1	3	12	6	4	1	3	14	26
0100	6	3	3	1	13	3	2	1	1	7	20
0200	2	3	6	2	13	1	1	1	1	4	17
0300	1	1	4	4	10	2	1	0	1	4	14
0400	4	3	8	9	24	2	0	2	4	8	32
0500	6	10	11	11	38	3	3	4	5	15	53
0600	21	20	29	31	101	13	9	21	17	60	161
0700	34	33	42	40	149	18	27	27	24	96	245
0800	45	51	42	62	200	27	34	28	33	122	322
0900	40	51	48	66	205	29	41	45	50	165	370
1000	56	48	52	64	220	48	56	59	47	210	430
1100	48	53	58	57	216	51	40	47	73	211	427
1200	80	64	62	70	276	56	69	55	68	248	524
1300	69	68	59	49	245	82	67	67	66	282	527
1400	49	62	45	54	210	66	76	67	66	275	485
1500	44	50	51	50	195	71	71	71	53	266	461
1600	54	53	61	49	217	71	50	60	53	234	451
1700	58	73	53	73	257	59	57	49	53	218	475
1800	62	60	55	52	229	55	66	56	65	242	471
1900	47	44	44	50	185	51	68	48	48	215	400
2000	33	31	23	24	111	47	34	42	44	167	278
2100	16	22	10	12	60	33	34	35	21	123	183
2200	10	8	8	6	32	32	29	14	11	86	118
2300	8	6	4	6	24	13	8	8	10	39	63
24-Hour Totals:					3242					3311	6553

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	201	845	148	845	349
P.M.	1200	276	1245	284	1245	550
Daily	1200	276	1245	284	1245	550

Generated by SPS 5.0.49P

County: 86
Station: 1001
Description: COMPASS WAY N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	2	3	0	8	13	1	3	0	17	25
0100	3	5	3	3	14	3	1	0	0	4	18
0200	0	3	3	6	12	1	0	1	0	2	14
0300	0	1	2	6	9	1	1	1	0	3	12
0400	5	6	3	11	25	0	2	0	3	5	30
0500	7	7	13	16	43	6	3	2	7	18	61
0600	17	22	18	30	87	15	12	14	17	58	145
0700	29	36	38	40	143	16	18	24	21	79	222
0800	39	51	40	56	186	28	34	30	38	130	316
0900	37	41	36	55	169	24	43	35	31	133	302
1000	62	48	49	51	210	38	38	41	53	170	380
1100	39	55	66	67	227	50	54	52	49	205	432
1200	64	70	69	82	285	52	56	62	59	229	514
1300	68	62	67	52	249	70	84	84	62	300	549
1400	62	63	48	67	240	68	62	56	58	244	484
1500	59	55	55	55	224	61	51	54	60	226	450
1600	60	48	64	47	219	74	69	49	56	248	467
1700	62	65	65	55	247	66	67	77	75	285	532
1800	55	63	56	62	236	55	58	62	56	231	467
1900	44	44	31	43	162	64	55	46	62	227	389
2000	40	28	42	20	130	46	40	38	33	157	287
2100	17	21	17	8	63	33	39	29	21	122	185
2200	17	7	11	11	46	21	20	13	16	70	116
2300	8	6	11	6	31	15	11	8	15	49	80
24-Hour Totals:					3265					3212	6477

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	186	845	140	800	316
P.M.	1215	289	1300	300	1245	576
Daily	1215	289	1300	300	1245	576

Generated by SPS 5.0.49P

County: 86
Station: 1003
Description: STIRLING RD E OF COMPASS WAY
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	74	55	59	50	238	56	55	42	46	199	437
0100	56	45	39	38	178	34	42	40	30	146	324
0200	29	36	29	26	120	31	25	25	24	105	225
0300	28	21	20	23	92	28	18	20	15	81	173
0400	23	19	24	33	99	18	19	27	36	100	199
0500	36	34	50	66	186	33	46	58	62	199	385
0600	89	100	125	161	475	88	94	112	137	431	906
0700	182	198	203	244	827	169	177	234	268	848	1675
0800	251	249	240	254	994	246	243	266	269	1024	2018
0900	237	238	259	239	973	258	230	228	226	942	1915
1000	204	216	237	226	883	216	199	244	271	930	1813
1100	231	220	247	242	940	233	242	248	258	981	1921
1200	261	257	254	269	1041	253	267	286	294	1100	2141
1300	305	287	282	274	1148	292	285	276	278	1131	2279
1400	267	282	260	275	1084	280	280	295	301	1156	2240
1500	265	248	293	306	1112	321	292	305	360	1278	2390
1600	271	244	263	270	1048	349	340	356	319	1364	2412
1700	254	266	315	301	1136	353	361	370	328	1412	2548
1800	263	258	251	268	1040	303	276	270	243	1092	2132
1900	251	229	218	187	885	227	238	206	182	853	1738
2000	180	161	182	155	678	190	167	138	147	642	1320
2100	143	152	151	137	583	131	134	126	128	519	1102
2200	126	131	115	98	470	115	109	101	107	432	902
2300	87	84	73	61	305	94	86	76	65	321	626
24-Hour Totals:					16535					17286	33821

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	994	815	1036	800	2018
P.M.	1300	1148	1700	1412	1700	2548
Daily	1300	1148	1700	1412	1700	2548

Generated by SPS 5.0.49P

County: 86
Station: 1003
Description: STIRLING RD E OF COMPASS WAY
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	60	52	52	45	209	59	42	32	32	165	374
0100	33	26	32	24	115	21	27	24	19	91	206
0200	17	21	13	14	65	16	18	14	17	65	130
0300	18	20	14	22	74	17	21	14	17	69	143
0400	19	10	16	24	69	19	18	21	21	79	148
0500	22	35	45	61	163	22	40	53	53	168	331
0600	85	103	145	159	492	84	104	113	157	458	950
0700	187	221	213	230	851	164	211	243	235	853	1704
0800	260	257	228	253	998	244	228	262	258	992	1990
0900	276	243	209	205	933	224	209	198	202	833	1766
1000	221	188	218	215	842	211	234	210	229	884	1726
1100	221	229	271	241	962	208	233	234	254	929	1891
1200	234	242	282	277	1035	282	247	279	256	1064	2099
1300	264	284	278	264	1090	248	312	260	250	1070	2160
1400	240	267	282	268	1057	285	261	275	275	1096	2153
1500	282	257	295	261	1095	302	317	350	343	1312	2407
1600	270	260	287	269	1086	336	329	351	344	1360	2446
1700	278	301	333	304	1216	341	343	371	359	1414	2630
1800	295	262	264	254	1075	308	302	260	217	1087	2162
1900	240	260	231	198	929	220	188	190	180	778	1707
2000	191	167	140	144	642	162	154	127	130	573	1215
2100	130	131	115	112	488	110	123	104	92	429	917
2200	104	98	111	92	405	95	93	78	70	336	741
2300	82	97	70	79	328	80	67	60	58	265	593
24-Hour Totals:					16219					16370	32589

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1014	800	992	800	1990
P.M.	1715	1233	1700	1414	1700	2630
Daily	1715	1233	1700	1414	1700	2630

Generated by SPS 5.0.49P

County: 86
Station: 1003
Description: STIRLING RD E OF COMPASS WAY
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	59	57	51	39	206	53	57	41	32	183	389
0100	44	38	36	28	146	33	34	32	28	127	273
0200	24	24	27	19	94	28	32	25	21	106	200
0300	21	17	20	21	79	24	20	22	15	81	160
0400	17	17	23	21	78	15	16	23	26	80	158
0500	26	47	45	69	187	31	41	56	66	194	381
0600	82	91	127	136	436	81	82	106	122	391	827
0700	163	185	197	214	759	149	180	221	244	794	1553
0800	205	242	235	228	910	226	210	238	244	918	1828
0900	246	228	224	217	915	224	207	201	195	827	1742
1000	215	240	205	198	858	210	223	219	202	854	1712
1100	222	221	217	214	874	209	221	234	245	909	1783
1200	253	241	247	265	1006	245	258	287	247	1037	2043
1300	227	249	263	241	980	246	235	278	264	1023	2003
1400	247	237	253	233	970	248	261	264	281	1054	2024
1500	234	265	240	228	967	259	259	337	351	1206	2173
1600	255	243	258	243	999	307	308	313	310	1238	2237
1700	247	300	262	281	1090	349	356	339	298	1342	2432
1800	249	252	238	217	956	287	287	245	226	1045	2001
1900	202	193	198	182	775	212	189	174	175	750	1525
2000	188	144	156	127	615	149	131	134	132	546	1161
2100	145	128	130	117	520	118	114	122	105	459	979
2200	114	107	93	86	400	101	104	112	96	413	813
2300	86	94	76	69	325	87	84	80	62	313	638
24-Hour Totals:					15145					15890	31035

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	951	745	918	815	1867
P.M.	1715	1092	1645	1354	1700	2432
Daily	1715	1092	1645	1354	1700	2432

Generated by SPS 5.0.49P

County: 86
Station: 1005
Description: COMPASS WAY S OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	3	5	2	16	1	3	0	2	6	22
0100	1	3	1	2	7	3	4	1	1	9	16
0200	2	2	1	2	7	1	1	1	2	5	12
0300	1	1	4	3	9	2	1	2	3	8	17
0400	2	1	0	6	9	2	1	3	1	7	16
0500	4	5	3	1	13	4	1	1	1	7	20
0600	5	2	12	7	26	0	1	4	4	9	35
0700	4	6	5	3	18	1	4	1	2	8	26
0800	5	3	7	8	23	2	2	3	3	10	33
0900	5	6	10	5	26	2	2	4	7	15	41
1000	7	10	11	4	32	5	9	2	4	20	52
1100	6	5	7	4	22	3	6	3	6	18	40
1200	8	13	9	6	36	3	7	1	2	13	49
1300	3	9	8	4	24	4	5	3	4	16	40
1400	1	5	5	11	22	4	3	3	4	14	36
1500	8	12	7	11	38	7	8	6	6	27	65
1600	13	11	8	3	35	6	4	6	4	20	55
1700	4	10	6	6	26	5	11	5	5	26	52
1800	5	9	10	7	31	10	5	5	7	27	58
1900	9	5	3	5	22	6	6	4	6	22	44
2000	7	2	7	8	24	7	1	7	7	22	46
2100	5	3	5	6	19	6	10	7	2	25	44
2200	4	9	5	3	21	8	2	6	5	21	42
2300	3	2	5	6	16	7	2	6	5	20	36
24-Hour Totals:					522					375	897

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	29	845	11	845	40
P.M.	1515	43	1715	31	1515	69
Daily	1515	43	1715	31	1515	69

Generated by SPS 5.0.49P

County: 86
Station: 1005
Description: COMPASS WAY S OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	3	5	4	15	0	5	2	2	9	24
0100	0	3	4	4	11	1	4	4	2	11	22
0200	4	1	1	3	9	2	2	2	1	7	16
0300	1	1	1	0	3	2	1	2	1	6	9
0400	0	1	2	3	6	3	1	1	3	8	14
0500	0	1	4	4	9	2	1	2	2	7	16
0600	5	7	6	7	25	0	0	2	0	2	27
0700	3	9	11	3	26	2	2	4	4	12	38
0800	8	8	7	7	30	5	4	1	6	16	46
0900	3	11	13	5	32	6	10	3	5	24	56
1000	8	14	7	7	36	3	6	6	1	16	52
1100	9	12	3	11	35	3	3	10	5	21	56
1200	4	7	9	8	28	6	2	6	6	20	48
1300	7	9	7	2	25	2	2	4	3	11	36
1400	9	8	6	5	28	6	2	5	5	18	46
1500	10	5	12	11	38	5	5	9	3	22	60
1600	7	11	5	11	34	3	6	10	8	27	61
1700	8	8	12	5	33	6	6	8	4	24	57
1800	8	6	7	5	26	4	5	6	6	21	47
1900	8	9	8	7	32	10	4	7	4	25	57
2000	5	6	9	6	26	6	6	4	13	29	55
2100	7	8	2	6	23	3	7	4	3	17	40
2200	1	4	8	11	24	6	7	6	7	26	50
2300	6	5	6	1	18	3	2	4	3	12	30
24-Hour Totals:					572					391	963

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	34	845	25	845	59
P.M.	1530	41	1615	30	1645	67
Daily	1530	41	1615	30	1645	67

Generated by SPS 5.0.49P

County: 86
Station: 1005
Description: COMPASS WAY S OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	10	2	3	2	17	5	6	5	3	19	36
0100	5	2	2	3	12	0	2	2	4	8	20
0200	6	1	0	3	10	2	0	0	1	3	13
0300	1	2	2	1	6	3	1	0	1	5	11
0400	2	4	2	2	10	1	1	1	2	5	15
0500	1	0	1	3	5	3	0	0	0	3	8
0600	5	3	8	6	22	1	1	3	1	6	28
0700	6	6	11	4	27	2	2	6	4	14	41
0800	7	9	6	2	24	3	2	3	4	12	36
0900	5	9	5	5	24	10	0	3	4	17	41
1000	7	5	9	5	26	4	1	5	3	13	39
1100	7	3	11	6	27	4	5	7	5	21	48
1200	14	6	8	7	35	5	4	6	9	24	59
1300	16	6	6	3	31	7	3	5	5	20	51
1400	8	11	5	4	28	3	9	5	3	20	48
1500	7	7	13	9	36	3	7	10	5	25	61
1600	8	8	5	9	30	9	6	3	12	30	60
1700	10	7	13	5	35	8	8	6	6	28	63
1800	9	6	10	9	34	7	9	12	7	35	69
1900	5	4	4	7	20	9	8	2	4	23	43
2000	5	4	6	4	19	8	3	6	3	20	39
2100	5	1	7	1	14	5	9	2	4	20	34
2200	3	6	4	6	19	7	7	2	7	23	42
2300	3	4	7	8	22	7	4	3	10	24	46
24-Hour Totals:					533					418	951

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	31	815	19	730	46
P.M.	1645	39	1800	35	1645	73
Daily	1645	39	1815	37	1645	73

Generated by SPS 5.0.49P

County: 86
Station: 1101
Description: BRYAN RD N OF STIRLING RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	5	8	6	2	21	11	3	8	3	25	46
0100	4	2	4	3	13	3	3	3	2	11	24
0200	2	2	3	1	8	3	2	3	3	11	19
0300	3	0	3	2	8	3	2	2	3	10	18
0400	3	1	3	3	10	2	2	6	3	13	23
0500	12	8	10	11	41	10	4	5	12	31	72
0600	15	22	30	33	100	17	19	23	34	93	193
0700	28	35	37	37	137	45	50	47	47	189	326
0800	33	29	31	40	133	52	58	57	68	235	368
0900	28	29	26	29	112	53	45	45	52	195	307
1000	22	24	31	25	102	57	50	45	52	204	306
1100	21	23	27	34	105	52	50	58	53	213	318
1200	28	37	37	33	135	59	59	62	64	244	379
1300	33	33	23	31	120	54	66	57	53	230	350
1400	28	29	28	30	115	59	59	66	60	244	359
1500	28	32	42	48	150	66	66	76	74	282	432
1600	35	24	34	34	127	84	70	82	74	310	437
1700	34	38	36	40	148	95	92	90	85	362	510
1800	27	29	25	33	114	107	73	76	52	308	422
1900	28	20	19	22	89	48	40	40	30	158	247
2000	14	15	17	14	60	40	30	35	27	132	192
2100	9	12	10	9	40	27	27	27	25	106	146
2200	10	6	5	9	30	20	17	21	12	70	100
2300	8	3	4	5	20	13	9	9	4	35	55
24-Hour Totals:					1938					3711	5649

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	142	815	236	800	368
P.M.	1515	157	1715	374	1715	515
Daily	1515	157	1715	374	1715	515

Generated by SPS 5.0.49P

County: 86
Station: 1101
Description: BRYAN RD N OF STIRLING RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	3	2	3	14	5	3	3	3	14	28
0100	3	2	2	3	10	3	5	2	1	11	21
0200	1	1	3	2	7	3	1	4	8	16	23
0300	3	1	1	1	6	3	0	1	3	7	13
0400	3	3	3	7	16	3	0	3	3	9	25
0500	10	4	6	9	29	5	4	9	10	28	57
0600	11	20	29	34	94	18	21	27	35	101	195
0700	22	30	41	37	130	39	46	47	55	187	317
0800	26	28	27	42	123	67	61	39	67	234	357
0900	23	28	28	27	106	54	52	41	59	206	312
1000	20	32	25	23	100	59	62	48	45	214	314
1100	15	20	30	38	103	58	61	52	73	244	347
1200	26	28	28	26	108	55	70	66	52	243	351
1300	25	30	19	24	98	52	59	55	54	220	318
1400	28	26	22	38	114	45	60	66	59	230	344
1500	34	37	39	44	154	59	58	84	73	274	428
1600	37	30	39	41	147	88	75	83	77	323	470
1700	31	43	43	43	160	98	108	116	95	417	577
1800	38	31	29	27	125	106	88	70	61	325	450
1900	25	15	22	22	84	41	43	38	28	150	234
2000	15	15	18	8	56	38	35	29	30	132	188
2100	11	13	15	8	47	18	20	22	30	90	137
2200	8	5	3	11	27	17	12	28	15	72	99
2300	5	6	8	13	32	13	16	10	14	53	85
24-Hour Totals:					1890					3800	5690

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	134	800	234	730	362
P.M.	1715	167	1715	425	1715	592
Daily	1715	167	1715	425	1715	592

Generated by SPS 5.0.49P

County: 86
Station: 1101
Description: BRYAN RD N OF STIRLING RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	6	8	8	1	23	9	4	9	3	25	48
0100	4	1	8	3	16	3	2	3	3	11	27
0200	2	3	1	1	7	3	2	1	2	8	15
0300	0	0	8	1	9	1	3	2	3	9	18
0400	3	0	3	4	10	2	5	7	4	18	28
0500	11	10	11	13	45	10	4	4	16	34	79
0600	17	18	35	22	92	12	21	24	26	83	175
0700	27	27	31	27	112	25	50	46	51	172	284
0800	24	31	25	26	106	44	45	59	61	209	315
0900	28	21	32	20	101	48	49	48	52	197	298
1000	19	24	24	33	100	60	35	38	52	185	285
1100	29	44	44	35	152	44	45	59	46	194	346
1200	38	38	23	26	125	64	53	58	75	250	375
1300	23	28	36	26	113	63	66	58	57	244	357
1400	25	26	40	48	139	64	53	64	72	253	392
1500	30	31	36	33	130	70	59	67	69	265	395
1600	35	34	36	35	140	71	62	89	66	288	428
1700	33	29	29	29	120	90	88	90	94	362	482
1800	30	26	25	26	107	83	83	76	64	306	413
1900	27	20	14	20	81	45	41	42	31	159	240
2000	9	15	12	17	53	39	30	28	30	127	180
2100	8	14	8	8	38	27	31	19	20	97	135
2200	8	8	7	6	29	12	15	13	13	53	82
2300	8	6	7	8	29	10	3	9	7	29	58
24-Hour Totals:					1877					3578	5455

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	113	830	217	815	323
P.M.	1430	149	1700	362	1700	482
Daily	1115	161	1700	362	1700	482

Generated by SPS 5.0.49P

County: 86
Station: 1103
Description: STIRLING RD E OF BRYAN RD
Start Date: 11/09/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	62	40	46	42	190	58	43	38	44	183	373
0100	55	42	36	24	157	28	38	41	30	137	294
0200	24	30	28	23	105	19	21	15	21	76	181
0300	29	22	21	26	98	26	16	15	11	68	166
0400	23	18	27	29	97	18	21	30	32	101	198
0500	29	32	51	61	173	29	41	52	54	176	349
0600	96	108	126	183	513	88	93	124	153	458	971
0700	192	203	231	282	908	177	217	252	276	922	1830
0800	244	256	256	251	1007	228	230	263	256	977	1984
0900	229	222	235	185	871	206	227	229	221	883	1754
1000	170	207	185	192	754	175	254	284	218	931	1685
1100	189	213	219	206	827	239	227	241	237	944	1771
1200	218	216	215	254	903	250	278	285	270	1083	1986
1300	224	215	223	246	908	276	252	247	251	1026	1934
1400	220	229	231	228	908	251	274	283	291	1099	2007
1500	241	279	245	238	1003	294	296	374	353	1317	2320
1600	252	286	275	262	1075	295	306	335	293	1229	2304
1700	274	322	310	294	1200	353	311	344	303	1311	2511
1800	285	264	280	271	1100	300	292	251	226	1069	2169
1900	229	229	216	178	852	218	190	156	165	729	1581
2000	172	159	175	156	662	170	131	128	112	541	1203
2100	156	156	159	148	619	110	124	110	115	459	1078
2200	147	142	114	97	500	103	87	90	99	379	879
2300	93	77	69	63	302	79	66	53	49	247	549
24-Hour Totals:					15732					16345	32077

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1038	745	997	745	2035
P.M.	1715	1211	1530	1328	1700	2511
Daily	1715	1211	1530	1328	1700	2511

Generated by SPS 5.0.49P

County: 86
Station: 1103
Description: STIRLING RD E OF BRYAN RD
Start Date: 11/10/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	57	46	42	41	186	52	37	28	36	153	339
0100	29	24	29	21	103	20	21	21	17	79	182
0200	14	21	10	15	60	15	15	13	11	54	114
0300	17	16	11	24	68	14	16	12	16	58	126
0400	18	11	13	25	67	16	19	23	22	80	147
0500	18	26	36	54	134	21	29	48	46	144	278
0600	84	100	139	149	472	63	82	115	155	415	887
0700	177	212	185	244	818	159	186	217	217	779	1597
0800	244	270	211	251	976	184	217	223	230	854	1830
0900	245	190	170	194	799	192	184	190	198	764	1563
1000	195	172	185	184	736	198	220	201	226	845	1581
1100	203	184	218	201	806	190	222	218	234	864	1670
1200	184	212	238	224	858	261	215	257	224	957	1815
1300	180	243	237	225	885	222	299	224	230	975	1860
1400	189	208	216	229	842	233	246	244	237	960	1802
1500	248	223	246	221	938	308	276	339	275	1198	2136
1600	272	270	268	254	1064	295	296	345	293	1229	2293
1700	303	326	326	303	1258	351	288	344	330	1313	2571
1800	296	299	253	211	1059	299	279	235	186	999	2058
1900	204	208	198	183	793	197	145	159	172	673	1466
2000	172	171	145	141	629	138	133	119	105	495	1124
2100	122	122	113	127	484	104	110	90	69	373	857
2200	95	103	111	97	406	82	71	72	74	299	705
2300	92	91	74	79	336	79	57	55	49	240	576
24-Hour Totals:					14777					14800	29577

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	977	815	862	815	1839
P.M.	1700	1258	1700	1313	1700	2571
Daily	1700	1258	1700	1313	1700	2571

Generated by SPS 5.0.49P

County: 86
Station: 1103
Description: STIRLING RD E OF BRYAN RD
Start Date: 11/11/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	61	52	51	38	202	46	45	31	18	140	342
0100	40	42	32	23	137	28	24	27	24	103	240
0200	27	19	24	21	91	16	34	13	17	80	171
0300	15	18	15	23	71	18	18	18	10	64	135
0400	14	19	21	17	71	12	15	21	22	70	141
0500	16	42	52	66	176	32	41	58	66	197	373
0600	71	105	118	136	430	87	79	130	124	420	850
0700	174	191	206	240	811	130	169	204	218	721	1532
0800	212	251	232	247	942	206	207	242	241	896	1838
0900	225	208	217	214	864	201	219	205	204	829	1693
1000	187	204	199	184	774	223	242	215	192	872	1646
1100	201	189	209	210	809	215	217	240	257	929	1738
1200	206	212	190	240	848	243	268	312	217	1040	1888
1300	206	219	265	232	922	251	218	305	252	1026	1948
1400	232	228	238	233	931	237	263	260	274	1034	1965
1500	214	259	233	224	930	265	254	392	313	1224	2154
1600	259	268	271	272	1070	309	259	363	294	1225	2295
1700	268	325	297	311	1201	374	330	325	277	1306	2507
1800	267	273	256	248	1044	298	261	219	223	1001	2045
1900	201	196	196	167	760	201	185	165	182	733	1493
2000	183	157	152	133	625	121	105	147	111	484	1109
2100	162	129	149	119	559	111	110	123	89	433	992
2200	119	123	106	86	434	99	99	125	87	410	844
2300	90	94	64	65	313	81	79	74	52	286	599
24-Hour Totals:					15015					15523	30538

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	955	830	903	815	1846
P.M.	1700	1201	1630	1361	1700	2507
Daily	1700	1201	1630	1361	1700	2507

Generated by SPS 5.0.49P

Griffin Road Corridor

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01A-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

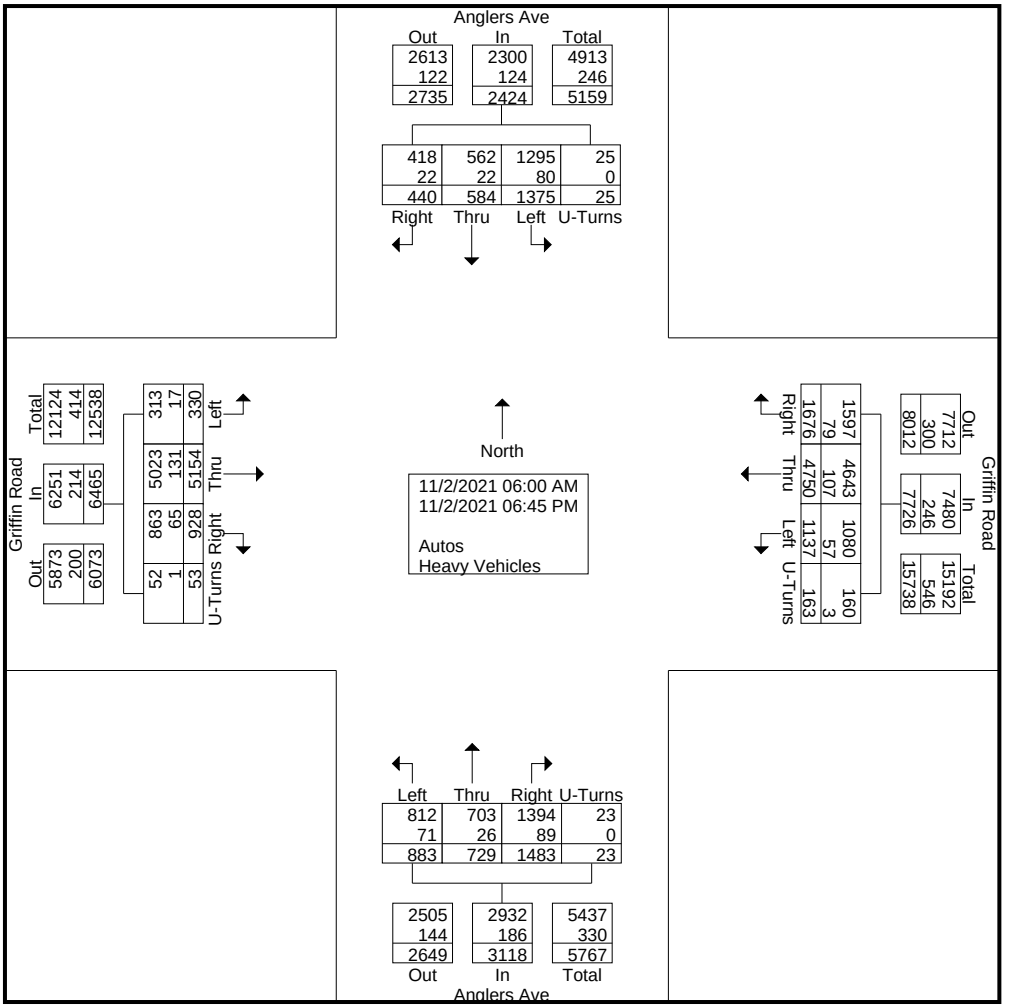
	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	97	10	110	5	13	73	62	153	1	8	8	23	40	1	20	9	4	34	337
06:15 AM	1	11	111	16	139	3	11	92	59	165	0	13	9	36	58	0	23	5	8	36	398
06:30 AM	0	12	150	24	186	7	16	77	71	171	0	14	20	38	72	0	16	4	2	22	451
06:45 AM	1	7	149	38	195	9	20	89	78	196	0	13	18	35	66	2	31	5	9	47	504
Total	2	33	507	88	630	24	60	331	270	685	1	48	55	132	236	3	90	23	23	139	1690
07:00 AM	1	13	224	33	271	4	32	95	105	236	0	13	21	41	75	0	32	5	4	41	623
07:15 AM	1	16	236	32	285	5	33	105	86	229	1	26	35	63	125	0	58	18	9	85	724
07:30 AM	1	25	304	38	368	5	26	153	106	290	0	23	34	71	128	2	49	21	12	84	870
07:45 AM	3	30	280	52	365	6	75	221	91	393	0	29	57	43	129	5	46	24	14	89	976
Total	6	84	1044	155	1289	20	166	574	388	1148	1	91	147	218	457	7	185	68	39	299	3193
08:00 AM	1	15	266	40	322	3	53	211	107	374	0	29	36	66	131	0	41	12	13	66	893
08:15 AM	2	15	289	43	349	8	54	186	73	321	1	19	42	58	120	0	50	19	13	82	872
08:30 AM	6	31	300	46	383	8	55	151	58	272	4	34	34	63	135	1	57	21	15	94	884
08:45 AM	7	19	298	67	391	4	45	202	88	339	2	33	38	54	127	1	56	22	12	91	948
Total	16	80	1153	196	1445	23	207	750	326	1306	7	115	150	241	513	2	204	74	53	333	3597
*** BREAK ***																					
04:00 PM	4	11	201	34	250	9	51	206	51	317	0	50	32	94	176	3	80	43	28	154	897
04:15 PM	2	10	178	28	218	15	61	215	43	334	0	51	46	85	182	2	96	34	26	158	892
04:30 PM	4	12	220	53	289	6	36	218	77	337	1	54	37	95	187	0	89	49	37	175	988
04:45 PM	1	12	216	38	267	10	84	346	75	515	2	47	27	81	157	2	88	33	34	157	1096
Total	11	45	815	153	1024	40	232	985	246	1503	3	202	142	355	702	7	353	159	125	644	3873
05:00 PM	3	21	219	45	288	17	61	251	39	368	1	77	46	103	227	0	92	49	43	184	1067
05:15 PM	0	9	259	41	309	7	61	359	54	481	2	56	35	77	170	2	99	43	26	170	1130
05:30 PM	0	14	200	48	262	4	83	353	62	502	2	65	34	60	161	1	69	37	21	128	1053
05:45 PM	6	8	186	42	242	6	51	277	60	394	1	62	34	75	172	1	73	32	39	145	953
Total	9	52	864	176	1101	34	256	1240	215	1745	6	260	149	315	730	4	333	161	129	627	4203
06:00 PM	4	11	203	42	260	8	64	286	71	429	0	57	26	71	154	1	61	38	27	127	970
06:15 PM	1	7	229	32	269	4	61	227	58	350	3	36	24	53	116	1	50	23	11	85	820
06:30 PM	1	8	164	45	218	5	32	187	47	271	2	41	21	57	121	0	53	19	16	88	698
06:45 PM	3	10	175	41	229	5	59	170	55	289	0	33	15	41	89	0	46	19	17	82	689
Total	9	36	771	160	976	22	216	870	231	1339	5	167	86	222	480	2	210	99	71	382	3177
Grand Total	53	330	5154	928	6465	163	1137	4750	1676	7726	23	883	729	1483	3118	25	1375	584	440	2424	19733
Apprch %	0.8	5.1	79.7	14.4		2.1	14.7	61.5	21.7		0.7	28.3	23.4	47.6		1	56.7	24.1	18.2		
Total %	0.3	1.7	26.1	4.7	32.8	0.8	5.8	24.1	8.5	39.2	0.1	4.5	3.7	7.5	15.8	0.1	7	3	2.2	12.3	
Autos	52	313	5023	863	6251	160	1080	4643	1597	7480	23	812	703	1394	2932	25	1295	562	418	2300	18963
% Autos	98.1	94.8	97.5	93	96.7	98.2	95	97.7	95.3	96.8	100	92	96.4	94	94	100	94.2	96.2	95	94.9	96.1
Heavy Vehicles	1	17	131	65	214	3	57	107	79	246	0	71	26	89	186	0	80	22	22	124	770
% Heavy Vehicles	1.9	5.2	2.5	7	3.3	1.8	5	2.3	4.7	3.2	0	8	3.6	6	6	0	5.8	3.8	5	5.1	3.9

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01A-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2



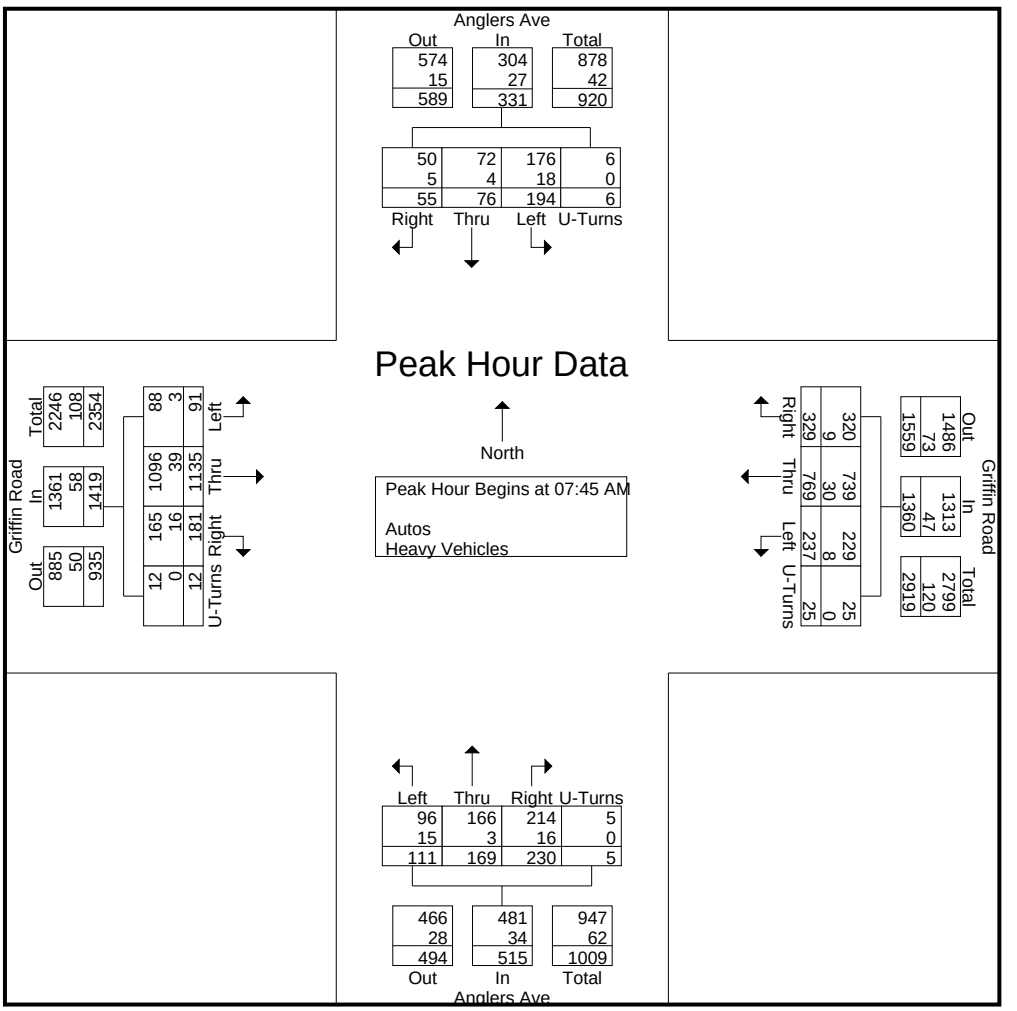
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01A-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	3	30	280	**52**	365	6	**75**	**221**	91	**393**	0	29	**57**	43	129	**5**	46	**24**	14	89	**976**
08:00 AM	1	15	266	40	322	3	53	211	**107**	374	0	29	36	**66**	131	0	41	12	13	66	893
08:15 AM	2	15	289	43	349	**8**	54	186	73	321	1	19	42	58	120	0	50	19	13	82	872
08:30 AM	**6**	**31**	**300**	46	**383**	8	55	151	58	272	**4**	**34**	34	63	**135**	1	**57**	21	**15**	**94**	884
Total Volume	12	91	1135	181	1419	25	237	769	329	1360	5	111	169	230	515	6	194	76	55	331	3625
% App. Total	0.8	6.4	80	12.8		1.8	17.4	56.5	24.2		1	21.6	32.8	44.7		1.8	58.6	23	16.6		
PHF	.500	.734	.946	.870	.926	.781	.790	.870	.769	.865	.313	.816	.741	.871	.954	.300	.851	.792	.917	.880	.929
Autos	12	88	1096	165	1361	25	229	739	320	1313	5	96	166	214	481	6	176	72	50	304	3459
% Autos	100	96.7	96.6	91.2	95.9	100	96.6	96.1	97.3	96.5	100	86.5	98.2	93.0	93.4	100	90.7	94.7	90.9	91.8	95.4
Heavy Vehicles	0	3	39	16	58	0	8	30	9	47	0	15	3	16	34	0	18	4	5	27	166
% Heavy Vehicles	0	3.3	3.4	8.8	4.1	0	3.4	3.9	2.7	3.5	0	13.5	1.8	7.0	6.6	0	9.3	5.3	9.1	8.2	4.6



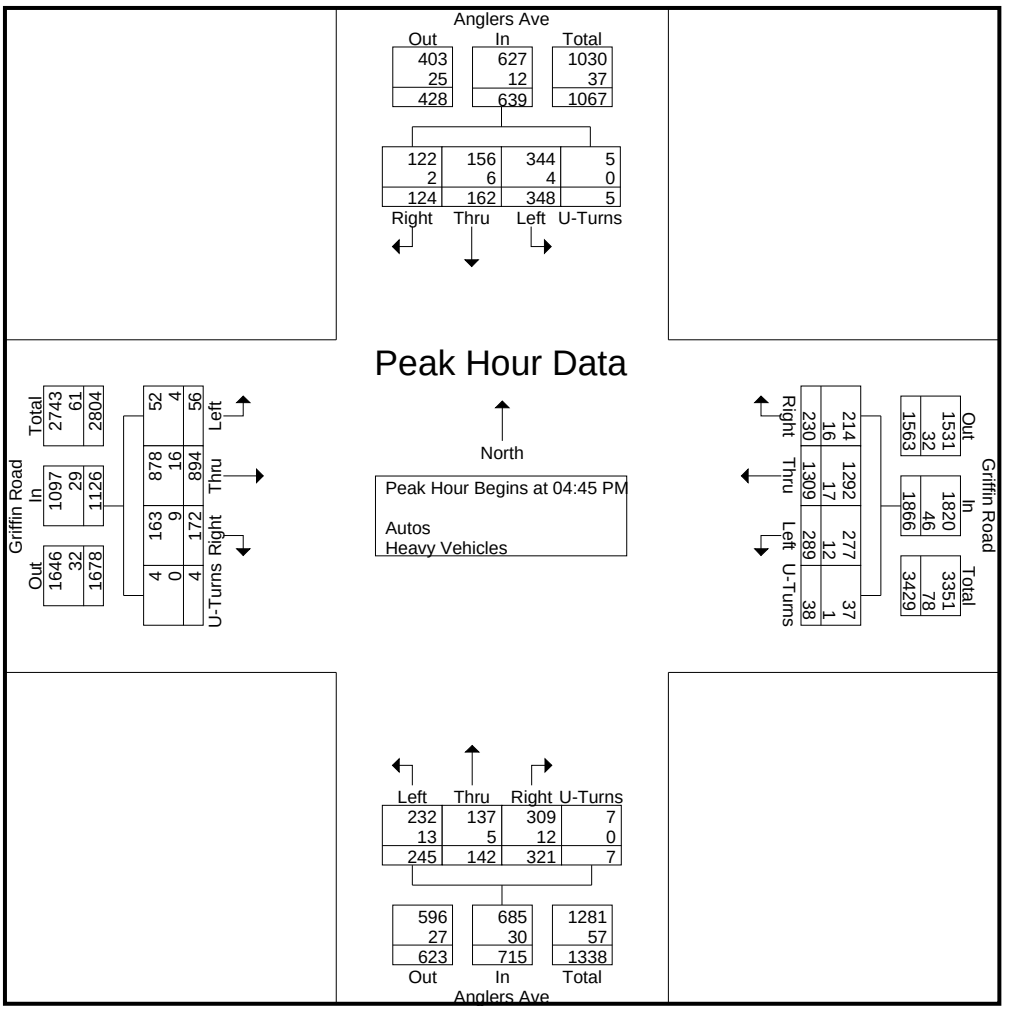
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01A-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	1	12	216	38	267	10	**84**	346	**75**	**515**	**2**	47	27	81	157	**2**	88	33	34	157	1096
05:00 PM	**3**	**21**	219	45	288	**17**	61	251	39	368	1	**77**	**46**	**103**	**227**	0	92	**49**	**43**	**184**	1067
05:15 PM	0	9	**259**	41	**309**	7	61	**359**	54	481	2	56	35	77	170	2	**99**	43	26	170	**1130**
05:30 PM	0	14	200	**48**	262	4	83	353	62	502	2	65	34	60	161	1	69	37	21	128	1053
Total Volume	4	56	894	172	1126	38	289	1309	230	1866	7	245	142	321	715	5	348	162	124	639	4346
% App. Total	0.4	5	79.4	15.3		2	15.5	70.2	12.3		1	34.3	19.9	44.9		0.8	54.5	25.4	19.4		
PHF	.333	.667	.863	.896	.911	.559	.860	.912	.767	.906	.875	.795	.772	.779	.787	.625	.879	.827	.721	.868	.962
Autos	4	52	878	163	1097	37	277	1292	214	1820	7	232	137	309	685	5	344	156	122	627	4229
% Autos	100	92.9	98.2	94.8	97.4	97.4	95.8	98.7	93.0	97.5	100	94.7	96.5	96.3	95.8	100	98.9	96.3	98.4	98.1	97.3
Heavy Vehicles	0	4	16	9	29	1	12	17	16	46	0	13	5	12	30	0	4	6	2	12	117
% Heavy Vehicles	0	7.1	1.8	5.2	2.6	2.6	4.2	1.3	7.0	2.5	0	5.3	3.5	3.7	4.2	0	1.1	3.7	1.6	1.9	2.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01A-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	1	3	0	1	1	4	6	0	0	0	4	4	0	3	0	2	5	18
06:15 AM	0	1	4	0	5	0	3	2	2	7	0	4	0	3	7	0	8	1	1	10	29
06:30 AM	0	1	2	2	5	0	3	0	0	3	0	2	1	3	6	0	5	1	1	7	21
06:45 AM	0	0	5	4	9	0	1	4	1	6	0	4	0	6	10	0	4	0	1	5	30
Total	0	2	13	7	22	0	8	7	7	22	0	10	1	16	27	0	20	2	5	27	98
07:00 AM	0	0	7	1	8	0	7	3	2	12	0	2	0	5	7	0	2	0	0	2	29
07:15 AM	0	2	6	4	12	0	1	3	1	5	0	7	0	9	16	0	10	1	2	13	46
07:30 AM	0	0	10	3	13	0	0	3	4	7	0	2	0	2	4	0	9	1	1	11	35
07:45 AM	0	0	4	5	9	0	3	6	3	12	0	5	2	3	10	0	4	1	0	5	36
Total	0	2	27	13	42	0	11	15	10	36	0	16	2	19	37	0	25	3	3	31	146
08:00 AM	0	1	8	4	13	0	2	9	3	14	0	4	0	7	11	0	8	1	2	11	49
08:15 AM	0	1	16	2	19	0	2	8	0	10	0	3	1	5	9	0	2	1	1	4	42
08:30 AM	0	1	11	5	17	0	1	7	3	11	0	3	0	1	4	0	4	1	2	7	39
08:45 AM	1	5	13	5	24	0	3	11	10	24	0	2	1	4	7	0	2	0	0	2	57
Total	1	8	48	16	73	0	8	35	16	59	0	12	2	17	31	0	16	3	5	24	187
*** BREAK ***																					
04:00 PM	0	1	6	2	9	1	2	1	1	5	0	6	5	7	18	0	2	1	0	3	35
04:15 PM	0	0	2	1	3	0	4	6	7	17	0	3	1	1	5	0	4	1	1	6	31
04:30 PM	0	0	4	7	11	0	0	8	10	18	0	3	3	2	8	0	3	4	1	8	45
04:45 PM	0	2	3	3	8	0	4	4	7	15	0	3	1	5	9	0	0	3	0	3	35
Total	0	3	15	13	31	1	10	19	25	55	0	15	10	15	40	0	9	9	2	20	146
05:00 PM	0	1	6	2	9	1	2	4	1	8	0	3	2	3	8	0	2	2	2	6	31
05:15 PM	0	0	5	1	6	0	1	5	5	11	0	4	1	3	8	0	2	1	0	3	28
05:30 PM	0	1	2	3	6	0	5	4	3	12	0	3	1	1	5	0	0	0	0	0	23
05:45 PM	0	0	3	1	4	1	2	6	4	13	0	2	2	4	8	0	2	0	1	3	28
Total	0	2	16	7	25	2	10	19	13	44	0	12	6	11	29	0	6	3	3	12	110
06:00 PM	0	0	0	3	3	0	3	5	1	9	0	3	3	4	10	0	2	1	0	3	25
06:15 PM	0	0	7	1	8	0	3	1	2	6	0	1	2	0	3	0	1	1	0	2	19
06:30 PM	0	0	0	1	1	0	0	1	2	3	0	0	0	5	5	0	1	0	1	2	11
06:45 PM	0	0	5	4	9	0	4	5	3	12	0	2	0	2	4	0	0	0	3	3	28
Total	0	0	12	9	21	0	10	12	8	30	0	6	5	11	22	0	4	2	4	10	83
Grand Total	1	17	131	65	214	3	57	107	79	246	0	71	26	89	186	0	80	22	22	124	770
Apprch %	0.5	7.9	61.2	30.4		1.2	23.2	43.5	32.1		0	38.2	14	47.8		0	64.5	17.7	17.7		
Total %	0.1	2.2	17	8.4	27.8	0.4	7.4	13.9	10.3	31.9	0	9.2	3.4	11.6	24.2	0	10.4	2.9	2.9	16.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01B-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	7	83	12	104	0	12	61	56	129	0	10	10	15	35	0	25	6	7	38	306
06:15 AM	1	15	120	10	146	6	19	99	78	202	0	10	10	26	46	0	20	6	8	34	428
06:30 AM	4	9	153	20	186	4	18	91	89	202	0	12	18	37	67	2	33	5	5	45	500
06:45 AM	2	9	186	25	222	4	33	88	81	206	0	19	20	38	77	1	44	7	10	62	567
Total	9	40	542	67	658	14	82	339	304	739	0	51	58	116	225	3	122	24	30	179	1801
07:00 AM	4	17	212	20	253	5	31	127	87	250	0	20	24	64	108	0	32	14	10	56	667
07:15 AM	1	15	233	30	279	6	28	133	83	250	0	25	40	48	113	1	67	21	13	102	744
07:30 AM	1	17	333	42	393	3	23	120	87	233	0	29	27	64	120	0	38	14	8	60	806
07:45 AM	1	21	273	40	335	7	48	180	97	332	0	32	59	62	153	4	53	17	11	85	905
Total	7	70	1051	132	1260	21	130	560	354	1065	0	106	150	238	494	5	190	66	42	303	3122
08:00 AM	4	20	226	44	294	4	39	179	112	334	0	18	36	46	100	1	54	17	11	83	811
08:15 AM	3	14	258	38	313	10	58	207	65	340	3	27	40	64	134	1	43	17	14	75	862
08:30 AM	6	25	243	43	317	10	40	134	68	252	0	37	52	64	153	2	71	21	11	105	827
08:45 AM	2	21	220	46	289	7	45	138	72	262	0	30	39	69	138	1	56	28	17	102	791
Total	15	80	947	171	1213	31	182	658	317	1188	3	112	167	243	525	5	224	83	53	365	3291
*** BREAK ***																					
04:00 PM	2	17	231	53	303	10	44	326	62	442	1	49	32	77	159	0	73	39	31	143	1047
04:15 PM	1	14	224	57	296	9	72	356	65	502	4	53	38	49	144	2	79	44	31	156	1098
04:30 PM	0	17	190	52	259	9	48	268	51	376	1	59	27	59	146	1	110	40	28	179	960
04:45 PM	3	23	223	59	308	15	63	304	56	438	1	45	24	59	129	1	79	48	39	167	1042
Total	6	71	868	221	1166	43	227	1254	234	1758	7	206	121	244	578	4	341	171	129	645	4147
05:00 PM	2	14	211	48	275	19	62	270	53	404	1	77	46	82	206	1	104	66	36	207	1092
05:15 PM	3	11	258	46	318	6	62	396	70	534	2	56	32	86	176	0	99	50	46	195	1223
05:30 PM	2	15	235	45	297	15	62	288	55	420	0	73	34	49	156	0	90	58	40	188	1061
05:45 PM	2	13	223	59	297	4	64	282	56	406	0	50	33	63	146	1	95	43	31	170	1019
Total	9	53	927	198	1187	44	250	1236	234	1764	3	256	145	280	684	2	388	217	153	760	4395
06:00 PM	3	12	192	49	256	10	76	315	69	470	2	51	24	56	133	0	84	28	24	136	995
06:15 PM	4	20	186	46	256	9	53	224	53	339	2	51	29	55	137	2	53	18	18	91	823
06:30 PM	2	7	177	31	217	9	37	240	68	354	4	47	12	46	109	2	57	33	14	106	786
06:45 PM	3	11	158	36	208	8	50	228	42	328	1	29	14	60	104	0	28	17	12	57	697
Total	12	50	713	162	937	36	216	1007	232	1491	9	178	79	217	483	4	222	96	68	390	3301
Grand Total	58	364	5048	951	6421	189	1087	5054	1675	8005	22	909	720	1338	2989	23	1487	657	475	2642	20057
Apprch %	0.9	5.7	78.6	14.8		2.4	13.6	63.1	20.9		0.7	30.4	24.1	44.8		0.9	56.3	24.9	18		
Total %	0.3	1.8	25.2	4.7	32	0.9	5.4	25.2	8.4	39.9	0.1	4.5	3.6	6.7	14.9	0.1	7.4	3.3	2.4	13.2	
Autos	58	346	4932	893	6229	187	1029	4935	1603	7754	22	840	698	1248	2808	23	1381	636	444	2484	19275
% Autos	100	95.1	97.7	93.9	97	98.9	94.7	97.6	95.7	96.9	100	92.4	96.9	93.3	93.9	100	92.9	96.8	93.5	94	96.1
Heavy Vehicles	0	18	116	58	192	2	58	119	72	251	0	69	22	90	181	0	106	21	31	158	782
% Heavy Vehicles	0	4.9	2.3	6.1	3	1.1	5.3	2.4	4.3	3.1	0	7.6	3.1	6.7	6.1	0	7.1	3.2	6.5	6	3.9

CTS Engineering, Inc.

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Doral, FL, 33126

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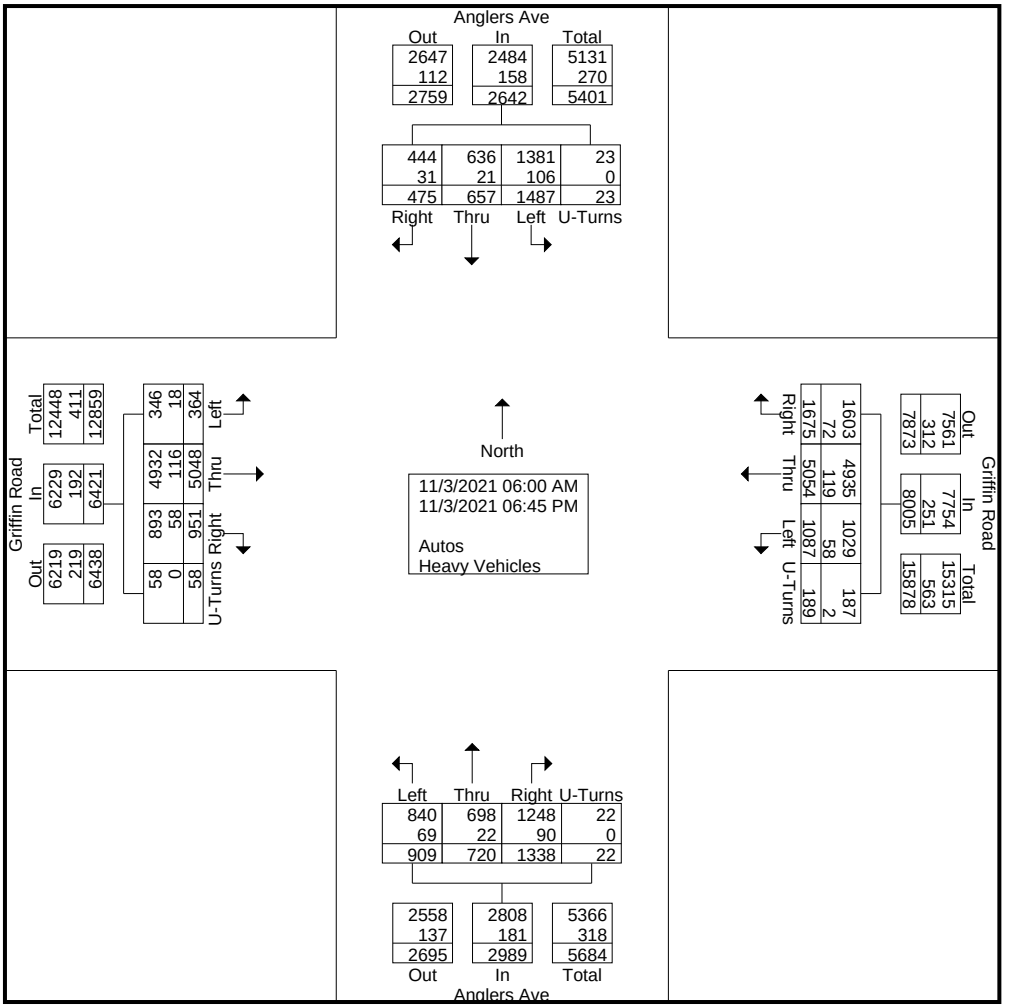
Page No : 2



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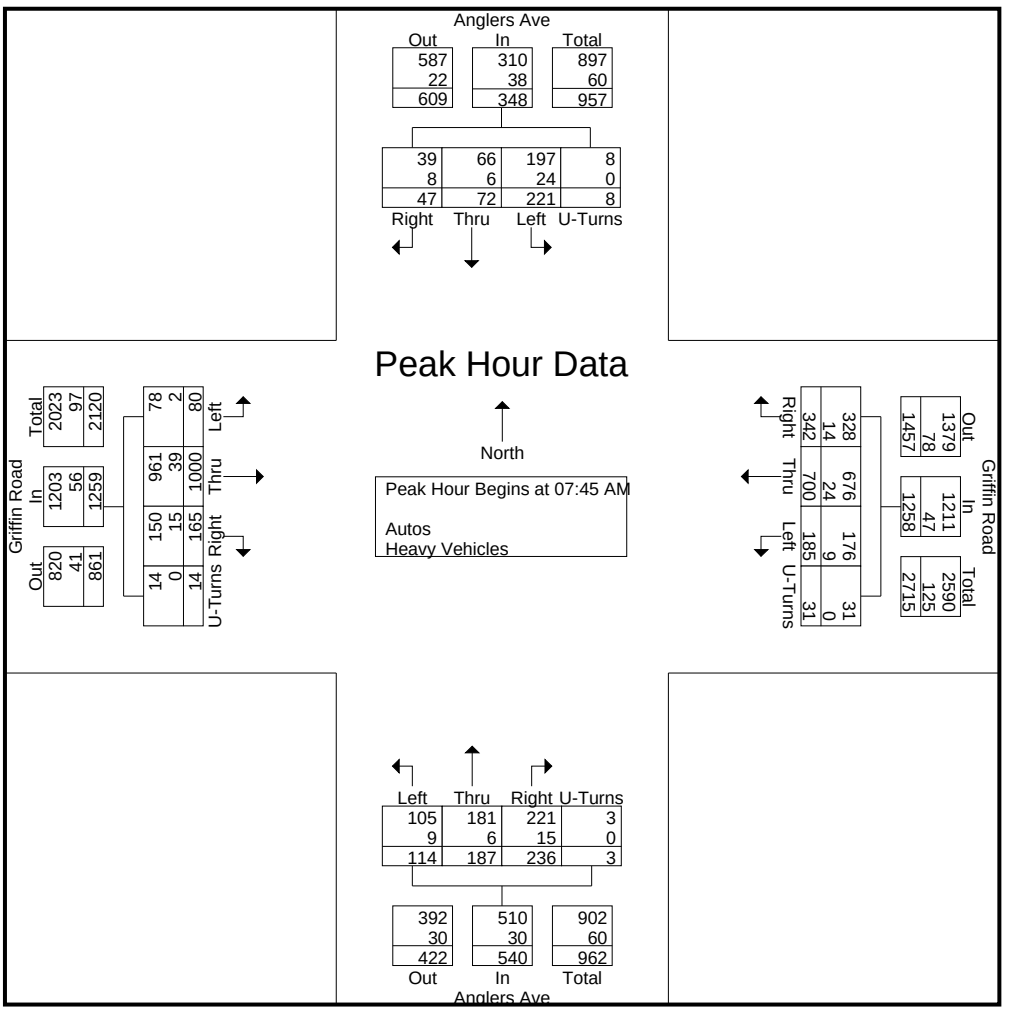
Site Code : 00000000
Start Date : 11/3/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	21	**273**	40	**335**	7	48	180	97	332	0	32	**59**	62	**153**	**4**	53	17	11	85	**905**
08:00 AM	4	20	226	**44**	294	4	39	179	**112**	334	0	18	36	46	100	1	54	17	11	83	811
08:15 AM	3	14	258	38	313	**10**	**58**	**207**	65	**340**	**3**	27	40	**64**	134	1	43	17	**14**	75	862
08:30 AM	**6**	**25**	243	43	317	10	40	134	68	252	0	**37**	52	64	153	2	**71**	**21**	11	**105**	827
Total Volume	14	80	1000	165	1259	31	185	700	342	1258	3	114	187	236	540	8	221	72	47	348	3405
% App. Total	1.1	6.4	79.4	13.1		2.5	14.7	55.6	27.2		0.6	21.1	34.6	43.7		2.3	63.5	20.7	13.5		
PHF	.583	.800	.916	.938	.940	.775	.797	.845	.763	.925	.250	.770	.792	.922	.882	.500	.778	.857	.839	.829	.941
Autos	14	78	961	150	1203	31	176	676	328	1211	3	105	181	221	510	8	197	66	39	310	3234
% Autos	100	97.5	96.1	90.9	95.6	100	95.1	96.6	95.9	96.3	100	92.1	96.8	93.6	94.4	100	89.1	91.7	83.0	89.1	95.0
Heavy Vehicles	0	2	39	15	56	0	9	24	14	47	0	9	6	15	30	0	24	6	8	38	171
% Heavy Vehicles	0	2.5	3.9	9.1	4.4	0	4.9	3.4	4.1	3.7	0	7.9	3.2	6.4	5.6	0	10.9	8.3	17.0	10.9	5.0



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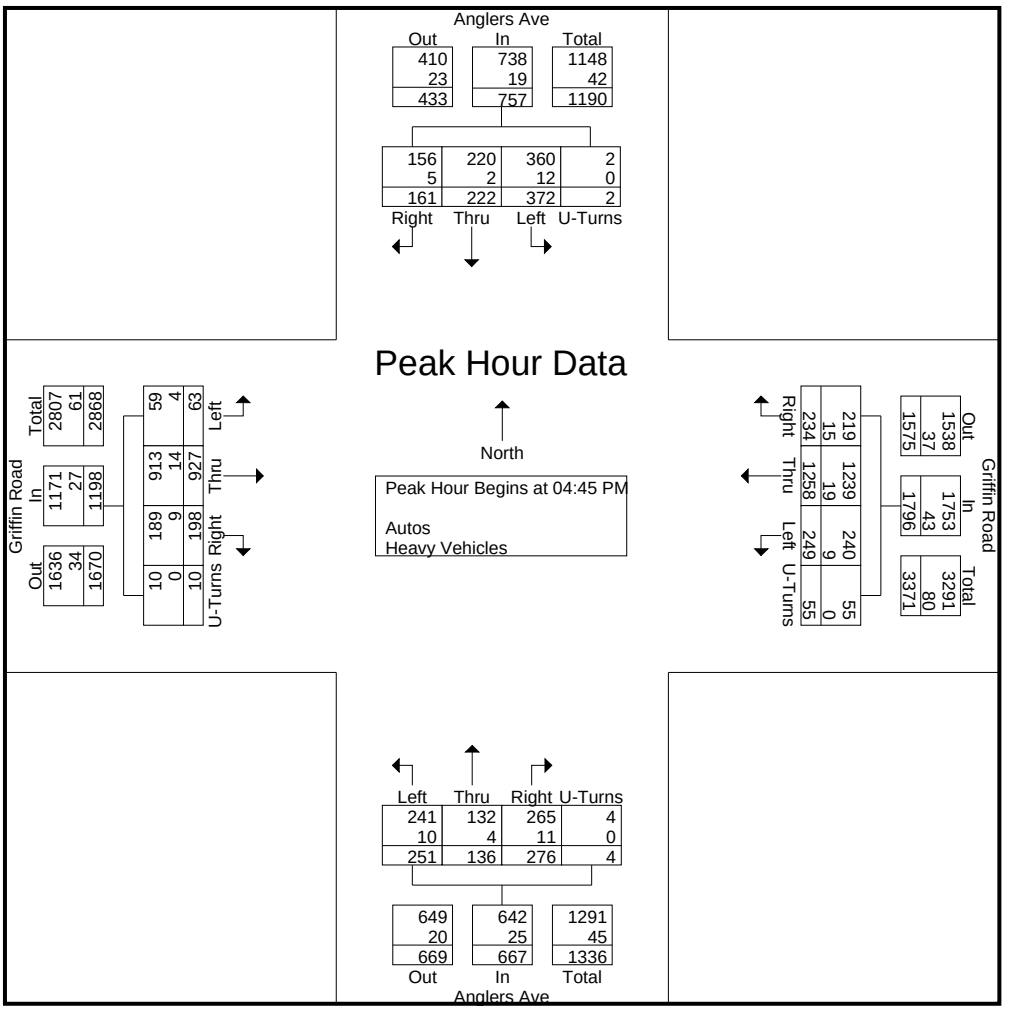
	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	**3**	**23**	223	**59**	308	15	**63**	304	56	438	1	45	24	59	129	**1**	79	48	39	167	1042
05:00 PM	2	14	211	48	275	**19**	62	270	53	404	1	**77**	**46**	82	**206**	1	**104**	**66**	36	**207**	1092
05:15 PM	3	11	**258**	46	**318**	6	62	**396**	**70**	**534**	**2**	56	32	**86**	176	0	99	50	**46**	195	**1223**
05:30 PM	2	15	235	45	297	15	62	288	55	420	0	73	34	49	156	0	90	58	40	188	1061
Total Volume	10	63	927	198	1198	55	249	1258	234	1796	4	251	136	276	667	2	372	222	161	757	4418
% App. Total	0.8	5.3	77.4	16.5		3.1	13.9	70	13		0.6	37.6	20.4	41.4		0.3	49.1	29.3	21.3		
PHF	.833	.685	.898	.839	.942	.724	.988	.794	.836	.841	.500	.815	.739	.802	.809	.500	.894	.841	.875	.914	.903
Autos	10	59	913	189	1171	55	240	1239	219	1753	4	241	132	265	642	2	360	220	156	738	4304
% Autos	100	93.7	98.5	95.5	97.7	100	96.4	98.5	93.6	97.6	100	96.0	97.1	96.0	96.3	100	96.8	99.1	96.9	97.5	97.4
Heavy Vehicles	0	4	14	9	27	0	9	19	15	43	0	10	4	11	25	0	12	2	5	19	114
% Heavy Vehicles	0	6.3	1.5	4.5	2.3	0	3.6	1.5	6.4	2.4	0	4.0	2.9	4.0	3.7	0	3.2	0.9	3.1	2.5	2.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E Study
County: Broward

File Name : 01B-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	3	0	3	0	1	2	3	6	0	2	0	4	6	0	3	0	1	4	19
06:15 AM	0	0	2	0	2	0	3	2	0	5	0	4	1	4	9	0	2	0	1	3	19
06:30 AM	0	1	2	2	5	0	3	3	2	8	0	0	1	5	6	0	8	2	0	10	29
06:45 AM	0	0	4	2	6	0	3	5	1	9	0	3	0	6	9	0	5	0	3	8	32
Total	0	1	11	4	16	0	10	12	6	28	0	9	2	19	30	0	18	2	5	25	99
07:00 AM	0	2	8	1	11	0	5	5	2	12	0	1	0	5	6	0	3	1	0	4	33
07:15 AM	0	2	10	2	14	0	1	4	3	8	0	5	1	5	11	0	17	1	1	19	52
07:30 AM	0	0	6	4	10	0	1	5	2	8	0	4	2	1	7	0	4	1	2	7	32
07:45 AM	0	0	9	0	9	0	4	6	5	15	0	2	4	3	9	0	4	0	2	6	39
Total	0	4	33	7	44	0	11	20	12	43	0	12	7	14	33	0	28	3	5	36	156
08:00 AM	0	2	7	6	15	0	1	2	7	10	0	1	1	5	7	0	7	3	3	13	45
08:15 AM	0	0	8	4	12	0	3	6	1	10	0	2	1	5	8	0	4	2	2	8	38
08:30 AM	0	0	15	5	20	0	1	10	1	12	0	4	0	2	6	0	9	1	1	11	49
08:45 AM	0	3	8	1	12	0	2	8	5	15	0	6	0	4	10	0	14	2	3	19	56
Total	0	5	38	16	59	0	7	26	14	47	0	13	2	16	31	0	34	8	9	51	188
*** BREAK ***																					
04:00 PM	0	0	4	5	9	0	2	6	3	11	0	7	0	8	15	0	0	2	1	3	38
04:15 PM	0	0	8	2	10	0	2	10	4	16	0	3	2	3	8	0	1	1	0	2	36
04:30 PM	0	2	4	5	11	0	2	6	7	15	0	2	1	3	6	0	2	1	0	3	35
04:45 PM	0	1	7	5	13	0	3	3	4	10	0	1	0	3	4	0	2	1	2	5	32
Total	0	3	23	17	43	0	9	25	18	52	0	13	3	17	33	0	5	5	3	13	141
05:00 PM	0	2	3	2	7	0	1	6	2	9	0	6	1	3	10	0	2	0	0	2	28
05:15 PM	0	0	4	0	4	0	3	9	6	18	0	2	2	5	9	0	6	1	2	9	40
05:30 PM	0	1	0	2	3	0	2	1	3	6	0	1	1	0	2	0	2	0	1	3	14
05:45 PM	0	2	0	3	5	0	2	5	2	9	0	4	2	2	8	0	4	0	3	7	29
Total	0	5	7	7	19	0	8	21	13	42	0	13	6	10	29	0	14	1	6	21	111
06:00 PM	0	0	0	1	1	0	2	3	1	6	0	3	1	4	8	0	2	0	1	3	18
06:15 PM	0	0	3	2	5	0	4	8	2	14	0	3	0	2	5	0	2	0	1	3	27
06:30 PM	0	0	0	2	2	2	0	2	3	7	0	0	1	4	5	0	1	1	1	3	17
06:45 PM	0	0	1	2	3	0	7	2	3	12	0	3	0	4	7	0	2	1	0	3	25
Total	0	0	4	7	11	2	13	15	9	39	0	9	2	14	25	0	7	2	3	12	87
Grand Total	0	18	116	58	192	2	58	119	72	251	0	69	22	90	181	0	106	21	31	158	782
Apprch %	0	9.4	60.4	30.2		0.8	23.1	47.4	28.7		0	38.1	12.2	49.7		0	67.1	13.3	19.6		
Total %	0	2.3	14.8	7.4	24.6	0.3	7.4	15.2	9.2	32.1	0	8.8	2.8	11.5	23.1	0	13.6	2.7	4	20.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

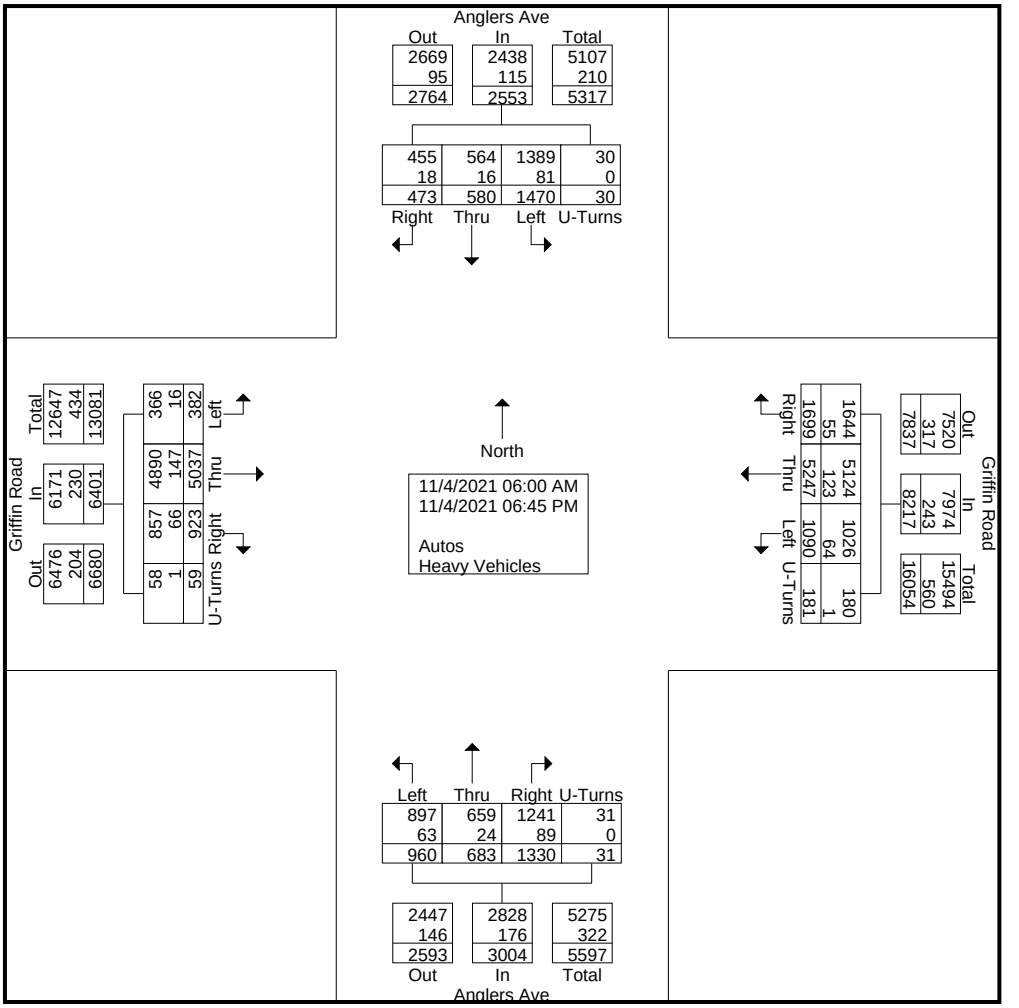
	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	13	92	15	122	6	20	80	68	174	0	10	10	20	40	0	26	7	7	40	376
06:15 AM	0	10	131	16	157	2	14	70	69	155	0	16	8	28	52	0	25	6	13	44	408
06:30 AM	1	19	156	16	192	1	12	124	90	227	1	15	21	42	79	2	43	6	13	64	562
06:45 AM	2	15	189	26	232	4	27	93	70	194	1	19	17	37	74	2	38	11	6	57	557
Total	5	57	568	73	703	13	73	367	297	750	2	60	56	127	245	4	132	30	39	205	1903
07:00 AM	3	6	222	31	262	6	24	116	92	238	0	19	25	48	92	1	40	8	10	59	651
07:15 AM	3	13	252	25	293	8	37	117	88	250	0	17	41	56	114	0	43	15	7	65	722
07:30 AM	2	16	303	34	355	6	25	134	77	242	1	28	22	65	116	1	46	21	11	79	792
07:45 AM	1	37	275	32	345	11	50	204	94	359	2	28	61	52	143	1	49	24	9	83	930
Total	9	72	1052	122	1255	31	136	571	351	1089	3	92	149	221	465	3	178	68	37	286	3095
08:00 AM	4	18	254	48	324	3	46	179	90	318	0	27	52	67	146	2	50	16	11	79	867
08:15 AM	2	19	287	42	350	12	48	155	94	309	0	33	29	65	127	1	58	9	14	82	868
08:30 AM	6	32	267	63	368	7	52	198	79	336	1	34	31	61	127	3	65	25	13	106	937
08:45 AM	4	23	228	54	309	3	40	193	73	309	0	34	37	48	119	1	55	19	9	84	821
Total	16	92	1036	207	1351	25	186	725	336	1272	1	128	149	241	519	7	228	69	47	351	3493
*** BREAK ***																					
04:00 PM	1	9	210	47	267	12	54	257	70	393	5	46	24	70	145	2	77	37	27	143	948
04:15 PM	2	16	211	48	277	10	59	301	61	431	1	48	27	71	147	1	90	38	48	177	1032
04:30 PM	3	10	189	51	253	9	47	216	60	332	0	60	20	73	153	1	96	45	40	182	920
04:45 PM	3	16	180	42	241	10	79	312	72	473	3	49	32	59	143	1	82	35	17	135	992
Total	9	51	790	188	1038	41	239	1086	263	1629	9	203	103	273	588	5	345	155	132	637	3892
05:00 PM	0	16	199	37	252	11	48	267	50	376	0	78	34	97	209	0	105	47	57	209	1046
05:15 PM	0	14	228	43	285	12	74	387	59	532	5	58	21	64	148	0	89	40	24	153	1118
05:30 PM	6	15	249	41	311	6	75	352	59	492	1	58	37	38	134	0	82	39	34	155	1092
05:45 PM	3	8	204	57	272	12	48	299	47	406	2	62	30	63	157	2	79	42	26	149	984
Total	9	53	880	178	1120	41	245	1305	215	1806	8	256	122	262	648	2	355	168	141	666	4240
06:00 PM	3	13	197	41	254	7	61	415	58	541	1	65	33	71	170	3	70	33	19	125	1090
06:15 PM	2	18	184	47	251	6	48	275	45	374	2	65	29	52	148	2	56	24	22	104	877
06:30 PM	5	14	152	33	204	8	61	299	78	446	2	50	18	44	114	2	62	20	15	99	863
06:45 PM	1	12	178	34	225	9	41	204	56	310	3	41	24	39	107	2	44	13	21	80	722
Total	11	57	711	155	934	30	211	1193	237	1671	8	221	104	206	539	9	232	90	77	408	3552
Grand Total	59	382	5037	923	6401	181	1090	5247	1699	8217	31	960	683	1330	3004	30	1470	580	473	2553	20175
Apprch %	0.9	6	78.7	14.4		2.2	13.3	63.9	20.7		1	32	22.7	44.3		1.2	57.6	22.7	18.5		
Total %	0.3	1.9	25	4.6	31.7	0.9	5.4	26	8.4	40.7	0.2	4.8	3.4	6.6	14.9	0.1	7.3	2.9	2.3	12.7	
Autos	58	366	4890	857	6171	180	1026	5124	1644	7974	31	897	659	1241	2828	30	1389	564	455	2438	19411
% Autos	98.3	95.8	97.1	92.8	96.4	99.4	94.1	97.7	96.8	97	100	93.4	96.5	93.3	94.1	100	94.5	97.2	96.2	95.5	96.2
Heavy Vehicles	1	16	147	66	230	1	64	123	55	243	0	63	24	89	176	0	81	16	18	115	764
% Heavy Vehicles	1.7	4.2	2.9	7.2	3.6	0.6	5.9	2.3	3.2	3	0	6.6	3.5	6.7	5.9	0	5.5	2.8	3.8	4.5	3.8

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 2



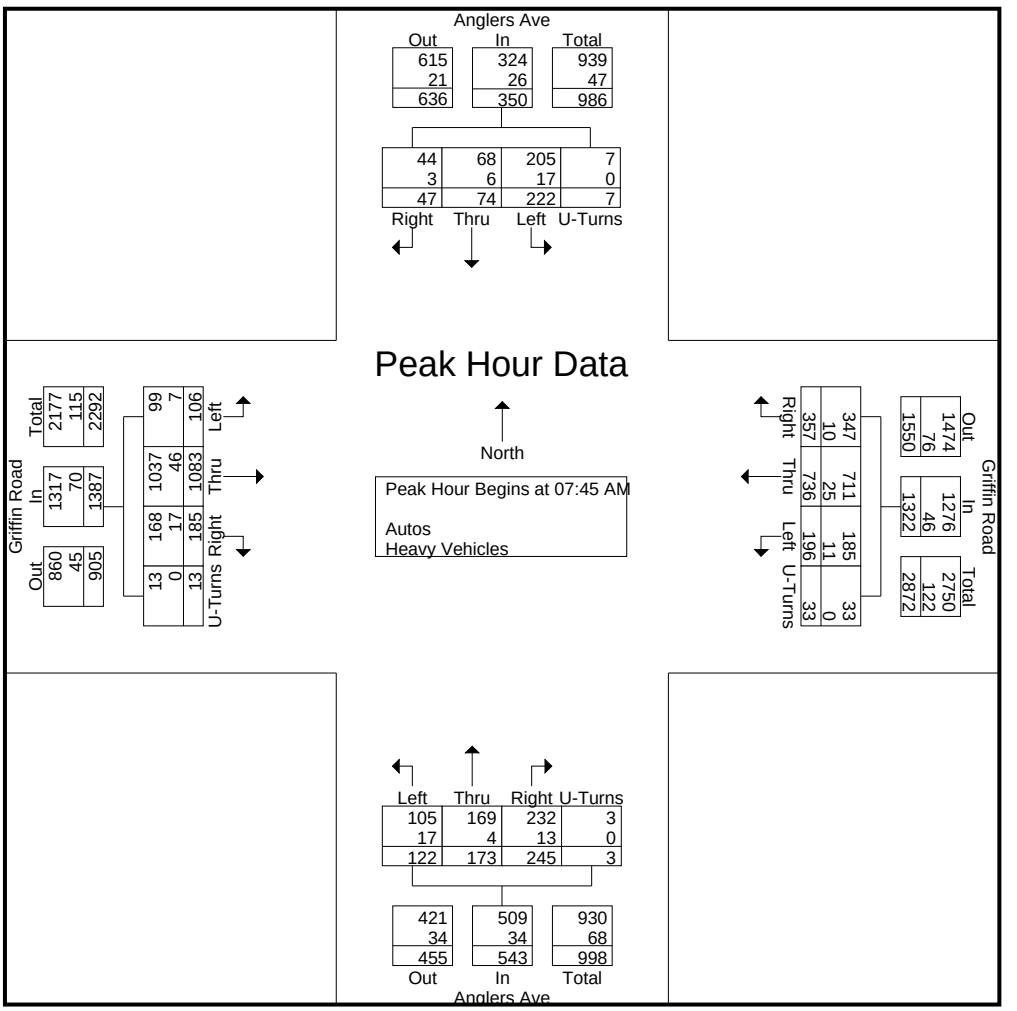
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	**37**	275	32	345	11	50	**204**	**94**	**359**	**2**	28	**61**	52	143	1	49	24	9	83	930
08:00 AM	4	18	254	48	324	3	46	179	90	318	0	27	52	**67**	**146**	2	50	16	11	79	867
08:15 AM	2	19	**287**	42	350	**12**	48	155	94	309	0	33	29	65	127	1	58	9	**14**	82	868
08:30 AM	**6**	32	267	**63**	**368**	7	**52**	198	79	336	1	**34**	31	61	127	**3**	**65**	**25**	13	**106**	**937**
Total Volume	13	106	1083	185	1387	33	196	736	357	1322	3	122	173	245	543	7	222	74	47	350	3602
% App. Total	0.9	7.6	78.1	13.3		2.5	14.8	55.7	27		0.6	22.5	31.9	45.1		2	63.4	21.1	13.4		
PHF	.542	.716	.943	.734	.942	.688	.942	.902	.949	.921	.375	.897	.709	.914	.930	.583	.854	.740	.839	.825	.961
Autos	13	99	1037	168	1317	33	185	711	347	1276	3	105	169	232	509	7	205	68	44	324	3426
% Autos	100	93.4	95.8	90.8	95.0	100	94.4	96.6	97.2	96.5	100	86.1	97.7	94.7	93.7	100	92.3	91.9	93.6	92.6	95.1
Heavy Vehicles	0	7	46	17	70	0	11	25	10	46	0	17	4	13	34	0	17	6	3	26	176
% Heavy Vehicles	0	6.6	4.2	9.2	5.0	0	5.6	3.4	2.8	3.5	0	13.9	2.3	5.3	6.3	0	7.7	8.1	6.4	7.4	4.9



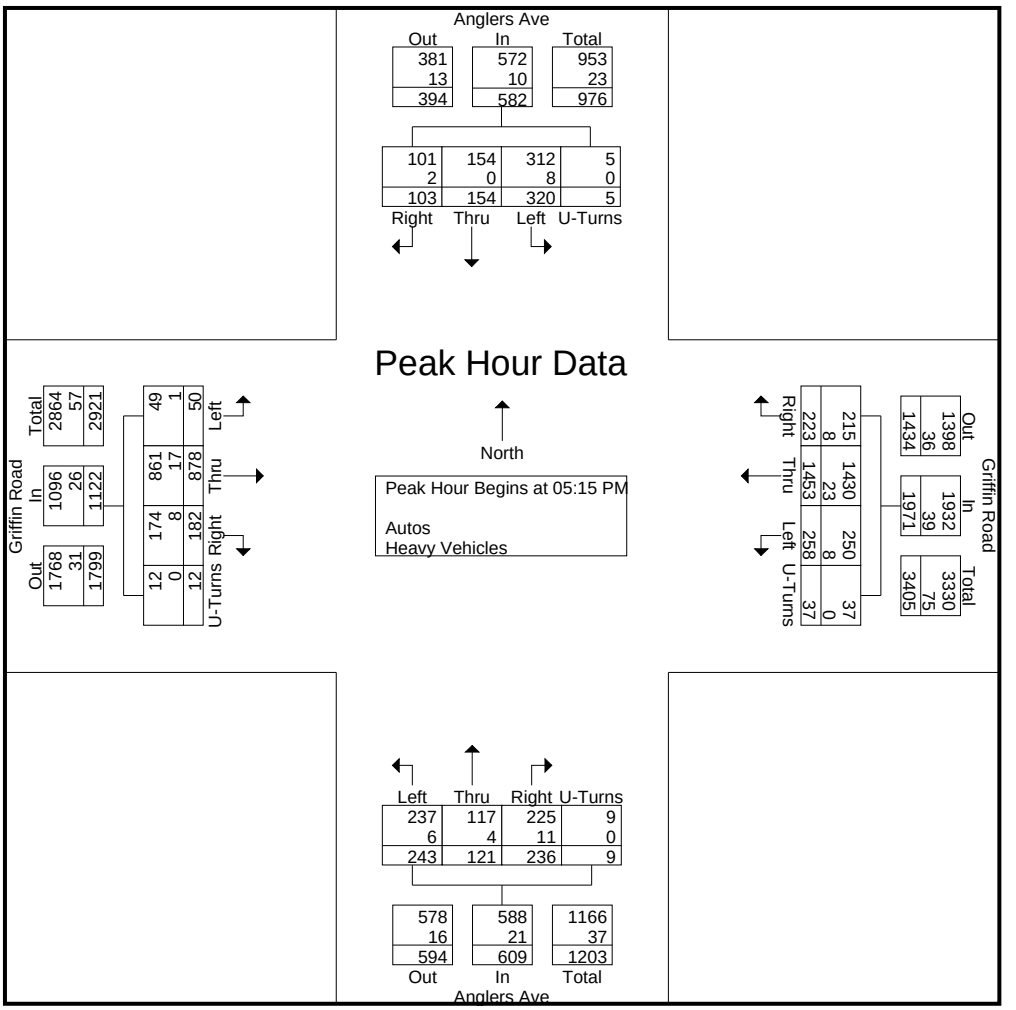
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	14	228	43	285	**12**	74	387	**59**	532	**5**	58	21	64	148	0	**89**	40	24	153	**1118**
05:30 PM	**6**	**15**	**249**	41	**311**	6	**75**	352	59	492	1	58	**37**	38	134	0	82	39	**34**	**155**	1092
05:45 PM	3	8	204	**57**	272	12	48	299	47	406	2	62	30	63	157	2	79	**42**	26	149	984
06:00 PM	3	13	197	41	254	7	61	**415**	58	**541**	1	**65**	33	**71**	**170**	**3**	70	33	19	125	1090
Total Volume	12	50	878	182	1122	37	258	1453	223	1971	9	243	121	236	609	5	320	154	103	582	4284
% App. Total	1.1	4.5	78.3	16.2		1.9	13.1	73.7	11.3		1.5	39.9	19.9	38.8		0.9	55	26.5	17.7		
PHF	.500	.833	.882	.798	.902	.771	.860	.875	.945	.911	.450	.935	.818	.831	.896	.417	.899	.917	.757	.939	.958
Autos	12	49	861	174	1096	37	250	1430	215	1932	9	237	117	225	588	5	312	154	101	572	4188
% Autos	100	98.0	98.1	95.6	97.7	100	96.9	98.4	96.4	98.0	100	97.5	96.7	95.3	96.6	100	97.5	100	98.1	98.3	97.8
Heavy Vehicles	0	1	17	8	26	0	8	23	8	39	0	6	4	11	21	0	8	0	2	10	96
% Heavy Vehicles	0	2.0	1.9	4.4	2.3	0	3.1	1.6	3.6	2.0	0	2.5	3.3	4.7	3.4	0	2.5	0	1.9	1.7	2.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 01C-Anglers Ave & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Anglers Ave Northbound					Anglers Ave Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	5	0	5	0	3	1	1	5	0	2	0	4	6	0	4	0	1	5	21
06:15 AM	0	1	3	3	7	0	2	6	1	9	0	3	0	7	10	0	7	0	2	9	35
06:30 AM	0	1	3	2	6	0	5	4	0	9	0	0	1	5	6	0	9	1	2	12	33
06:45 AM	0	0	6	3	9	0	2	4	1	7	0	4	1	2	7	0	6	0	1	7	30
Total	0	2	17	8	27	0	12	15	3	30	0	9	2	18	29	0	26	1	6	33	119
07:00 AM	0	0	13	3	16	0	5	0	0	5	0	3	2	7	12	0	2	0	1	3	36
07:15 AM	0	0	7	2	9	0	1	6	0	7	0	3	2	5	10	0	8	1	1	10	36
07:30 AM	0	1	5	2	8	0	3	4	0	7	0	1	1	3	5	0	8	3	1	12	32
07:45 AM	0	3	10	3	16	0	2	9	1	12	0	4	1	5	10	0	2	0	1	3	41
Total	0	4	35	10	49	0	11	19	1	31	0	11	6	20	37	0	20	4	4	28	145
08:00 AM	0	2	16	3	21	0	4	2	3	9	0	5	1	2	8	0	9	3	0	12	50
08:15 AM	0	1	10	5	16	0	4	9	1	14	0	4	1	5	10	0	4	0	1	5	45
08:30 AM	0	1	10	6	17	0	1	5	5	11	0	4	1	1	6	0	2	3	1	6	40
08:45 AM	1	2	12	3	18	0	3	10	4	17	0	4	1	1	6	0	1	0	0	1	42
Total	1	6	48	17	72	0	12	26	13	51	0	17	4	9	30	0	16	6	2	24	177
*** BREAK ***																					
04:00 PM	0	1	4	4	9	0	2	5	3	10	0	4	1	5	10	0	1	2	0	3	32
04:15 PM	0	0	9	4	13	0	4	9	9	22	0	2	1	7	10	0	1	1	2	4	49
04:30 PM	0	1	2	3	6	0	1	5	6	12	0	1	1	5	7	0	1	0	1	2	27
04:45 PM	0	0	10	5	15	0	3	5	5	13	0	2	1	2	5	0	1	1	1	3	36
Total	0	2	25	16	43	0	10	24	23	57	0	9	4	19	32	0	4	4	4	12	144
05:00 PM	0	1	0	3	4	0	1	4	1	6	0	5	3	3	11	0	2	1	0	3	24
05:15 PM	0	0	5	2	7	0	2	5	1	8	0	1	1	4	6	0	1	0	0	1	22
05:30 PM	0	0	7	2	9	0	4	8	3	15	0	1	2	0	3	0	3	0	1	4	31
05:45 PM	0	0	3	2	5	0	1	4	1	6	0	2	1	4	7	0	3	0	1	4	22
Total	0	1	15	9	25	0	8	21	6	35	0	9	7	11	27	0	9	1	2	12	99
06:00 PM	0	1	2	2	5	0	1	6	3	10	0	2	0	3	5	0	1	0	0	1	21
06:15 PM	0	0	3	2	5	0	4	7	3	14	0	3	1	2	6	0	3	0	0	3	28
06:30 PM	0	0	1	1	2	0	2	2	3	7	0	0	0	5	5	0	0	0	0	0	14
06:45 PM	0	0	1	1	2	1	4	3	0	8	0	3	0	2	5	0	2	0	0	2	17
Total	0	1	7	6	14	1	11	18	9	39	0	8	1	12	21	0	6	0	0	6	80
Grand Total	1	16	147	66	230	1	64	123	55	243	0	63	24	89	176	0	81	16	18	115	764
Apprch %	0.4	7	63.9	28.7		0.4	26.3	50.6	22.6		0	35.8	13.6	50.6		0	70.4	13.9	15.7		
Total %	0.1	2.1	19.2	8.6	30.1	0.1	8.4	16.1	7.2	31.8	0	8.2	3.1	11.6	23	0	10.6	2.1	2.4	15.1	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

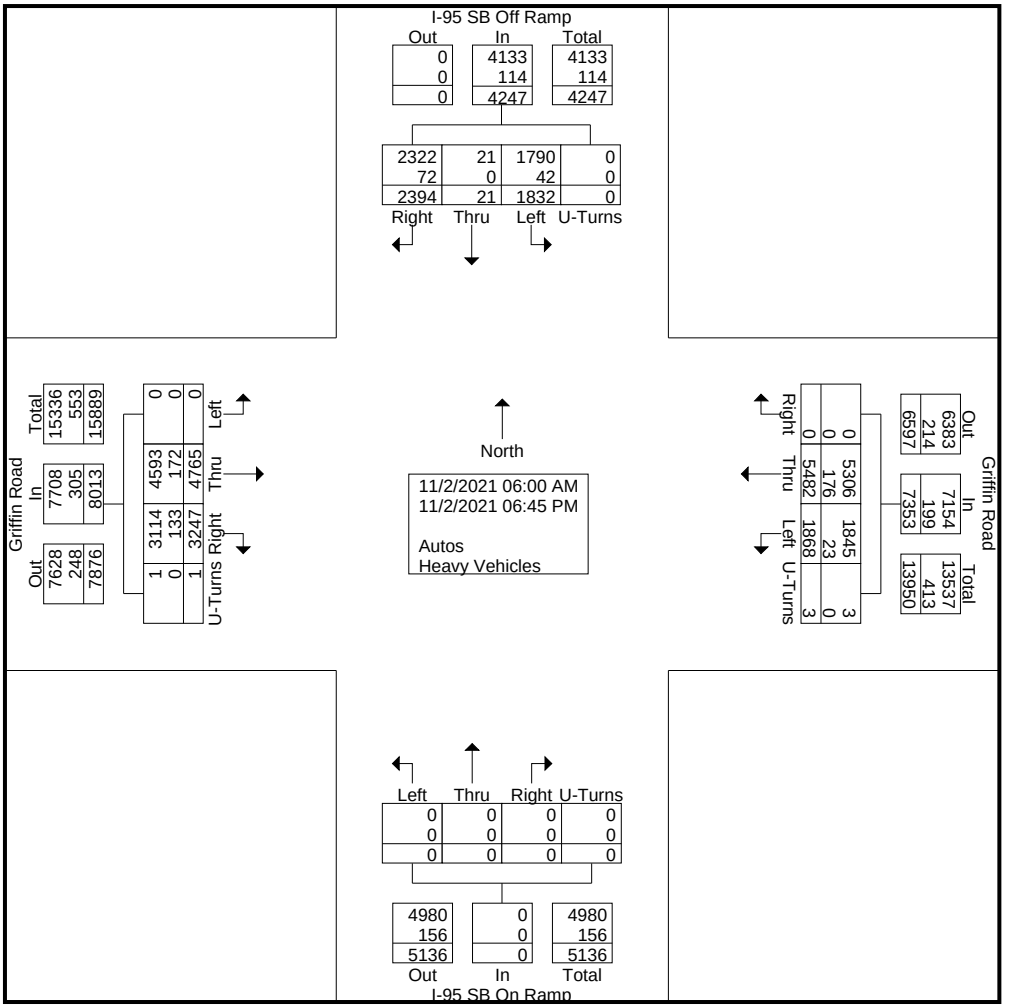
	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	74	49	123	0	38	113	0	151	0	0	0	0	0	0	23	0	36	59	333
06:15 AM	0	0	91	83	174	0	42	143	0	185	0	0	0	0	0	0	38	0	25	63	422
06:30 AM	0	0	119	83	202	0	61	141	0	202	0	0	0	0	0	0	46	1	35	82	486
06:45 AM	0	0	130	93	223	0	38	156	0	194	0	0	0	0	0	0	69	0	39	108	525
Total	0	0	414	308	722	0	179	553	0	732	0	0	0	0	0	0	176	1	135	312	1766
07:00 AM	0	0	147	146	293	0	52	182	0	234	0	0	0	0	0	0	58	0	78	136	663
07:15 AM	0	0	149	158	307	0	36	184	0	220	0	0	0	0	0	0	60	0	57	117	644
07:30 AM	0	0	314	135	449	0	54	217	0	271	0	0	0	0	0	0	61	0	90	151	871
07:45 AM	0	0	220	121	341	0	55	281	0	336	0	0	0	0	0	0	125	4	148	277	954
Total	0	0	830	560	1390	0	197	864	0	1061	0	0	0	0	0	0	304	4	373	681	3132
08:00 AM	0	0	233	175	408	0	74	254	0	328	0	0	0	0	0	0	107	3	139	249	985
08:15 AM	0	0	231	158	389	0	78	209	0	287	0	0	0	0	0	0	80	0	107	187	863
08:30 AM	0	0	250	159	409	0	77	197	0	274	0	0	0	0	0	0	84	0	95	179	862
08:45 AM	0	0	239	153	392	0	55	253	0	308	0	0	0	0	0	0	124	2	108	234	934
Total	0	0	953	645	1598	0	284	913	0	1197	0	0	0	0	0	0	395	5	449	849	3644
*** BREAK ***																					
04:00 PM	1	0	244	149	394	0	116	242	0	358	0	0	0	0	0	0	84	0	88	172	924
04:15 PM	0	0	232	139	371	1	96	188	0	285	0	0	0	0	0	0	73	1	110	184	840
04:30 PM	0	0	267	155	422	0	95	248	0	343	0	0	0	0	0	0	86	1	141	228	993
04:45 PM	0	0	208	148	356	1	100	337	0	438	0	0	0	0	0	0	80	1	126	207	1001
Total	1	0	951	591	1543	2	407	1015	0	1424	0	0	0	0	0	0	323	3	465	791	3758
05:00 PM	0	0	263	179	442	0	149	310	0	459	0	0	0	0	0	0	113	0	155	268	1169
05:15 PM	0	0	221	166	387	0	135	295	0	430	0	0	0	0	0	0	66	4	91	161	978
05:30 PM	0	0	218	158	376	0	161	345	0	506	0	0	0	0	0	0	76	2	171	249	1131
05:45 PM	0	0	207	120	327	1	100	292	0	393	0	0	0	0	0	0	96	1	100	197	917
Total	0	0	909	623	1532	1	545	1242	0	1788	0	0	0	0	0	0	351	7	517	875	4195
06:00 PM	0	0	198	159	357	0	84	269	0	353	0	0	0	0	0	0	76	0	157	233	943
06:15 PM	0	0	178	137	315	0	53	232	0	285	0	0	0	0	0	0	75	1	93	169	769
06:30 PM	0	0	184	124	308	0	67	221	0	288	0	0	0	0	0	0	66	0	108	174	770
06:45 PM	0	0	148	100	248	0	52	173	0	225	0	0	0	0	0	0	66	0	97	163	636
Total	0	0	708	520	1228	0	256	895	0	1151	0	0	0	0	0	0	283	1	455	739	3118
Grand Total	1	0	4765	3247	8013	3	1868	5482	0	7353	0	0	0	0	0	0	1832	21	2394	4247	19613
Apprch %	0	0	59.5	40.5		0	25.4	74.6	0		0	0	0	0		0	43.1	0.5	56.4		
Total %	0	0	24.3	16.6	40.9	0	9.5	28	0	37.5	0	0	0	0	0	0	9.3	0.1	12.2	21.7	
Autos	1	0	4593	3114	7708	3	1845	5306	0	7154	0	0	0	0	0	0	1790	21	2322	4133	18995
% Autos	100	0	96.4	95.9	96.2	100	98.8	96.8	0	97.3	0	0	0	0	0	0	97.7	100	97	97.3	96.8
Heavy Vehicles	0	0	172	133	305	0	23	176	0	199	0	0	0	0	0	0	42	0	72	114	618
% Heavy Vehicles	0	0	3.6	4.1	3.8	0	1.2	3.2	0	2.7	0	0	0	0	0	0	2.3	0	3	2.7	3.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2



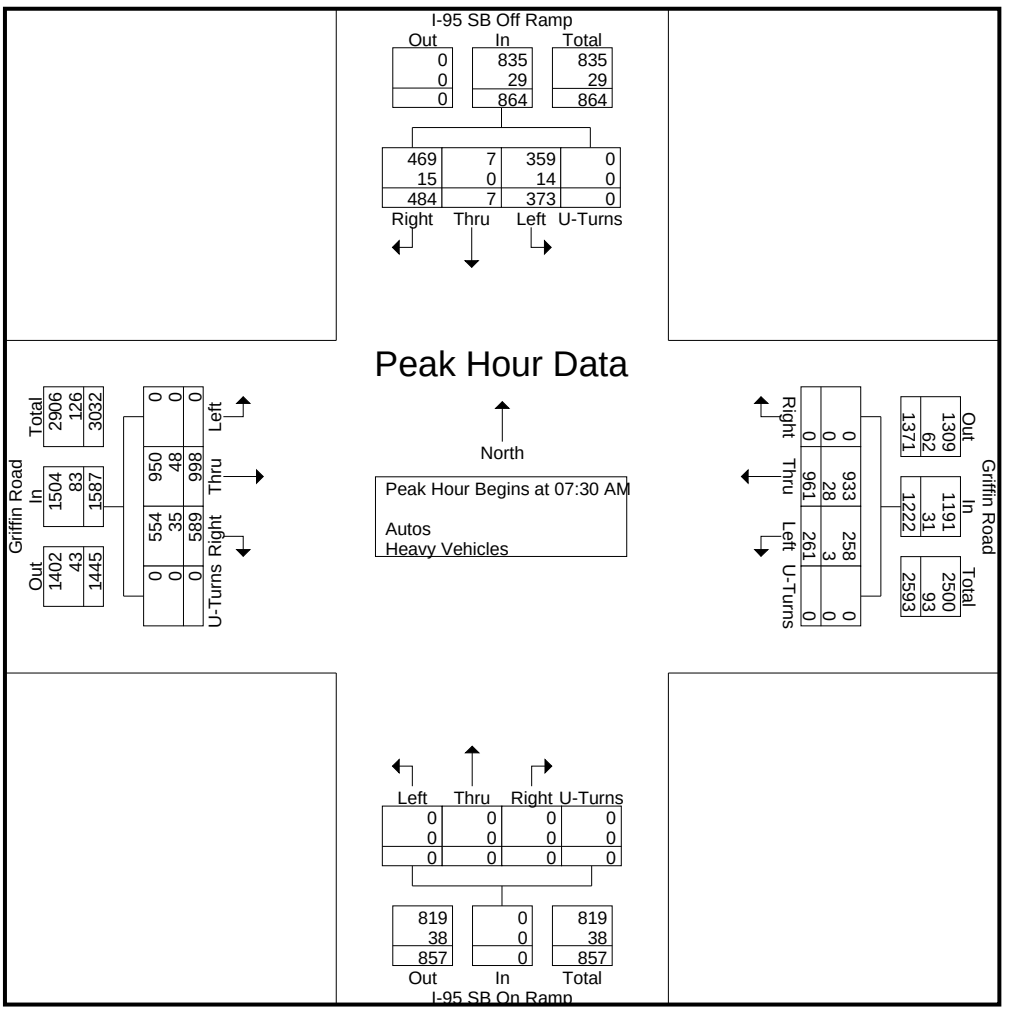
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	**314**	135	**449**	0	54	217	0	271	0	0	0	0	0	0	61	0	90	151	871
07:45 AM	0	0	220	121	341	0	55	**281**	0	**336**	0	0	0	0	0	0	**125**	**4**	**148**	**277**	954
08:00 AM	0	0	233	**175**	408	0	74	254	0	328	0	0	0	0	0	0	107	3	139	249	**985**
08:15 AM	0	0	231	158	389	0	**78**	209	0	287	0	0	0	0	0	0	80	0	107	187	863
Total Volume	0	0	998	589	1587	0	261	961	0	1222	0	0	0	0	0	0	373	7	484	864	3673
% App. Total	0	0	62.9	37.1		0	21.4	78.6	0		0	0	0	0		0	43.2	0.8	56		
PHF	.000	.000	.795	.841	.884	.000	.837	.855	.000	.909	.000	.000	.000	.000	.000	.000	.746	.438	.818	.780	.932
Autos	0	0	950	554	1504	0	258	933	0	1191	0	0	0	0	0	0	359	7	469	835	3530
% Autos	0	0	95.2	94.1	94.8	0	98.9	97.1	0	97.5	0	0	0	0	0	0	96.2	100	96.9	96.6	96.1
Heavy Vehicles	0	0	48	35	83	0	3	28	0	31	0	0	0	0	0	0	14	0	15	29	143
% Heavy Vehicles	0	0	4.8	5.9	5.2	0	1.1	2.9	0	2.5	0	0	0	0	0	0	3.8	0	3.1	3.4	3.9



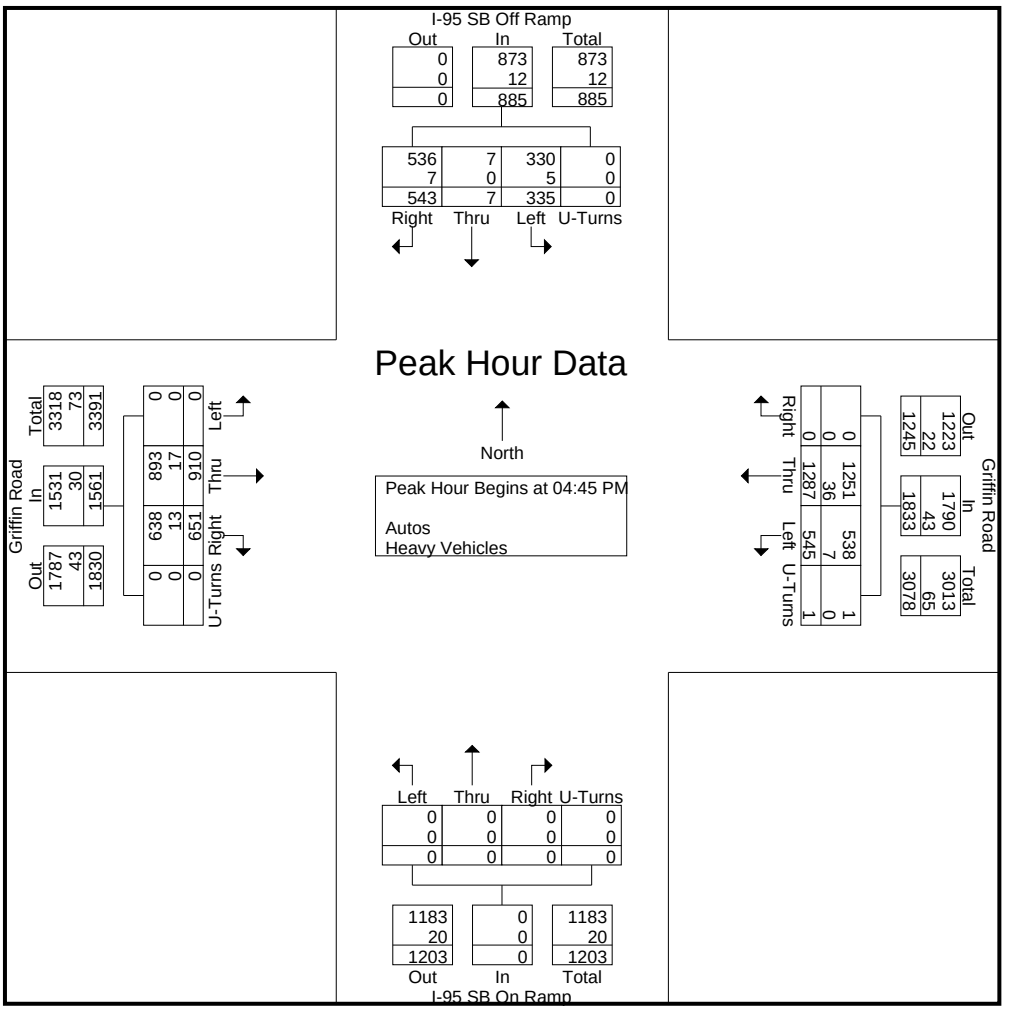
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	208	148	356	**1**	100	337	0	438	0	0	0	0	0	0	80	1	126	207	1001
05:00 PM	0	0	**263**	**179**	**442**	0	149	310	0	459	0	0	0	0	0	0	**113**	0	155	**268**	**1169**
05:15 PM	0	0	221	166	387	0	135	295	0	430	0	0	0	0	0	0	66	**4**	91	161	978
05:30 PM	0	0	218	158	376	0	**161**	**345**	0	**506**	0	0	0	0	0	0	76	2	**171**	249	1131
Total Volume	0	0	910	651	1561	1	545	1287	0	1833	0	0	0	0	0	0	335	7	543	885	4279
% App. Total	0	0	58.3	41.7		0.1	29.7	70.2	0		0	0	0	0		0	37.9	0.8	61.4		
PHF	.000	.000	.865	.909	.883	.250	.846	.933	.000	.906	.000	.000	.000	.000	.000	.000	.741	.438	.794	.826	.915
Autos	0	0	893	638	1531	1	538	1251	0	1790	0	0	0	0	0	0	330	7	536	873	4194
% Autos	0	0	98.1	98.0	98.1	100	98.7	97.2	0	97.7	0	0	0	0	0	0	98.5	100	98.7	98.6	98.0
Heavy Vehicles	0	0	17	13	30	0	7	36	0	43	0	0	0	0	0	0	5	0	7	12	85
% Heavy Vehicles	0	0	1.9	2.0	1.9	0	1.3	2.8	0	2.3	0	0	0	0	0	0	1.5	0	1.3	1.4	2.0



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02A-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	6	2	8	0	0	5	0	5	0	0	0	0	0	0	1	0	2	3	16
06:15 AM	0	0	5	10	15	0	1	4	0	5	0	0	0	0	0	0	1	0	2	3	23
06:30 AM	0	0	4	5	9	0	1	3	0	4	0	0	0	0	0	0	4	0	2	6	19
06:45 AM	0	0	9	8	17	0	0	3	0	3	0	0	0	0	0	0	1	0	1	2	22
Total	0	0	24	25	49	0	2	15	0	17	0	0	0	0	0	0	7	0	7	14	80
07:00 AM	0	0	7	8	15	0	1	7	0	8	0	0	0	0	0	0	1	0	4	5	28
07:15 AM	0	0	11	13	24	0	1	5	0	6	0	0	0	0	0	0	5	0	1	6	36
07:30 AM	0	0	14	8	22	0	1	7	0	8	0	0	0	0	0	0	2	0	2	4	34
07:45 AM	0	0	7	5	12	0	1	4	0	5	0	0	0	0	0	0	1	0	4	5	22
Total	0	0	39	34	73	0	4	23	0	27	0	0	0	0	0	0	9	0	11	20	120
08:00 AM	0	0	13	9	22	0	0	9	0	9	0	0	0	0	0	0	9	0	6	15	46
08:15 AM	0	0	14	13	27	0	1	8	0	9	0	0	0	0	0	0	2	0	3	5	41
08:30 AM	0	0	7	10	17	0	0	9	0	9	0	0	0	0	0	0	1	0	1	2	28
08:45 AM	0	0	12	7	19	0	2	18	0	20	0	0	0	0	0	0	1	0	7	8	47
Total	0	0	46	39	85	0	3	44	0	47	0	0	0	0	0	0	13	0	17	30	162
*** BREAK ***																					
04:00 PM	0	0	7	7	14	0	0	4	0	4	0	0	0	0	0	0	4	0	2	6	24
04:15 PM	0	0	5	4	9	0	3	11	0	14	0	0	0	0	0	0	0	0	8	8	31
04:30 PM	0	0	6	2	8	0	1	15	0	16	0	0	0	0	0	0	0	0	6	6	30
04:45 PM	0	0	3	4	7	0	3	9	0	12	0	0	0	0	0	0	1	0	4	5	24
Total	0	0	21	17	38	0	7	39	0	46	0	0	0	0	0	0	5	0	20	25	109
05:00 PM	0	0	6	4	10	0	1	7	0	8	0	0	0	0	0	0	1	0	1	2	20
05:15 PM	0	0	6	3	9	0	1	9	0	10	0	0	0	0	0	0	2	0	0	2	21
05:30 PM	0	0	2	2	4	0	2	11	0	13	0	0	0	0	0	0	1	0	2	3	20
05:45 PM	0	0	7	2	9	0	1	7	0	8	0	0	0	0	0	0	1	0	4	5	22
Total	0	0	21	11	32	0	5	34	0	39	0	0	0	0	0	0	5	0	7	12	83
06:00 PM	0	0	7	2	9	0	1	6	0	7	0	0	0	0	0	0	1	0	5	6	22
06:15 PM	0	0	5	2	7	0	1	5	0	6	0	0	0	0	0	0	0	0	0	0	13
06:30 PM	0	0	4	2	6	0	0	4	0	4	0	0	0	0	0	0	1	0	1	2	12
06:45 PM	0	0	5	1	6	0	0	6	0	6	0	0	0	0	0	0	1	0	4	5	17
Total	0	0	21	7	28	0	2	21	0	23	0	0	0	0	0	0	3	0	10	13	64
Grand Total	0	0	172	133	305	0	23	176	0	199	0	0	0	0	0	0	42	0	72	114	618
Apprch %	0	0	56.4	43.6		0	11.6	88.4	0		0	0	0	0		0	36.8	0	63.2		
Total %	0	0	27.8	21.5	49.4	0	3.7	28.5	0	32.2	0	0	0	0	0	0	6.8	0	11.7	18.4	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

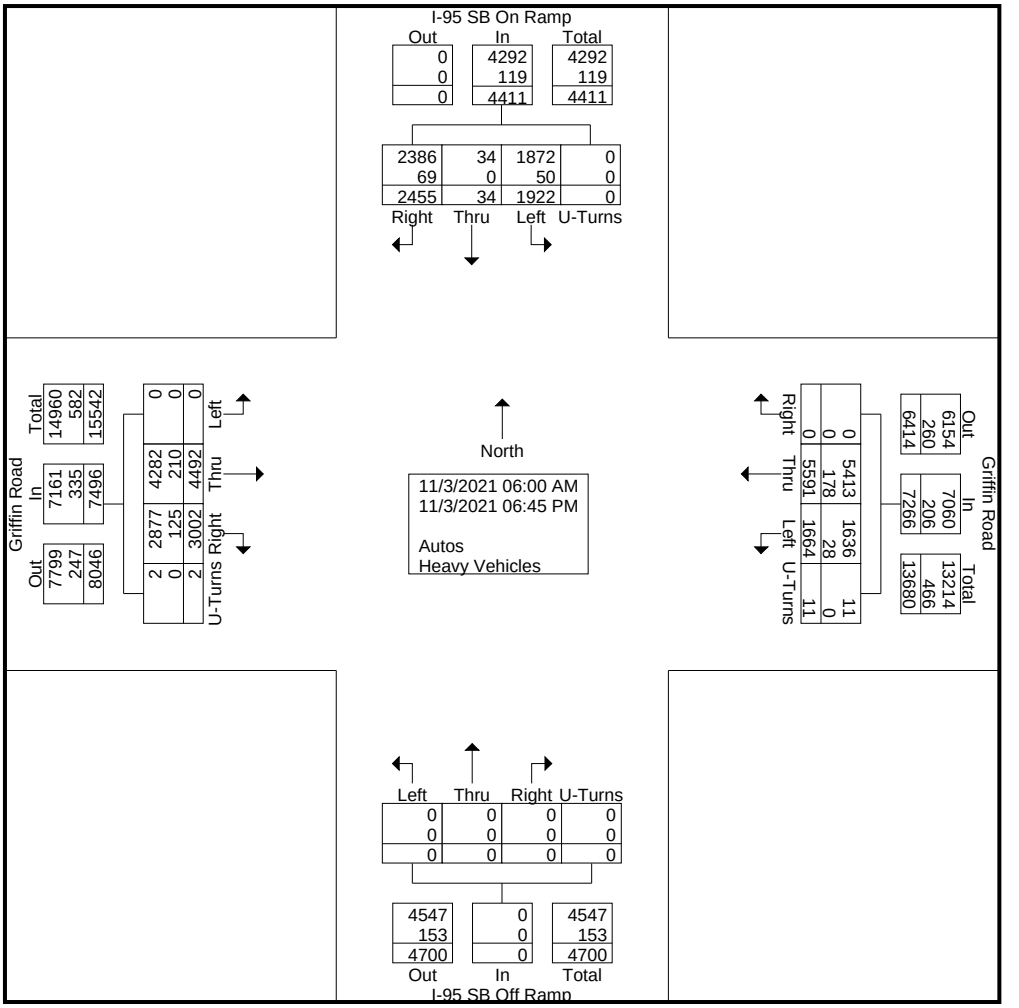
	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB Off Ramp Northbound					I-95 SB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	77	42	119	0	30	115	0	145	0	0	0	0	0	0	28	0	32	60	324
06:15 AM	0	0	93	70	163	0	36	166	0	202	0	0	0	0	0	0	36	0	34	70	435
06:30 AM	0	0	126	77	203	0	33	154	0	187	0	0	0	0	0	0	44	0	53	97	487
06:45 AM	0	0	140	98	238	0	44	161	0	205	0	0	0	0	0	0	79	1	61	141	584
Total	0	0	436	287	723	0	143	596	0	739	0	0	0	0	0	0	187	1	180	368	1830
07:00 AM	0	0	168	124	292	0	60	186	0	246	0	0	0	0	0	0	66	0	75	141	679
07:15 AM	0	0	191	137	328	0	39	159	0	198	0	0	0	0	0	0	71	0	91	162	688
07:30 AM	0	0	248	139	387	0	36	210	0	246	0	0	0	0	0	0	60	1	71	132	765
07:45 AM	0	0	215	157	372	0	35	237	0	272	0	0	0	0	0	0	96	1	123	220	864
Total	0	0	822	557	1379	0	170	792	0	962	0	0	0	0	0	0	293	2	360	655	2996
08:00 AM	0	0	188	130	318	1	59	274	0	334	0	0	0	0	0	0	77	0	78	155	807
08:15 AM	0	0	203	133	336	0	36	179	0	215	0	0	0	0	0	0	99	1	127	227	778
08:30 AM	0	0	225	145	370	1	56	174	0	231	0	0	0	0	0	0	93	0	99	192	793
08:45 AM	0	0	193	125	318	1	34	188	0	223	0	0	0	0	0	0	136	0	74	210	751
Total	0	0	809	533	1342	3	185	815	0	1003	0	0	0	0	0	0	405	1	378	784	3129
*** BREAK ***																					
04:00 PM	0	0	237	147	384	1	74	306	0	381	0	0	0	0	0	0	70	1	104	175	940
04:15 PM	0	0	190	138	328	1	97	318	0	416	0	0	0	0	0	0	92	1	154	247	991
04:30 PM	0	0	201	158	359	1	86	274	0	361	0	0	0	0	0	0	86	0	123	209	929
04:45 PM	0	0	197	153	350	0	122	301	0	423	0	0	0	0	0	0	70	1	150	221	994
Total	0	0	825	596	1421	3	379	1199	0	1581	0	0	0	0	0	0	318	3	531	852	3854
05:00 PM	0	0	221	139	360	1	131	299	0	431	0	0	0	0	0	0	104	2	130	236	1027
05:15 PM	0	0	278	155	433	0	132	358	0	490	0	0	0	0	0	0	83	1	145	229	1152
05:30 PM	0	0	212	135	347	0	112	276	0	388	0	0	0	0	0	0	81	6	126	213	948
05:45 PM	1	0	219	142	362	1	110	285	0	396	0	0	0	0	0	0	84	2	117	203	961
Total	1	0	930	571	1502	2	485	1218	0	1705	0	0	0	0	0	0	352	11	518	881	4088
06:00 PM	0	0	171	152	323	1	91	299	0	391	0	0	0	0	0	0	112	8	158	278	992
06:15 PM	0	0	179	105	284	1	85	223	0	309	0	0	0	0	0	0	109	7	143	259	852
06:30 PM	1	0	163	122	286	1	58	232	0	291	0	0	0	0	0	0	77	0	86	163	740
06:45 PM	0	0	157	79	236	0	68	217	0	285	0	0	0	0	0	0	69	1	101	171	692
Total	1	0	670	458	1129	3	302	971	0	1276	0	0	0	0	0	0	367	16	488	871	3276
Grand Total	2	0	4492	3002	7496	11	1664	5591	0	7266	0	0	0	0	0	0	1922	34	2455	4411	19173
Apprch %	0	0	59.9	40		0.2	22.9	76.9	0		0	0	0	0		0	43.6	0.8	55.7		
Total %	0	0	23.4	15.7	39.1	0.1	8.7	29.2	0	37.9	0	0	0	0	0	0	10	0.2	12.8	23	
Autos	2	0	4282	2877	7161	11	1636	5413	0	7060	0	0	0	0	0	0	1872	34	2386	4292	18513
% Autos	100	0	95.3	95.8	95.5	100	98.3	96.8	0	97.2	0	0	0	0	0	0	97.4	100	97.2	97.3	96.6
Heavy Vehicles	0	0	210	125	335	0	28	178	0	206	0	0	0	0	0	0	50	0	69	119	660
% Heavy Vehicles	0	0	4.7	4.2	4.5	0	1.7	3.2	0	2.8	0	0	0	0	0	0	2.6	0	2.8	2.7	3.4

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 2



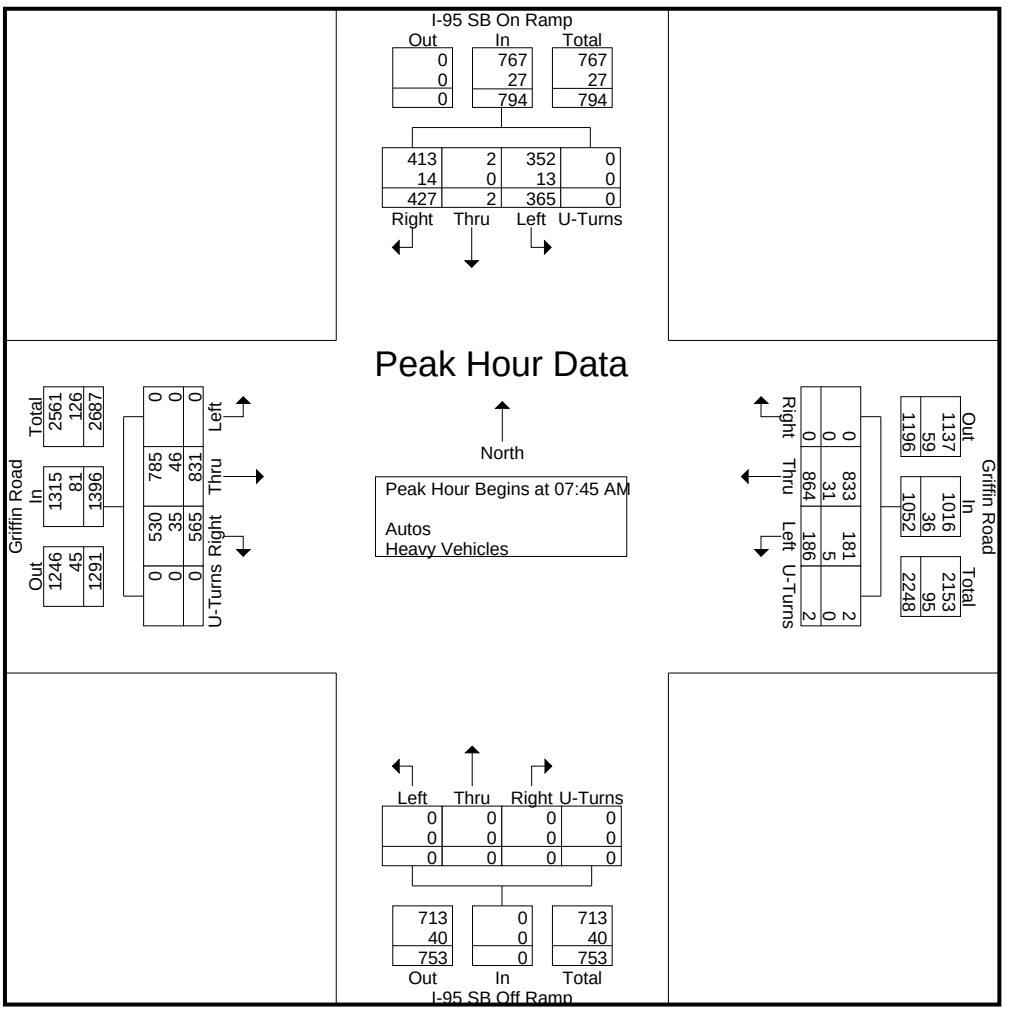
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB Off Ramp Northbound					I-95 SB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	215	**157**	**372**	0	35	237	0	272	0	0	0	0	0	0	96	**1**	123	220	**864**
08:00 AM	0	0	188	130	318	**1**	**59**	**274**	0	**334**	0	0	0	0	0	0	77	0	78	155	807
08:15 AM	0	0	203	133	336	0	36	179	0	215	0	0	0	0	0	0	**99**	1	**127**	**227**	778
08:30 AM	0	0	**225**	145	370	1	56	174	0	231	0	0	0	0	0	0	93	0	99	192	793
Total Volume	0	0	831	565	1396	2	186	864	0	1052	0	0	0	0	0	0	365	2	427	794	3242
% App. Total	0	0	59.5	40.5		0.2	17.7	82.1	0		0	0	0	0		0	46	0.3	53.8		
PHF	.000	.000	.923	.900	.938	.500	.788	.788	.000	.787	.000	.000	.000	.000	.000	.000	.922	.500	.841	.874	.938
Autos	0	0	785	530	1315	2	181	833	0	1016	0	0	0	0	0	0	352	2	413	767	3098
% Autos	0	0	94.5	93.8	94.2	100	97.3	96.4	0	96.6	0	0	0	0	0	0	96.4	100	96.7	96.6	95.6
Heavy Vehicles	0	0	46	35	81	0	5	31	0	36	0	0	0	0	0	0	13	0	14	27	144
% Heavy Vehicles	0	0	5.5	6.2	5.8	0	2.7	3.6	0	3.4	0	0	0	0	0	0	3.6	0	3.3	3.4	4.4



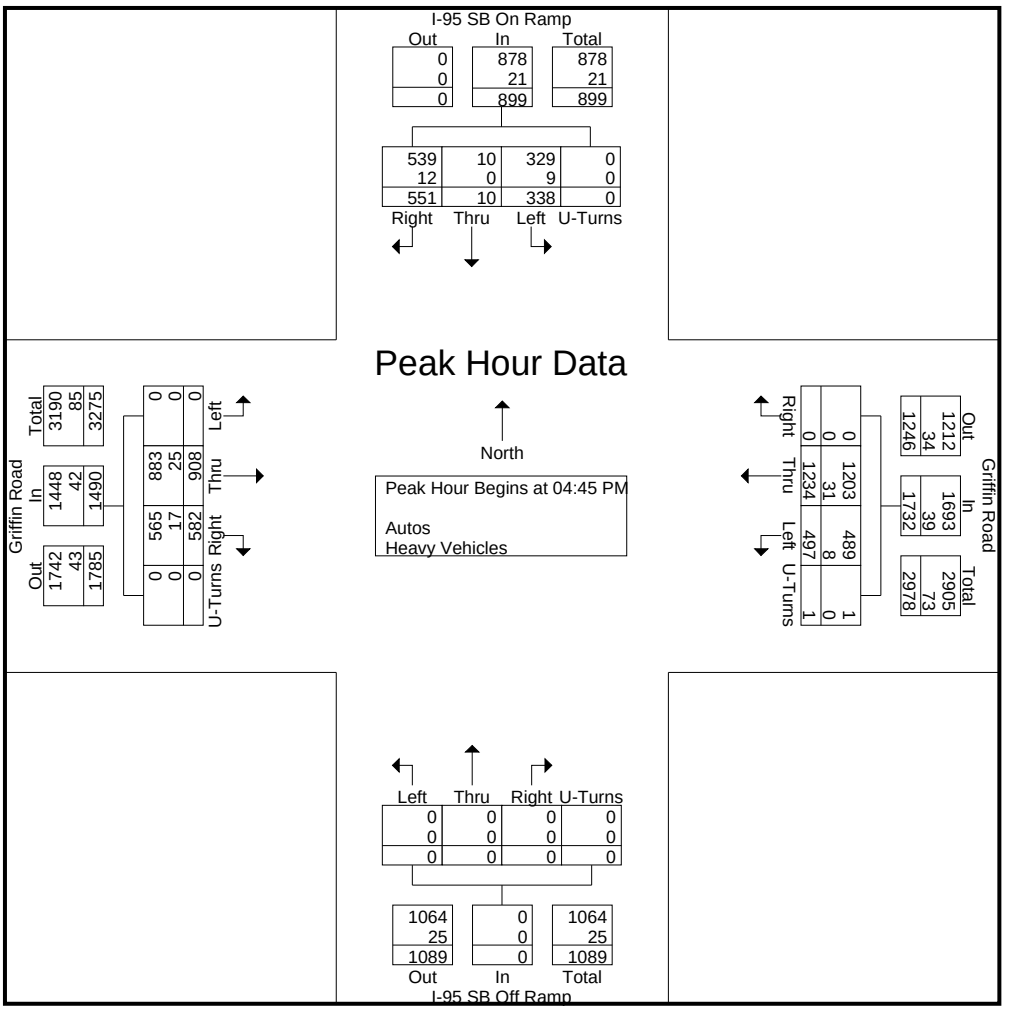
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB Off Ramp Northbound					I-95 SB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	197	153	350	0	122	301	0	423	0	0	0	0	0	0	70	1	**150**	221	994
05:00 PM	0	0	221	139	360	**1**	131	299	0	431	0	0	0	0	0	0	**104**	2	130	**236**	1027
05:15 PM	0	0	**278**	**155**	**433**	0	**132**	**358**	0	**490**	0	0	0	0	0	0	83	1	145	229	**1152**
05:30 PM	0	0	212	135	347	0	112	276	0	388	0	0	0	0	0	0	81	**6**	126	213	948
Total Volume	0	0	908	582	1490	1	497	1234	0	1732	0	0	0	0	0	0	338	10	551	899	4121
% App. Total	0	0	60.9	39.1		0.1	28.7	71.2	0		0	0	0	0		0	37.6	1.1	61.3		
PHF	.000	.000	.817	.939	.860	.250	.941	.862	.000	.884	.000	.000	.000	.000	.000	.000	.813	.417	.918	.952	.894
Autos	0	0	883	565	1448	1	489	1203	0	1693	0	0	0	0	0	0	329	10	539	878	4019
% Autos	0	0	97.2	97.1	97.2	100	98.4	97.5	0	97.7	0	0	0	0	0	0	97.3	100	97.8	97.7	97.5
Heavy Vehicles	0	0	25	17	42	0	8	31	0	39	0	0	0	0	0	0	9	0	12	21	102
% Heavy Vehicles	0	0	2.8	2.9	2.8	0	1.6	2.5	0	2.3	0	0	0	0	0	0	2.7	0	2.2	2.3	2.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02B-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB Off Ramp Northbound					I-95 SB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	7	2	9	0	0	4	0	4	0	0	0	0	0	0	1	0	2	3	16
06:15 AM	0	0	6	4	10	0	0	6	0	6	0	0	0	0	0	0	3	0	0	3	19
06:30 AM	0	0	4	9	13	0	2	6	0	8	0	0	0	0	0	0	0	0	2	2	23
06:45 AM	0	0	7	7	14	0	0	3	0	3	0	0	0	0	0	0	1	0	5	6	23
Total	0	0	24	22	46	0	2	19	0	21	0	0	0	0	0	0	5	0	9	14	81
07:00 AM	0	0	11	8	19	0	0	9	0	9	0	0	0	0	0	0	1	0	3	4	32
07:15 AM	0	0	16	12	28	0	1	5	0	6	0	0	0	0	0	0	1	0	3	4	38
07:30 AM	0	0	9	5	14	0	1	6	0	7	0	0	0	0	0	0	0	0	3	3	24
07:45 AM	0	0	9	10	19	0	0	11	0	11	0	0	0	0	0	0	3	0	2	5	35
Total	0	0	45	35	80	0	2	31	0	33	0	0	0	0	0	0	5	0	11	16	129
08:00 AM	0	0	10	6	16	0	0	6	0	6	0	0	0	0	0	0	1	0	5	6	28
08:15 AM	0	0	9	7	16	0	2	7	0	9	0	0	0	0	0	0	5	0	1	6	31
08:30 AM	0	0	18	12	30	0	3	7	0	10	0	0	0	0	0	0	4	0	6	10	50
08:45 AM	0	0	18	8	26	0	1	14	0	15	0	0	0	0	0	0	5	0	2	7	48
Total	0	0	55	33	88	0	6	34	0	40	0	0	0	0	0	0	15	0	14	29	157
*** BREAK ***																					
04:00 PM	0	0	10	5	15	0	1	9	0	10	0	0	0	0	0	0	5	0	2	7	32
04:15 PM	0	0	6	4	10	0	3	12	0	15	0	0	0	0	0	0	2	0	3	5	30
04:30 PM	0	0	9	2	11	0	1	9	0	10	0	0	0	0	0	0	4	0	5	9	30
04:45 PM	0	0	8	4	12	0	2	10	0	12	0	0	0	0	0	0	4	0	2	6	30
Total	0	0	33	15	48	0	7	40	0	47	0	0	0	0	0	0	15	0	12	27	122
05:00 PM	0	0	2	5	7	0	2	8	0	10	0	0	0	0	0	0	2	0	2	4	21
05:15 PM	0	0	12	5	17	0	3	9	0	12	0	0	0	0	0	0	1	0	6	7	36
05:30 PM	0	0	3	3	6	0	1	4	0	5	0	0	0	0	0	0	2	0	2	4	15
05:45 PM	0	0	8	1	9	0	1	5	0	6	0	0	0	0	0	0	1	0	2	3	18
Total	0	0	25	14	39	0	7	26	0	33	0	0	0	0	0	0	6	0	12	18	90
06:00 PM	0	0	5	2	7	0	0	4	0	4	0	0	0	0	0	0	1	0	2	3	14
06:15 PM	0	0	9	3	12	0	2	9	0	11	0	0	0	0	0	0	2	0	4	6	29
06:30 PM	0	0	8	0	8	0	1	7	0	8	0	0	0	0	0	0	1	0	1	2	18
06:45 PM	0	0	6	1	7	0	1	8	0	9	0	0	0	0	0	0	0	0	4	4	20
Total	0	0	28	6	34	0	4	28	0	32	0	0	0	0	0	0	4	0	11	15	81
Grand Total	0	0	210	125	335	0	28	178	0	206	0	0	0	0	0	0	50	0	69	119	660
Apprch %	0	0	62.7	37.3		0	13.6	86.4	0		0	0	0	0		0	42	0	58		
Total %	0	0	31.8	18.9	50.8	0	4.2	27	0	31.2	0	0	0	0	0	0	7.6	0	10.5	18	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

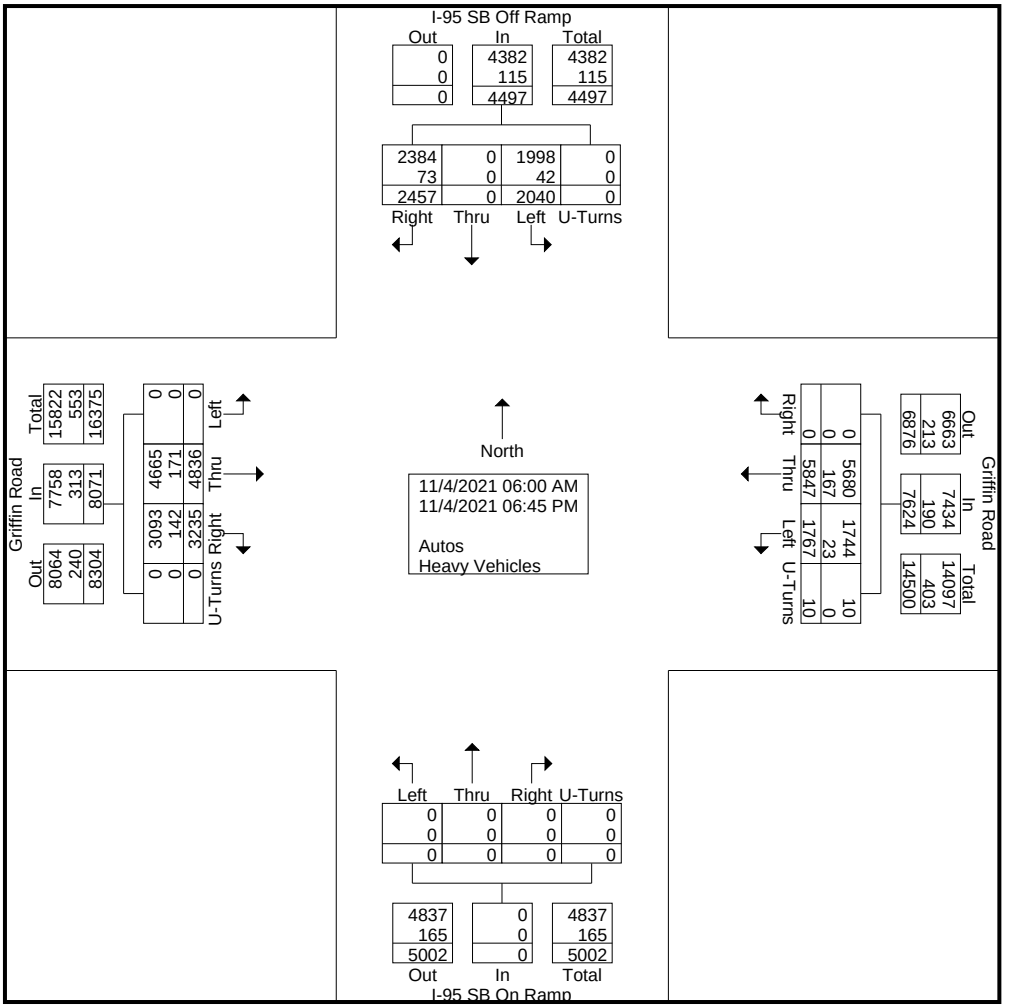
	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	83	53	136	0	32	138	0	170	0	0	0	0	0	0	23	0	42	65	371
06:15 AM	0	0	115	69	184	0	39	121	0	160	0	0	0	0	0	0	46	0	37	83	427
06:30 AM	0	0	119	94	213	1	51	197	0	249	0	0	0	0	0	0	51	0	47	98	560
06:45 AM	0	0	141	93	234	0	48	149	0	197	0	0	0	0	0	0	78	0	57	135	566
Total	0	0	458	309	767	1	170	605	0	776	0	0	0	0	0	0	198	0	183	381	1924
07:00 AM	0	0	181	138	319	0	46	181	0	227	0	0	0	0	0	0	69	0	66	135	681
07:15 AM	0	0	246	130	376	0	40	191	0	231	0	0	0	0	0	0	61	0	85	146	753
07:30 AM	0	0	236	133	369	1	42	167	0	210	0	0	0	0	0	0	111	0	53	164	743
07:45 AM	0	0	234	187	421	0	44	292	0	336	0	0	0	0	0	0	91	0	113	204	961
Total	0	0	897	588	1485	1	172	831	0	1004	0	0	0	0	0	0	332	0	317	649	3138
08:00 AM	0	0	245	178	423	0	47	231	0	278	0	0	0	0	0	0	84	0	102	186	887
08:15 AM	0	0	242	154	396	0	49	212	0	261	0	0	0	0	0	0	104	0	82	186	843
08:30 AM	0	0	241	158	399	3	64	240	0	307	0	0	0	0	0	0	110	0	98	208	914
08:45 AM	0	0	236	128	364	1	53	222	0	276	0	0	0	0	0	0	133	0	90	223	863
Total	0	0	964	618	1582	4	213	905	0	1122	0	0	0	0	0	0	431	0	372	803	3507
*** BREAK ***																					
04:00 PM	0	0	236	137	373	0	94	267	0	361	0	0	0	0	0	0	117	0	138	255	989
04:15 PM	0	0	238	146	384	1	107	288	0	396	0	0	0	0	0	0	79	0	128	207	987
04:30 PM	0	0	199	148	347	0	108	271	0	379	0	0	0	0	0	0	110	0	97	207	933
04:45 PM	0	0	248	139	387	0	126	333	0	459	0	0	0	0	0	0	86	0	133	219	1065
Total	0	0	921	570	1491	1	435	1159	0	1595	0	0	0	0	0	0	392	0	496	888	3974
05:00 PM	0	0	258	161	419	0	131	292	0	423	0	0	0	0	0	0	81	0	108	189	1031
05:15 PM	0	0	233	174	407	0	113	309	0	422	0	0	0	0	0	0	75	0	176	251	1080
05:30 PM	0	0	190	155	345	0	126	319	0	445	0	0	0	0	0	0	107	0	161	268	1058
05:45 PM	0	0	219	162	381	1	103	357	0	461	0	0	0	0	0	0	116	0	133	249	1091
Total	0	0	900	652	1552	1	473	1277	0	1751	0	0	0	0	0	0	379	0	578	957	4260
06:00 PM	0	0	222	153	375	0	101	308	0	409	0	0	0	0	0	0	81	0	187	268	1052
06:15 PM	0	0	167	116	283	0	106	291	0	397	0	0	0	0	0	0	73	0	83	156	836
06:30 PM	0	0	168	121	289	2	50	281	0	333	0	0	0	0	0	0	81	0	141	222	844
06:45 PM	0	0	139	108	247	0	47	190	0	237	0	0	0	0	0	0	73	0	100	173	657
Total	0	0	696	498	1194	2	304	1070	0	1376	0	0	0	0	0	0	308	0	511	819	3389
Grand Total	0	0	4836	3235	8071	10	1767	5847	0	7624	0	0	0	0	0	0	2040	0	2457	4497	20192
Apprch %	0	0	59.9	40.1		0.1	23.2	76.7	0		0	0	0	0		0	45.4	0	54.6		
Total %	0	0	24	16	40	0	8.8	29	0	37.8	0	0	0	0	0	0	10.1	0	12.2	22.3	
Autos	0	0	4665	3093	7758	10	1744	5680	0	7434	0	0	0	0	0	0	1998	0	2384	4382	19574
% Autos	0	0	96.5	95.6	96.1	100	98.7	97.1	0	97.5	0	0	0	0	0	0	97.9	0	97	97.4	96.9
Heavy Vehicles	0	0	171	142	313	0	23	167	0	190	0	0	0	0	0	0	42	0	73	115	618
% Heavy Vehicles	0	0	3.5	4.4	3.9	0	1.3	2.9	0	2.5	0	0	0	0	0	0	2.1	0	3	2.6	3.1

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 2



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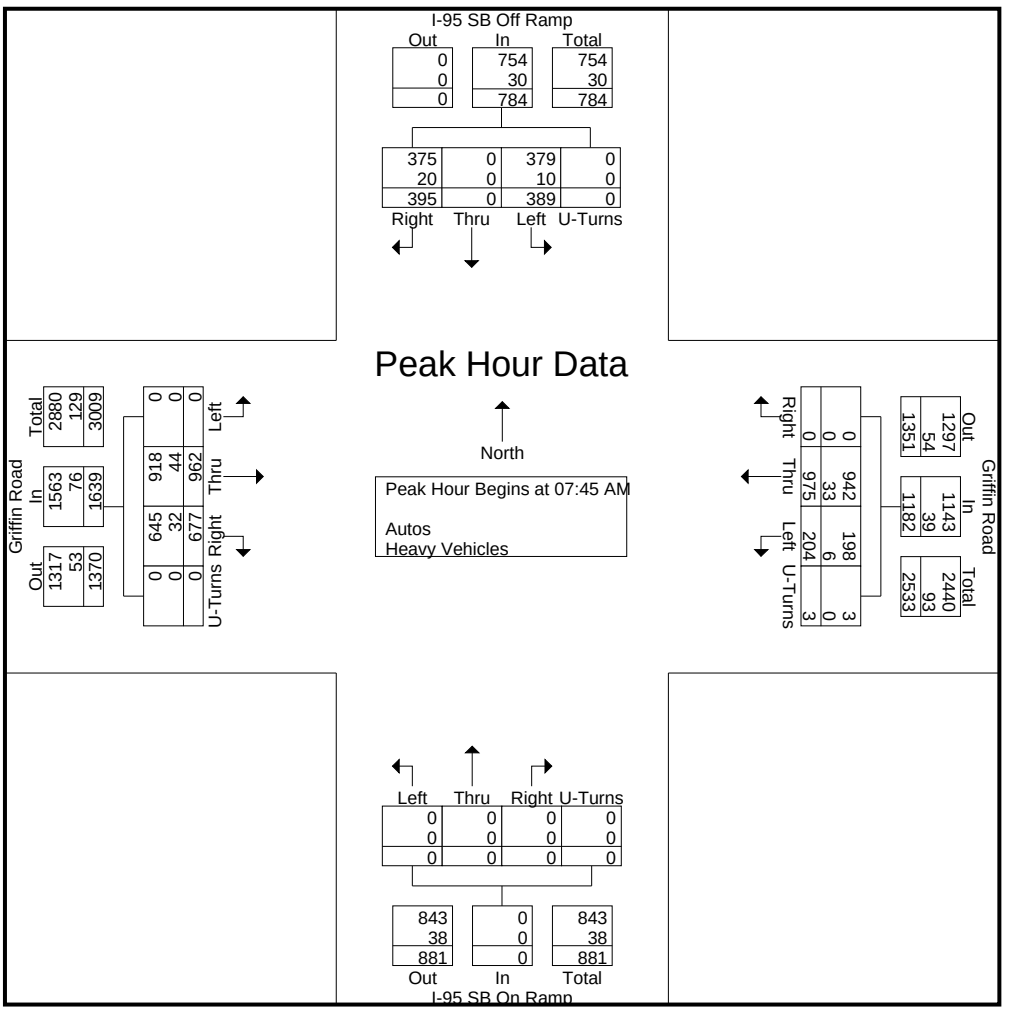
CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	234	**187**	421	0	44	**292**	0	**336**	0	0	0	0	0	0	91	0	**113**	204	**961**
08:00 AM	0	0	**245**	178	**423**	0	47	231	0	278	0	0	0	0	0	0	84	0	102	186	887
08:15 AM	0	0	242	154	396	0	49	212	0	261	0	0	0	0	0	0	104	0	82	186	843
08:30 AM	0	0	241	158	399	**3**	**64**	240	0	307	0	0	0	0	0	0	**110**	0	98	**208**	914
Total Volume	0	0	962	677	1639	3	204	975	0	1182	0	0	0	0	0	0	389	0	395	784	3605
% App. Total	0	0	58.7	41.3		0.3	17.3	82.5	0		0	0	0	0		0	49.6	0	50.4		
PHF	.000	.000	.982	.905	.969	.250	.797	.835	.000	.879	.000	.000	.000	.000	.000	.000	.884	.000	.874	.942	.938
Autos	0	0	918	645	1563	3	198	942	0	1143	0	0	0	0	0	0	379	0	375	754	3460
% Autos	0	0	95.4	95.3	95.4	100	97.1	96.6	0	96.7	0	0	0	0	0	0	97.4	0	94.9	96.2	96.0
Heavy Vehicles	0	0	44	32	76	0	6	33	0	39	0	0	0	0	0	0	10	0	20	30	145
% Heavy Vehicles	0	0	4.6	4.7	4.6	0	2.9	3.4	0	3.3	0	0	0	0	0	0	2.6	0	5.1	3.8	4.0



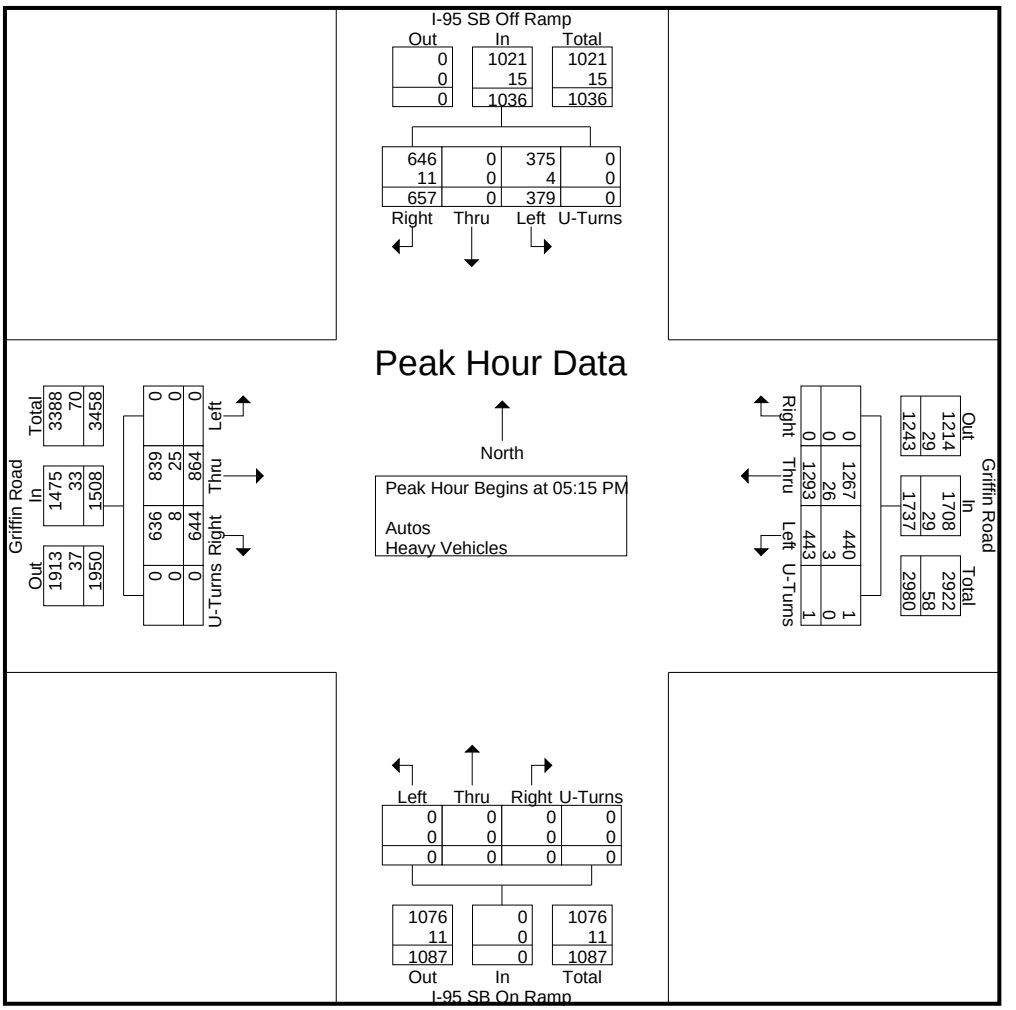
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	0	**233**	**174**	**407**	0	113	309	0	422	0	0	0	0	0	0	75	0	176	251	1080
05:30 PM	0	0	190	155	345	0	**126**	319	0	445	0	0	0	0	0	0	107	0	161	**268**	1058
05:45 PM	0	0	219	162	381	**1**	103	**357**	0	**461**	0	0	0	0	0	0	**116**	0	133	249	**1091**
06:00 PM	0	0	222	153	375	0	101	308	0	409	0	0	0	0	0	0	81	0	**187**	268	1052
Total Volume	0	0	864	644	1508	1	443	1293	0	1737	0	0	0	0	0	0	379	0	657	1036	4281
% App. Total	0	0	57.3	42.7		0.1	25.5	74.4	0		0	0	0	0		0	36.6	0	63.4		
PHF	.000	.000	.927	.925	.926	.250	.879	.905	.000	.942	.000	.000	.000	.000	.000	.000	.817	.000	.878	.966	.981
Autos	0	0	839	636	1475	1	440	1267	0	1708	0	0	0	0	0	0	375	0	646	1021	4204
% Autos	0	0	97.1	98.8	97.8	100	99.3	98.0	0	98.3	0	0	0	0	0	0	98.9	0	98.3	98.6	98.2
Heavy Vehicles	0	0	25	8	33	0	3	26	0	29	0	0	0	0	0	0	4	0	11	15	77
% Heavy Vehicles	0	0	2.9	1.2	2.2	0	0.7	2.0	0	1.7	0	0	0	0	0	0	1.1	0	1.7	1.4	1.8



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 02C-I-95 SB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 SB On Ramp Northbound					I-95 SB Off Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	6	5	11	0	0	2	0	2	0	0	0	0	0	0	0	0	3	3	16
06:15 AM	0	0	8	10	18	0	0	5	0	5	0	0	0	0	0	0	1	0	3	4	27
06:30 AM	0	0	7	11	18	0	1	7	0	8	0	0	0	0	0	0	3	0	3	6	32
06:45 AM	0	0	5	9	14	0	0	5	0	5	0	0	0	0	0	0	2	0	3	5	24
Total	0	0	26	35	61	0	1	19	0	20	0	0	0	0	0	0	6	0	12	18	99
07:00 AM	0	0	8	11	19	0	1	2	0	3	0	0	0	0	0	0	1	0	2	3	25
07:15 AM	0	0	14	11	25	0	0	4	0	4	0	0	0	0	0	0	3	0	4	7	36
07:30 AM	0	0	9	9	18	0	0	5	0	5	0	0	0	0	0	0	1	0	1	2	25
07:45 AM	0	0	6	9	15	0	2	11	0	13	0	0	0	0	0	0	3	0	5	8	36
Total	0	0	37	40	77	0	3	22	0	25	0	0	0	0	0	0	8	0	12	20	122
08:00 AM	0	0	17	13	30	0	2	5	0	7	0	0	0	0	0	0	3	0	5	8	45
08:15 AM	0	0	10	5	15	0	1	9	0	10	0	0	0	0	0	0	2	0	3	5	30
08:30 AM	0	0	11	5	16	0	1	8	0	9	0	0	0	0	0	0	2	0	7	9	34
08:45 AM	0	0	8	5	13	0	3	10	0	13	0	0	0	0	0	0	7	0	3	10	36
Total	0	0	46	28	74	0	7	32	0	39	0	0	0	0	0	0	14	0	18	32	145
*** BREAK ***																					
04:00 PM	0	0	3	4	7	0	3	7	0	10	0	0	0	0	0	0	1	0	4	5	22
04:15 PM	0	0	8	9	17	0	1	17	0	18	0	0	0	0	0	0	1	0	1	2	37
04:30 PM	0	0	4	6	10	0	4	14	0	18	0	0	0	0	0	0	3	0	2	5	33
04:45 PM	0	0	5	4	9	0	1	5	0	6	0	0	0	0	0	0	2	0	5	7	22
Total	0	0	20	23	43	0	9	43	0	52	0	0	0	0	0	0	7	0	12	19	114
05:00 PM	0	0	3	4	7	0	0	5	0	5	0	0	0	0	0	0	2	0	0	2	14
05:15 PM	0	0	8	2	10	0	1	8	0	9	0	0	0	0	0	0	1	0	3	4	23
05:30 PM	0	0	5	2	7	0	1	10	0	11	0	0	0	0	0	0	1	0	2	3	21
05:45 PM	0	0	8	3	11	0	0	3	0	3	0	0	0	0	0	0	1	0	4	5	19
Total	0	0	24	11	35	0	2	26	0	28	0	0	0	0	0	0	5	0	9	14	77
06:00 PM	0	0	4	1	5	0	1	5	0	6	0	0	0	0	0	0	1	0	2	3	14
06:15 PM	0	0	4	3	7	0	0	11	0	11	0	0	0	0	0	0	0	0	3	3	21
06:30 PM	0	0	5	0	5	0	0	3	0	3	0	0	0	0	0	0	1	0	1	2	10
06:45 PM	0	0	5	1	6	0	0	6	0	6	0	0	0	0	0	0	0	0	4	4	16
Total	0	0	18	5	23	0	1	25	0	26	0	0	0	0	0	0	2	0	10	12	61
Grand Total	0	0	171	142	313	0	23	167	0	190	0	0	0	0	0	0	42	0	73	115	618
Apprch %	0	0	54.6	45.4		0	12.1	87.9	0		0	0	0	0		0	36.5	0	63.5		
Total %	0	0	27.7	23	50.6	0	3.7	27	0	30.7	0	0	0	0	0	0	6.8	0	11.8	18.6	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03A-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

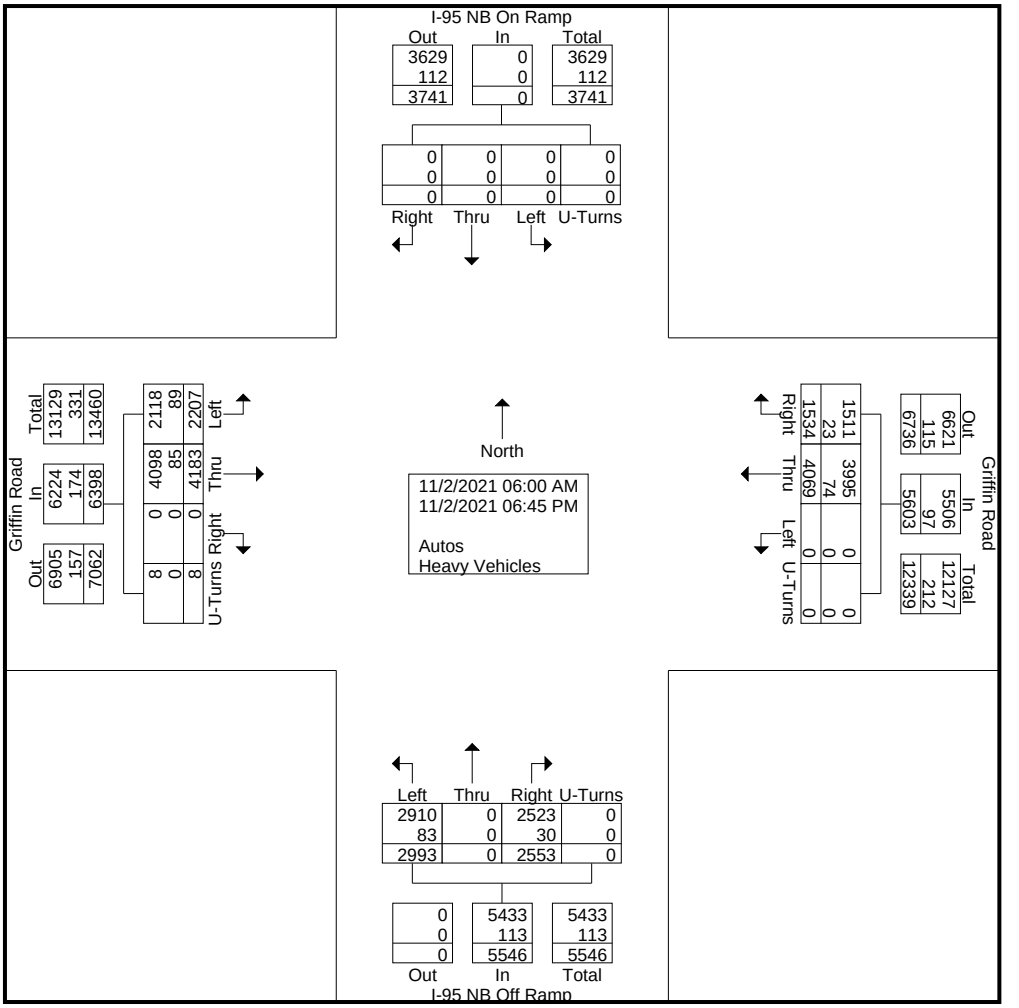
	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	36	62	0	98	0	0	70	17	87	0	91	0	105	196	0	0	0	0	0	381
06:15 AM	0	50	79	0	129	0	0	91	15	106	0	89	0	115	204	0	0	0	0	0	439
06:30 AM	0	65	90	0	155	0	0	99	36	135	0	95	0	145	240	0	0	0	0	0	530
06:45 AM	0	62	132	0	194	0	0	68	31	99	0	125	0	126	251	0	0	0	0	0	544
Total	0	213	363	0	576	0	0	328	99	427	0	400	0	491	891	0	0	0	0	0	1894
07:00 AM	0	70	131	0	201	0	0	104	35	139	0	115	0	138	253	0	0	0	0	0	593
07:15 AM	0	68	136	0	204	0	0	95	44	139	0	125	0	125	250	0	0	0	0	0	593
07:30 AM	0	116	236	0	352	0	0	106	42	148	0	137	0	137	274	0	0	0	0	0	774
07:45 AM	0	77	254	0	331	0	0	162	50	212	0	175	0	183	358	0	0	0	0	0	901
Total	0	331	757	0	1088	0	0	467	171	638	0	552	0	583	1135	0	0	0	0	0	2861
08:00 AM	1	93	244	0	338	0	0	162	57	219	0	136	0	157	293	0	0	0	0	0	850
08:15 AM	1	88	202	0	291	0	0	153	52	205	0	121	0	109	230	0	0	0	0	0	726
08:30 AM	0	84	233	0	317	0	0	141	40	181	0	103	0	116	219	0	0	0	0	0	717
08:45 AM	0	97	255	0	352	0	0	143	34	177	0	157	0	124	281	0	0	0	0	0	810
Total	2	362	934	0	1298	0	0	599	183	782	0	517	0	506	1023	0	0	0	0	0	3103
*** BREAK ***																					
04:00 PM	0	131	174	0	305	0	0	193	99	292	0	79	0	43	122	0	0	0	0	0	719
04:15 PM	0	125	183	0	308	0	0	252	121	373	0	79	0	55	134	0	0	0	0	0	815
04:30 PM	2	136	202	0	340	0	0	188	108	296	0	122	0	75	197	0	0	0	0	0	833
04:45 PM	0	97	167	0	264	0	0	253	127	380	0	159	0	91	250	0	0	0	0	0	894
Total	2	489	726	0	1217	0	0	886	455	1341	0	439	0	264	703	0	0	0	0	0	3261
05:00 PM	0	133	234	0	367	0	0	319	144	463	0	122	0	95	217	0	0	0	0	0	1047
05:15 PM	0	95	185	0	280	0	0	276	87	363	0	129	0	87	216	0	0	0	0	0	859
05:30 PM	3	97	184	0	284	0	0	286	82	368	0	184	0	116	300	0	0	0	0	0	952
05:45 PM	0	107	188	0	295	0	0	276	85	361	0	124	0	97	221	0	0	0	0	0	877
Total	3	432	791	0	1226	0	0	1157	398	1555	0	559	0	395	954	0	0	0	0	0	3735
06:00 PM	1	103	171	0	275	0	0	186	75	261	0	162	0	71	233	0	0	0	0	0	769
06:15 PM	0	109	143	0	252	0	0	159	64	223	0	141	0	78	219	0	0	0	0	0	694
06:30 PM	0	85	162	0	247	0	0	161	48	209	0	118	0	76	194	0	0	0	0	0	650
06:45 PM	0	83	136	0	219	0	0	126	41	167	0	105	0	89	194	0	0	0	0	0	580
Total	1	380	612	0	993	0	0	632	228	860	0	526	0	314	840	0	0	0	0	0	2693
Grand Total	8	2207	4183	0	6398	0	0	4069	1534	5603	0	2993	0	2553	5546	0	0	0	0	0	17547
Apprch %	0.1	34.5	65.4	0		0	0	72.6	27.4		0	54	0	46		0	0	0	0		
Total %	0	12.6	23.8	0	36.5	0	0	23.2	8.7	31.9	0	17.1	0	14.5	31.6	0	0	0	0	0	
Autos	8	2118	4098	0	6224	0	0	3995	1511	5506	0	2910	0	2523	5433	0	0	0	0	0	17163
% Autos	100	96	98	0	97.3	0	0	98.2	98.5	98.3	0	97.2	0	98.8	98	0	0	0	0	0	97.8
Heavy Vehicles	0	89	85	0	174	0	0	74	23	97	0	83	0	30	113	0	0	0	0	0	384
% Heavy Vehicles	0	4	2	0	2.7	0	0	1.8	1.5	1.7	0	2.8	0	1.2	2	0	0	0	0	0	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03A-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2



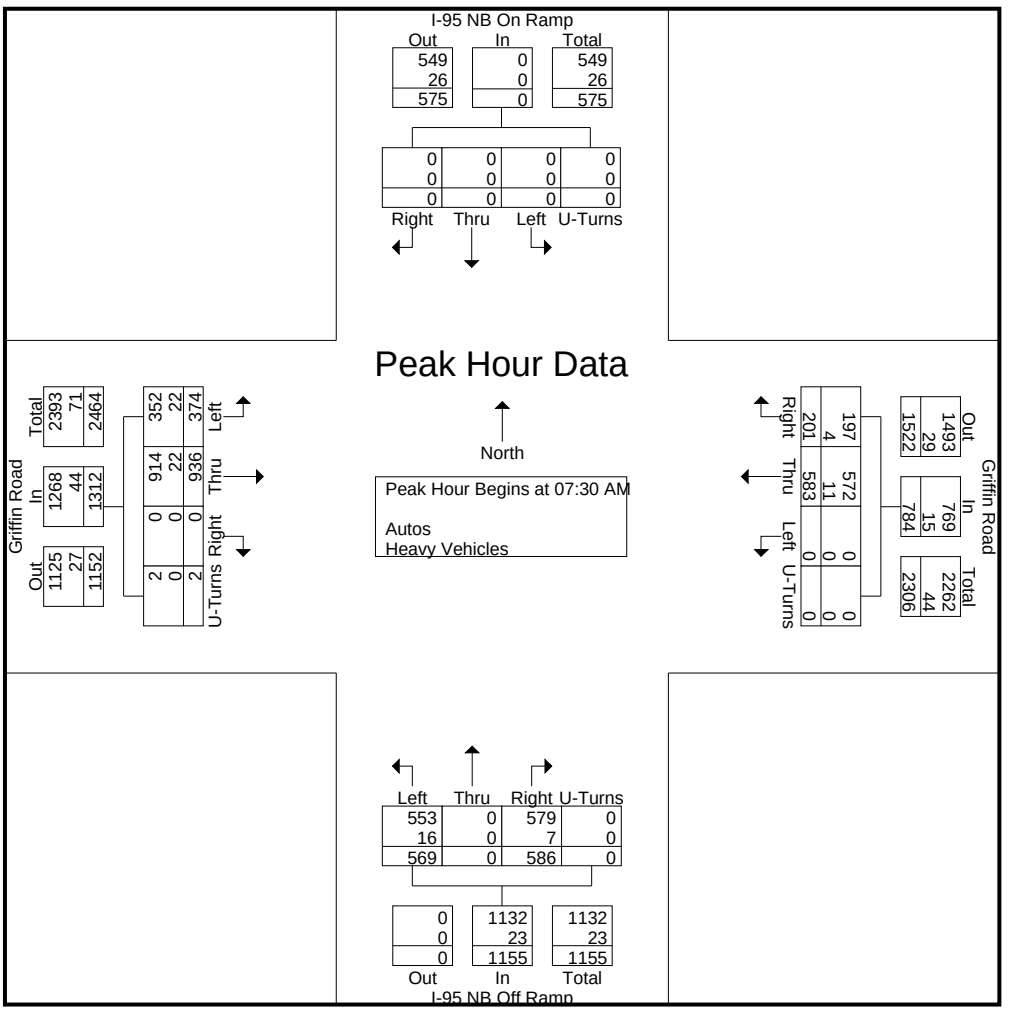
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03A-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	**116**	236	0	**352**	0	0	106	42	148	0	137	0	137	274	0	0	0	0	0	774
07:45 AM	0	77	**254**	0	331	0	0	**162**	50	212	0	**175**	0	**183**	**358**	0	0	0	0	0	**901**
08:00 AM	**1**	93	244	0	338	0	0	162	**57**	**219**	0	136	0	157	293	0	0	0	0	0	850
08:15 AM	1	88	202	0	291	0	0	153	52	205	0	121	0	109	230	0	0	0	0	0	726
Total Volume	2	374	936	0	1312	0	0	583	201	784	0	569	0	586	1155	0	0	0	0	0	3251
% App. Total	0.2	28.5	71.3	0		0	0	74.4	25.6		0	49.3	0	50.7		0	0	0	0		
PHF	.500	.806	.921	.000	.932	.000	.000	.900	.882	.895	.000	.813	.000	.801	.807	.000	.000	.000	.000	.000	.902
Autos	2	352	914	0	1268	0	0	572	197	769	0	553	0	579	1132	0	0	0	0	0	3169
% Autos	100	94.1	97.6	0	96.6	0	0	98.1	98.0	98.1	0	97.2	0	98.8	98.0	0	0	0	0	0	97.5
Heavy Vehicles	0	22	22	0	44	0	0	11	4	15	0	16	0	7	23	0	0	0	0	0	82
% Heavy Vehicles	0	5.9	2.4	0	3.4	0	0	1.9	2.0	1.9	0	2.8	0	1.2	2.0	0	0	0	0	0	2.5



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8095 NW 12 Street, Suite 301
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CLIENT: FDOT D4
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File Name : 03A-I-95 NB Ramps & Griffin Rd
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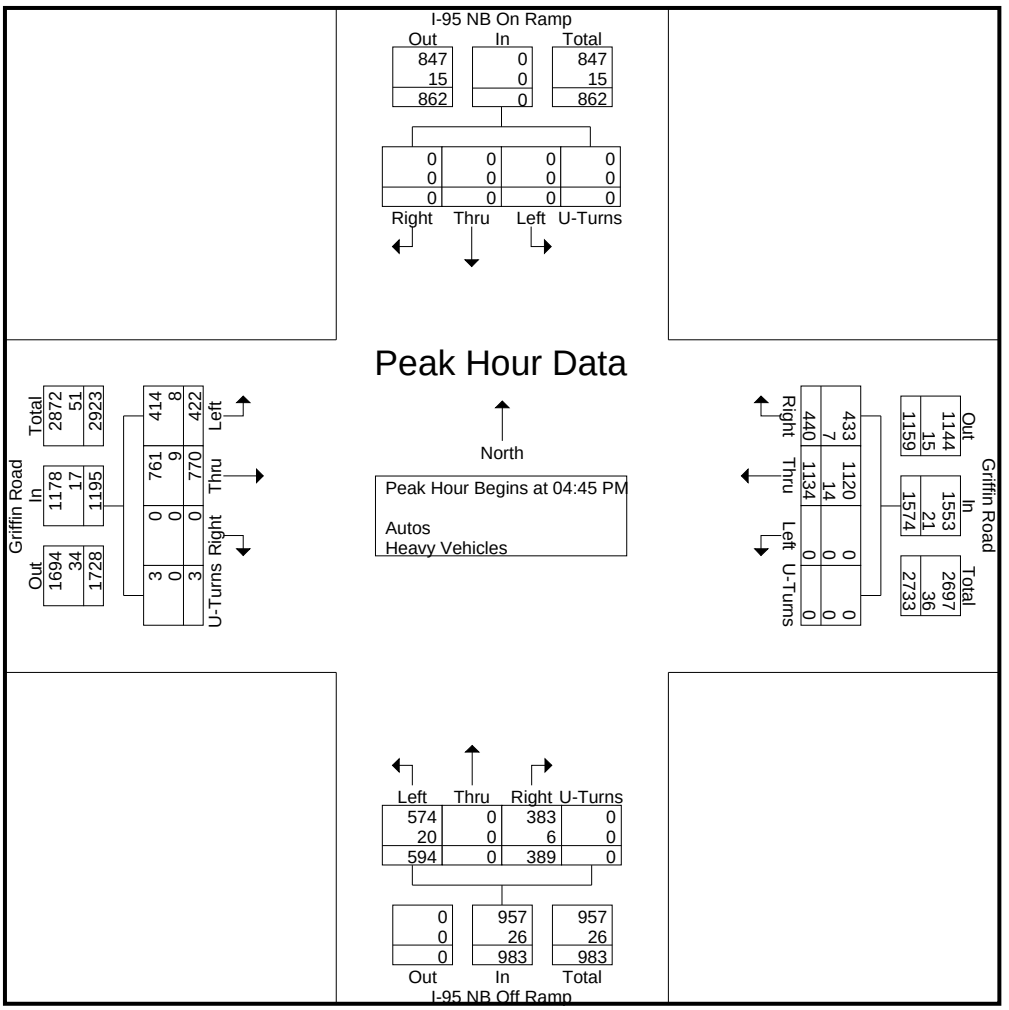
	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	97	167	0	264	0	0	253	127	380	0	159	0	91	250	0	0	0	0	0	894
05:00 PM	0	**133**	**234**	0	**367**	0	0	**319**	**144**	**463**	0	122	0	95	217	0	0	0	0	0	**1047**
05:15 PM	0	95	185	0	280	0	0	276	87	363	0	129	0	87	216	0	0	0	0	0	859
05:30 PM	**3**	97	184	0	284	0	0	286	82	368	0	**184**	0	**116**	**300**	0	0	0	0	0	952
Total Volume	3	422	770	0	1195	0	0	1134	440	1574	0	594	0	389	983	0	0	0	0	0	3752
% App. Total	0.3	35.3	64.4	0		0	0	72	28		0	60.4	0	39.6		0	0	0	0		
PHF	.250	.793	.823	.000	.814	.000	.000	.889	.764	.850	.000	.807	.000	.838	.819	.000	.000	.000	.000	.000	.896
Autos	3	414	761	0	1178	0	0	1120	433	1553	0	574	0	383	957	0	0	0	0	0	3688
% Autos	100	98.1	98.8	0	98.6	0	0	98.8	98.4	98.7	0	96.6	0	98.5	97.4	0	0	0	0	0	98.3
Heavy Vehicles	0	8	9	0	17	0	0	14	7	21	0	20	0	6	26	0	0	0	0	0	64
% Heavy Vehicles	0	1.9	1.2	0	1.4	0	0	1.2	1.6	1.3	0	3.4	0	1.5	2.6	0	0	0	0	0	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03A-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	5	2	0	7	0	0	1	0	1	0	3	0	2	5	0	0	0	0	0	13
06:15 AM	0	2	3	0	5	0	0	2	1	3	0	1	0	0	1	0	0	0	0	0	9
06:30 AM	0	6	4	0	10	0	0	2	1	3	0	1	0	1	2	0	0	0	0	0	15
06:45 AM	0	3	6	0	9	0	0	1	2	3	0	0	0	1	1	0	0	0	0	0	13
Total	0	16	15	0	31	0	0	6	4	10	0	5	0	4	9	0	0	0	0	0	50
07:00 AM	0	4	4	0	8	0	0	3	0	3	0	3	0	2	5	0	0	0	0	0	16
07:15 AM	0	8	7	0	15	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	18
07:30 AM	0	6	7	0	13	0	0	3	1	4	0	5	0	1	6	0	0	0	0	0	23
07:45 AM	0	7	1	0	8	0	0	2	3	5	0	3	0	1	4	0	0	0	0	0	17
Total	0	25	19	0	44	0	0	11	4	15	0	11	0	4	15	0	0	0	0	0	74
08:00 AM	0	4	11	0	15	0	0	1	0	1	0	5	0	2	7	0	0	0	0	0	23
08:15 AM	0	5	3	0	8	0	0	5	0	5	0	3	0	3	6	0	0	0	0	0	19
08:30 AM	0	3	5	0	8	0	0	0	1	1	0	7	0	4	11	0	0	0	0	0	20
08:45 AM	0	3	4	0	7	0	0	9	0	9	0	9	0	0	9	0	0	0	0	0	25
Total	0	15	23	0	38	0	0	15	1	16	0	24	0	9	33	0	0	0	0	0	87
*** BREAK ***																					
04:00 PM	0	1	6	0	7	0	0	3	4	7	0	1	0	1	2	0	0	0	0	0	16
04:15 PM	0	1	1	0	2	0	0	6	1	7	0	2	0	2	4	0	0	0	0	0	13
04:30 PM	0	3	1	0	4	0	0	6	2	8	0	6	0	2	8	0	0	0	0	0	20
04:45 PM	0	3	1	0	4	0	0	5	5	10	0	4	0	2	6	0	0	0	0	0	20
Total	0	8	9	0	17	0	0	20	12	32	0	13	0	7	20	0	0	0	0	0	69
05:00 PM	0	1	3	0	4	0	0	3	1	4	0	5	0	1	6	0	0	0	0	0	14
05:15 PM	0	2	4	0	6	0	0	2	0	2	0	3	0	2	5	0	0	0	0	0	13
05:30 PM	0	2	1	0	3	0	0	4	1	5	0	8	0	1	9	0	0	0	0	0	17
05:45 PM	0	4	3	0	7	0	0	4	0	4	0	3	0	1	4	0	0	0	0	0	15
Total	0	9	11	0	20	0	0	13	2	15	0	19	0	5	24	0	0	0	0	0	59
06:00 PM	0	5	3	0	8	0	0	4	0	4	0	3	0	0	3	0	0	0	0	0	15
06:15 PM	0	5	0	0	5	0	0	2	0	2	0	3	0	0	3	0	0	0	0	0	10
06:30 PM	0	3	2	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
06:45 PM	0	3	3	0	6	0	0	3	0	3	0	3	0	1	4	0	0	0	0	0	13
Total	0	16	8	0	24	0	0	9	0	9	0	11	0	1	12	0	0	0	0	0	45
Grand Total	0	89	85	0	174	0	0	74	23	97	0	83	0	30	113	0	0	0	0	0	384
Apprch %	0	51.1	48.9	0		0	0	76.3	23.7		0	73.5	0	26.5		0	0	0	0		
Total %	0	23.2	22.1	0	45.3	0	0	19.3	6	25.3	0	21.6	0	7.8	29.4	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

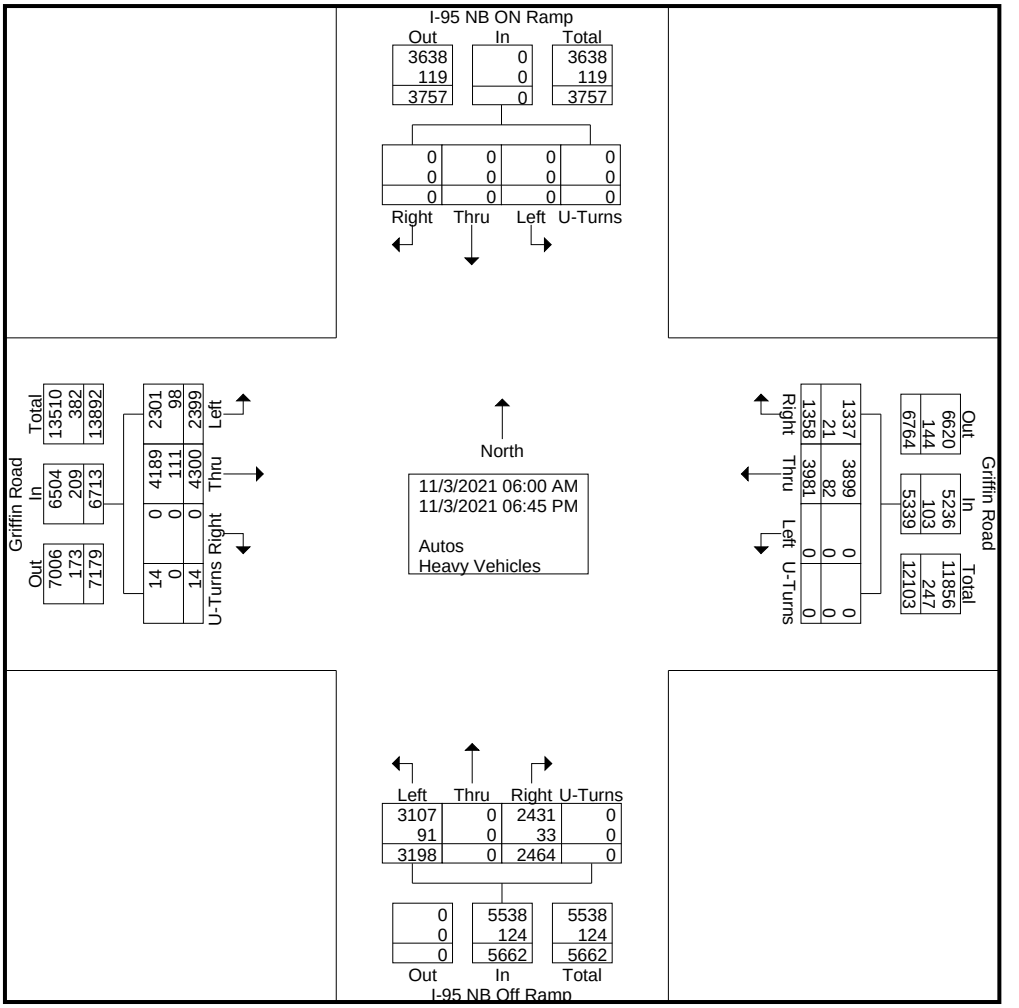
	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB ON Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	44	62	0	106	0	0	51	17	68	0	105	0	79	184	0	0	0	0	0	358
06:15 AM	0	43	93	0	136	0	0	82	28	110	0	104	0	87	191	0	0	0	0	0	437
06:30 AM	0	73	92	0	165	0	0	73	31	104	0	128	0	125	253	0	0	0	0	0	522
06:45 AM	0	84	164	0	248	0	0	75	29	104	0	132	0	152	284	0	0	0	0	0	636
Total	0	244	411	0	655	0	0	281	105	386	0	469	0	443	912	0	0	0	0	0	1953
07:00 AM	1	84	147	0	232	0	0	95	32	127	0	111	0	116	227	0	0	0	0	0	586
07:15 AM	0	119	163	0	282	0	0	104	29	133	0	115	0	114	229	0	0	0	0	0	644
07:30 AM	0	116	218	0	334	0	0	101	42	143	0	149	0	123	272	0	0	0	0	0	749
07:45 AM	0	118	217	0	335	0	0	136	42	178	0	137	0	155	292	0	0	0	0	0	805
Total	1	437	745	0	1183	0	0	436	145	581	0	512	0	508	1020	0	0	0	0	0	2784
08:00 AM	1	83	199	0	283	0	0	152	47	199	0	162	0	157	319	0	0	0	0	0	801
08:15 AM	0	100	226	0	326	0	0	121	40	161	0	98	0	110	208	0	0	0	0	0	695
08:30 AM	1	115	270	0	386	0	0	118	40	158	0	91	0	78	169	0	0	0	0	0	713
08:45 AM	2	90	227	0	319	0	0	114	41	155	0	96	0	94	190	0	0	0	0	0	664
Total	4	388	922	0	1314	0	0	505	168	673	0	447	0	439	886	0	0	0	0	0	2873
*** BREAK ***																					
04:00 PM	3	148	183	0	334	0	0	203	78	281	0	179	0	101	280	0	0	0	0	0	895
04:15 PM	0	97	170	0	267	0	0	268	74	342	0	145	0	70	215	0	0	0	0	0	824
04:30 PM	0	115	195	0	310	0	0	207	70	277	0	162	0	87	249	0	0	0	0	0	836
04:45 PM	0	104	176	0	280	0	0	263	74	337	0	153	0	89	242	0	0	0	0	0	859
Total	3	464	724	0	1191	0	0	941	296	1237	0	639	0	347	986	0	0	0	0	0	3414
05:00 PM	3	121	187	0	311	0	0	296	107	403	0	165	0	108	273	0	0	0	0	0	987
05:15 PM	0	171	220	0	391	0	0	302	90	392	0	166	0	102	268	0	0	0	0	0	1051
05:30 PM	1	100	194	0	295	0	0	307	103	410	0	127	0	109	236	0	0	0	0	0	941
05:45 PM	2	99	194	0	295	0	0	212	72	284	0	111	0	86	197	0	0	0	0	0	776
Total	6	491	795	0	1292	0	0	1117	372	1489	0	569	0	405	974	0	0	0	0	0	3755
06:00 PM	0	87	196	0	283	0	0	206	86	292	0	186	0	84	270	0	0	0	0	0	845
06:15 PM	0	109	190	0	299	0	0	226	87	313	0	118	0	67	185	0	0	0	0	0	797
06:30 PM	0	86	172	0	258	0	0	111	48	159	0	130	0	87	217	0	0	0	0	0	634
06:45 PM	0	93	145	0	238	0	0	158	51	209	0	128	0	84	212	0	0	0	0	0	659
Total	0	375	703	0	1078	0	0	701	272	973	0	562	0	322	884	0	0	0	0	0	2935
Grand Total	14	2399	4300	0	6713	0	0	3981	1358	5339	0	3198	0	2464	5662	0	0	0	0	0	17714
Apprch %	0.2	35.7	64.1	0		0	0	74.6	25.4		0	56.5	0	43.5		0	0	0	0		
Total %	0.1	13.5	24.3	0	37.9	0	0	22.5	7.7	30.1	0	18.1	0	13.9	32	0	0	0	0	0	
Autos	14	2301	4189	0	6504	0	0	3899	1337	5236	0	3107	0	2431	5538	0	0	0	0	0	17278
% Autos	100	95.9	97.4	0	96.9	0	0	97.9	98.5	98.1	0	97.2	0	98.7	97.8	0	0	0	0	0	97.5
Heavy Vehicles	0	98	111	0	209	0	0	82	21	103	0	91	0	33	124	0	0	0	0	0	436
% Heavy Vehicles	0	4.1	2.6	0	3.1	0	0	2.1	1.5	1.9	0	2.8	0	1.3	2.2	0	0	0	0	0	2.5

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 2



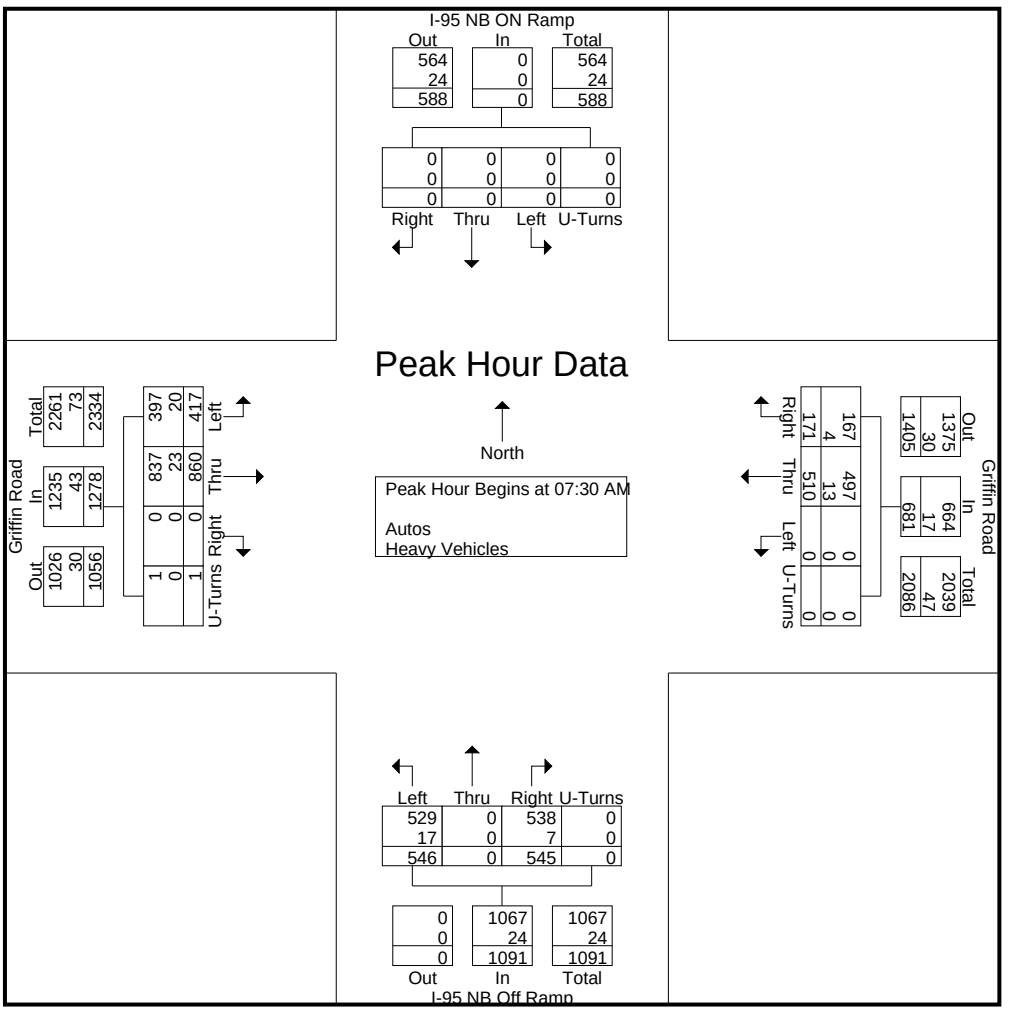
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB ON Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	116	218	0	334	0	0	101	42	143	0	149	0	123	272	0	0	0	0	0	749
07:45 AM	0	**118**	217	0	**335**	0	0	136	42	178	0	137	0	155	292	0	0	0	0	0	**805**
08:00 AM	**1**	83	199	0	283	0	0	**152**	**47**	**199**	0	**162**	0	**157**	**319**	0	0	0	0	0	801
08:15 AM	0	100	**226**	0	326	0	0	121	40	161	0	98	0	110	208	0	0	0	0	0	695
Total Volume	1	417	860	0	1278	0	0	510	171	681	0	546	0	545	1091	0	0	0	0	0	3050
% App. Total	0.1	32.6	67.3	0		0	0	74.9	25.1		0	50	0	50		0	0	0	0		
PHF	.250	.883	.951	.000	.954	.000	.000	.839	.910	.856	.000	.843	.000	.868	.855	.000	.000	.000	.000	.000	.947
Autos	1	397	837	0	1235	0	0	497	167	664	0	529	0	538	1067	0	0	0	0	0	2966
% Autos	100	95.2	97.3	0	96.6	0	0	97.5	97.7	97.5	0	96.9	0	98.7	97.8	0	0	0	0	0	97.2
Heavy Vehicles	0	20	23	0	43	0	0	13	4	17	0	17	0	7	24	0	0	0	0	0	84
% Heavy Vehicles	0	4.8	2.7	0	3.4	0	0	2.5	2.3	2.5	0	3.1	0	1.3	2.2	0	0	0	0	0	2.8



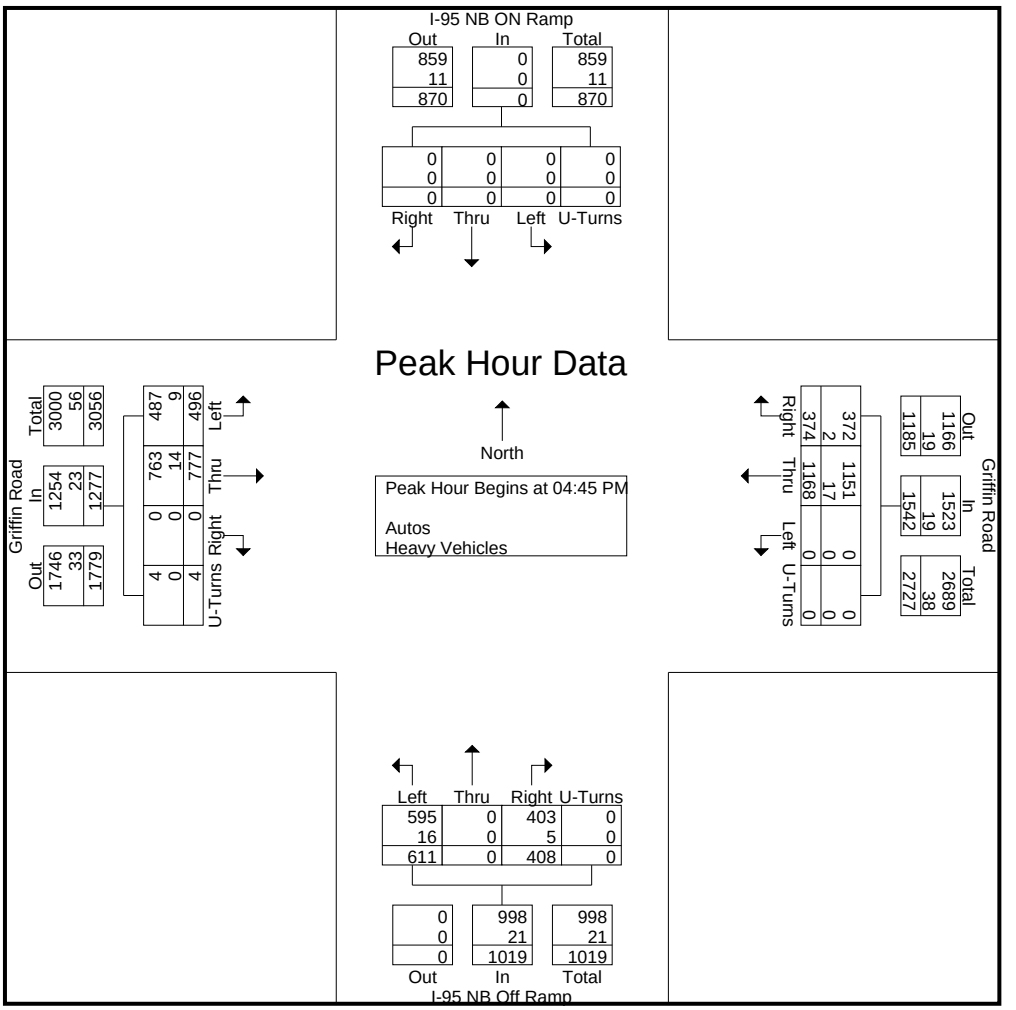
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB ON Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	104	176	0	280	0	0	263	74	337	0	153	0	89	242	0	0	0	0	0	859
05:00 PM	**3**	121	187	0	311	0	0	296	**107**	403	0	165	0	108	**273**	0	0	0	0	0	987
05:15 PM	0	**171**	**220**	0	**391**	0	0	302	90	392	0	**166**	0	102	268	0	0	0	0	0	**1051**
05:30 PM	1	100	194	0	295	0	0	**307**	103	**410**	0	127	0	**109**	236	0	0	0	0	0	941
Total Volume	4	496	777	0	1277	0	0	1168	374	1542	0	611	0	408	1019	0	0	0	0	0	3838
% App. Total	0.3	38.8	60.8	0		0	0	75.7	24.3		0	60	0	40		0	0	0	0		
PHF	.333	.725	.883	.000	.816	.000	.000	.951	.874	.940	.000	.920	.000	.936	.933	.000	.000	.000	.000	.000	.913
Autos	4	487	763	0	1254	0	0	1151	372	1523	0	595	0	403	998	0	0	0	0	0	3775
% Autos	100	98.2	98.2	0	98.2	0	0	98.5	99.5	98.8	0	97.4	0	98.8	97.9	0	0	0	0	0	98.4
Heavy Vehicles	0	9	14	0	23	0	0	17	2	19	0	16	0	5	21	0	0	0	0	0	63
% Heavy Vehicles	0	1.8	1.8	0	1.8	0	0	1.5	0.5	1.2	0	2.6	0	1.2	2.1	0	0	0	0	0	1.6



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03B-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB ON Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	5	0	8	0	0	1	0	1	0	3	0	1	4	0	0	0	0	0	13
06:15 AM	0	3	5	0	8	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	13
06:30 AM	0	2	2	0	4	0	0	3	2	5	0	5	0	4	9	0	0	0	0	0	18
06:45 AM	0	6	1	0	7	0	0	1	1	2	0	2	0	4	6	0	0	0	0	0	15
Total	0	14	13	0	27	0	0	8	3	11	0	12	0	9	21	0	0	0	0	0	59
07:00 AM	0	5	6	0	11	0	0	3	1	4	0	3	0	3	6	0	0	0	0	0	21
07:15 AM	0	6	7	0	13	0	0	2	1	3	0	2	0	0	2	0	0	0	0	0	18
07:30 AM	0	4	5	0	9	0	0	2	2	4	0	3	0	1	4	0	0	0	0	0	17
07:45 AM	0	6	6	0	12	0	0	4	1	5	0	6	0	4	10	0	0	0	0	0	27
Total	0	21	24	0	45	0	0	11	5	16	0	14	0	8	22	0	0	0	0	0	83
08:00 AM	0	5	6	0	11	0	0	3	0	3	0	4	0	2	6	0	0	0	0	0	20
08:15 AM	0	5	6	0	11	0	0	4	1	5	0	4	0	0	4	0	0	0	0	0	20
08:30 AM	0	11	9	0	20	0	0	5	3	8	0	1	0	2	3	0	0	0	0	0	31
08:45 AM	0	8	7	0	15	0	0	8	2	10	0	7	0	0	7	0	0	0	0	0	32
Total	0	29	28	0	57	0	0	20	6	26	0	16	0	4	20	0	0	0	0	0	103
*** BREAK ***																					
04:00 PM	0	4	8	0	12	0	0	2	0	2	0	8	0	0	8	0	0	0	0	0	22
04:15 PM	0	1	4	0	5	0	0	7	0	7	0	5	0	0	5	0	0	0	0	0	17
04:30 PM	0	2	7	0	9	0	0	1	0	1	0	7	0	1	8	0	0	0	0	0	18
04:45 PM	0	5	5	0	10	0	0	2	1	3	0	5	0	1	6	0	0	0	0	0	19
Total	0	12	24	0	36	0	0	12	1	13	0	25	0	2	27	0	0	0	0	0	76
05:00 PM	0	0	1	0	1	0	0	3	0	3	0	6	0	0	6	0	0	0	0	0	10
05:15 PM	0	3	6	0	9	0	0	7	0	7	0	3	0	1	4	0	0	0	0	0	20
05:30 PM	0	1	2	0	3	0	0	5	1	6	0	2	0	3	5	0	0	0	0	0	14
05:45 PM	0	4	1	0	5	0	0	2	2	4	0	4	0	1	5	0	0	0	0	0	14
Total	0	8	10	0	18	0	0	17	3	20	0	15	0	5	20	0	0	0	0	0	58
06:00 PM	0	1	4	0	5	0	0	1	1	2	0	2	0	2	4	0	0	0	0	0	11
06:15 PM	0	7	2	0	9	0	0	9	2	11	0	2	0	1	3	0	0	0	0	0	23
06:30 PM	0	3	3	0	6	0	0	1	0	1	0	1	0	1	2	0	0	0	0	0	9
06:45 PM	0	3	3	0	6	0	0	3	0	3	0	4	0	1	5	0	0	0	0	0	14
Total	0	14	12	0	26	0	0	14	3	17	0	9	0	5	14	0	0	0	0	0	57
Grand Total	0	98	111	0	209	0	0	82	21	103	0	91	0	33	124	0	0	0	0	0	436
Apprch %	0	46.9	53.1	0		0	0	79.6	20.4		0	73.4	0	26.6		0	0	0	0		
Total %	0	22.5	25.5	0	47.9	0	0	18.8	4.8	23.6	0	20.9	0	7.6	28.4	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03C-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

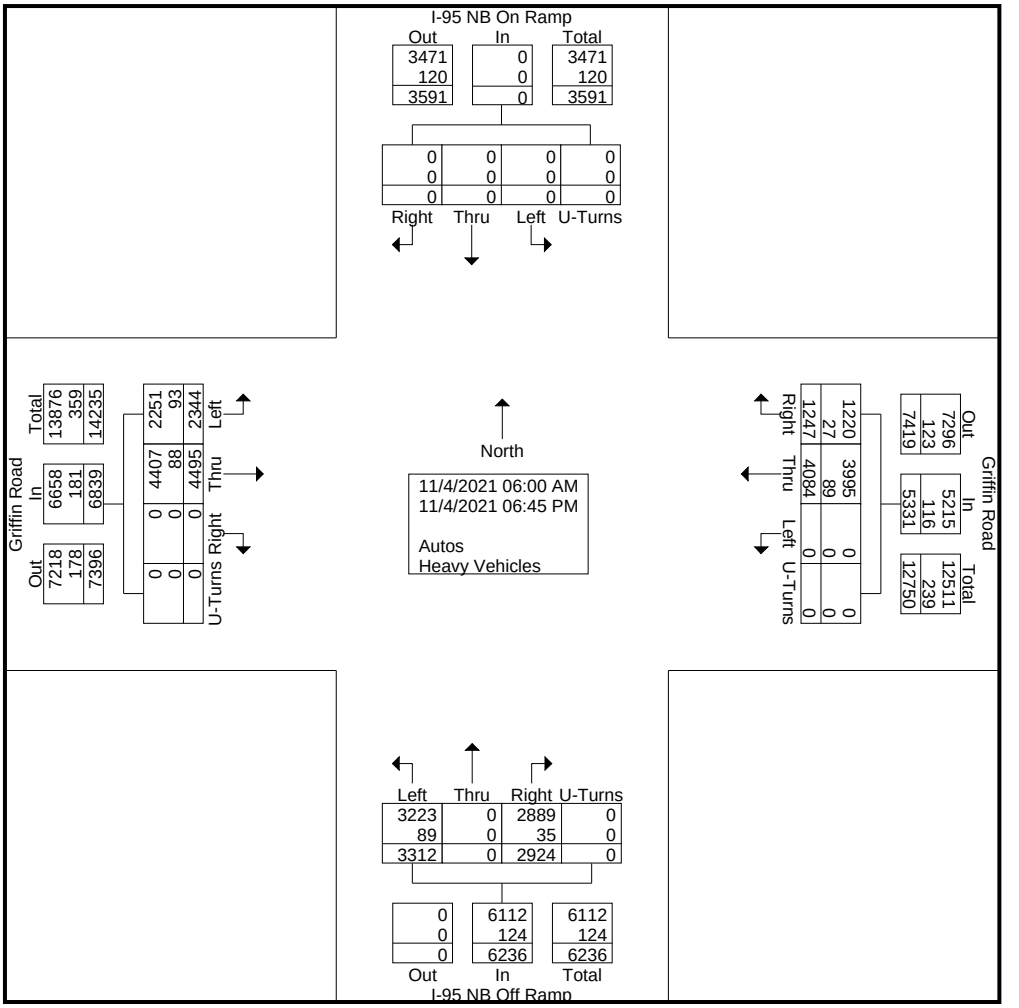
	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	43	67	0	110	0	0	59	29	88	0	107	0	102	209	0	0	0	0	0	407
06:15 AM	0	60	104	0	164	0	0	70	27	97	0	87	0	99	186	0	0	0	0	0	447
06:30 AM	0	71	103	0	174	0	0	106	21	127	0	137	0	133	270	0	0	0	0	0	571
06:45 AM	0	77	148	0	225	0	0	84	37	121	0	92	0	130	222	0	0	0	0	0	568
Total	0	251	422	0	673	0	0	319	114	433	0	423	0	464	887	0	0	0	0	0	1993
07:00 AM	0	106	143	0	249	0	0	107	32	139	0	145	0	121	266	0	0	0	0	0	654
07:15 AM	0	108	189	0	297	0	0	83	33	116	0	128	0	133	261	0	0	0	0	0	674
07:30 AM	0	120	216	0	336	0	0	95	39	134	0	115	0	123	238	0	0	0	0	0	708
07:45 AM	0	97	245	0	342	0	0	157	39	196	0	164	0	166	330	0	0	0	0	0	868
Total	0	431	793	0	1224	0	0	442	143	585	0	552	0	543	1095	0	0	0	0	0	2904
08:00 AM	0	94	215	0	309	0	0	111	42	153	0	153	0	131	284	0	0	0	0	0	746
08:15 AM	0	109	234	0	343	0	0	141	47	188	0	132	0	115	247	0	0	0	0	0	778
08:30 AM	0	107	235	0	342	0	0	150	53	203	0	128	0	149	277	0	0	0	0	0	822
08:45 AM	0	96	274	0	370	0	0	122	26	148	0	154	0	146	300	0	0	0	0	0	818
Total	0	406	958	0	1364	0	0	524	168	692	0	567	0	541	1108	0	0	0	0	0	3164
*** BREAK ***																					
04:00 PM	0	123	232	0	355	0	0	227	77	304	0	135	0	97	232	0	0	0	0	0	891
04:15 PM	0	142	189	0	331	0	0	209	67	276	0	156	0	98	254	0	0	0	0	0	861
04:30 PM	0	140	224	0	364	0	0	243	69	312	0	129	0	95	224	0	0	0	0	0	900
04:45 PM	0	97	170	0	267	0	0	300	79	379	0	125	0	93	218	0	0	0	0	0	864
Total	0	502	815	0	1317	0	0	979	292	1271	0	545	0	383	928	0	0	0	0	0	3516
05:00 PM	0	135	203	0	338	0	0	274	78	352	0	169	0	109	278	0	0	0	0	0	968
05:15 PM	0	121	188	0	309	0	0	223	88	311	0	148	0	94	242	0	0	0	0	0	862
05:30 PM	0	85	205	0	290	0	0	291	68	359	0	162	0	125	287	0	0	0	0	0	936
05:45 PM	0	84	234	0	318	0	0	242	73	315	0	122	0	144	266	0	0	0	0	0	899
Total	0	425	830	0	1255	0	0	1030	307	1337	0	601	0	472	1073	0	0	0	0	0	3665
06:00 PM	0	107	193	0	300	0	0	301	70	371	0	189	0	153	342	0	0	0	0	0	1013
06:15 PM	0	65	179	0	244	0	0	218	61	279	0	125	0	148	273	0	0	0	0	0	796
06:30 PM	0	79	172	0	251	0	0	157	48	205	0	196	0	144	340	0	0	0	0	0	796
06:45 PM	0	78	133	0	211	0	0	114	44	158	0	114	0	76	190	0	0	0	0	0	559
Total	0	329	677	0	1006	0	0	790	223	1013	0	624	0	521	1145	0	0	0	0	0	3164
Grand Total	0	2344	4495	0	6839	0	0	4084	1247	5331	0	3312	0	2924	6236	0	0	0	0	0	18406
Apprch %	0	34.3	65.7	0		0	0	76.6	23.4		0	53.1	0	46.9		0	0	0	0		
Total %	0	12.7	24.4	0	37.2	0	0	22.2	6.8	29	0	18	0	15.9	33.9	0	0	0	0	0	
Autos	0	2251	4407	0	6658	0	0	3995	1220	5215	0	3223	0	2889	6112	0	0	0	0	0	17985
% Autos	0	96	98	0	97.4	0	0	97.8	97.8	97.8	0	97.3	0	98.8	98	0	0	0	0	0	97.7
Heavy Vehicles	0	93	88	0	181	0	0	89	27	116	0	89	0	35	124	0	0	0	0	0	421
% Heavy Vehicles	0	4	2	0	2.6	0	0	2.2	2.2	2.2	0	2.7	0	1.2	2	0	0	0	0	0	2.3

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03C-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 2



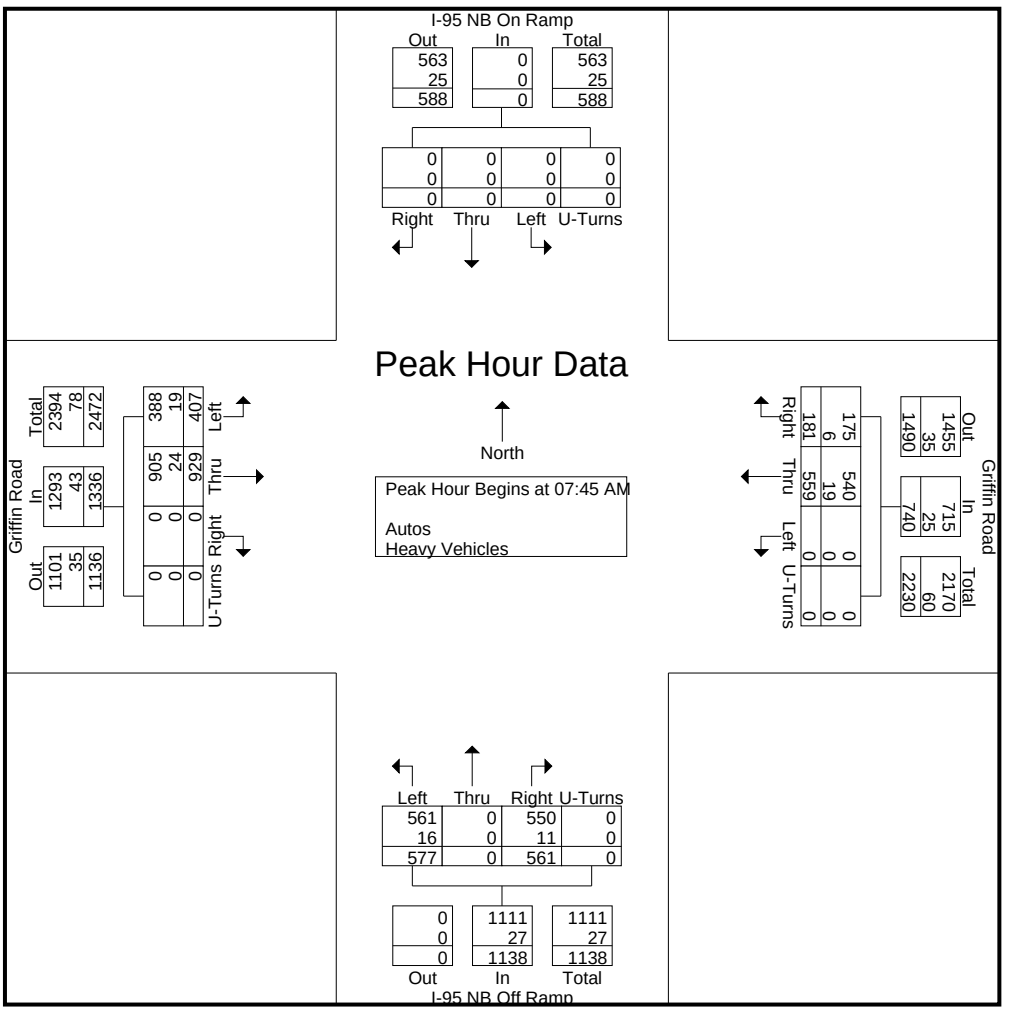
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03C-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	97	**245**	0	342	0	0	**157**	39	196	0	**164**	0	**166**	**330**	0	0	0	0	0	**868**
08:00 AM	0	94	215	0	309	0	0	111	42	153	0	153	0	131	284	0	0	0	0	0	746
08:15 AM	0	**109**	234	0	**343**	0	0	141	47	188	0	132	0	115	247	0	0	0	0	0	778
08:30 AM	0	107	235	0	342	0	0	150	**53**	**203**	0	128	0	149	277	0	0	0	0	0	822
Total Volume	0	407	929	0	1336	0	0	559	181	740	0	577	0	561	1138	0	0	0	0	0	3214
% App. Total	0	30.5	69.5	0		0	0	75.5	24.5		0	50.7	0	49.3		0	0	0	0		
PHF	.000	.933	.948	.000	.974	.000	.000	.890	.854	.911	.000	.880	.000	.845	.862	.000	.000	.000	.000	.000	.926
Autos	0	388	905	0	1293	0	0	540	175	715	0	561	0	550	1111	0	0	0	0	0	3119
% Autos	0	95.3	97.4	0	96.8	0	0	96.6	96.7	96.6	0	97.2	0	98.0	97.6	0	0	0	0	0	97.0
Heavy Vehicles	0	19	24	0	43	0	0	19	6	25	0	16	0	11	27	0	0	0	0	0	95
% Heavy Vehicles	0	4.7	2.6	0	3.2	0	0	3.4	3.3	3.4	0	2.8	0	2.0	2.4	0	0	0	0	0	3.0



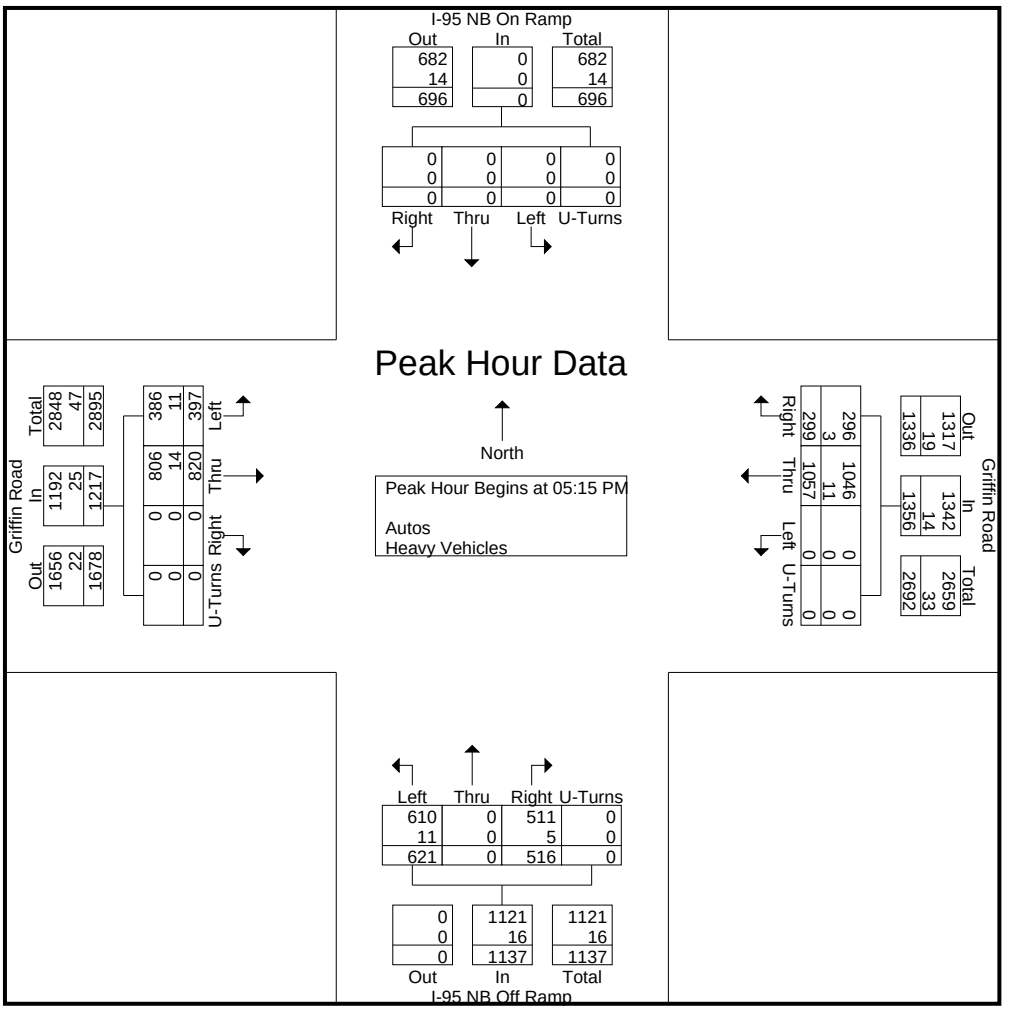
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03C-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	**121**	188	0	309	0	0	223	**88**	311	0	148	0	94	242	0	0	0	0	0	862
05:30 PM	0	85	205	0	290	0	0	291	68	359	0	162	0	125	287	0	0	0	0	0	936
05:45 PM	0	84	**234**	0	**318**	0	0	242	73	315	0	122	0	144	266	0	0	0	0	0	899
06:00 PM	0	107	193	0	300	0	0	**301**	70	**371**	0	**189**	0	**153**	**342**	0	0	0	0	0	**1013**
Total Volume	0	397	820	0	1217	0	0	1057	299	1356	0	621	0	516	1137	0	0	0	0	0	3710
% App. Total	0	32.6	67.4	0		0	0	77.9	22.1		0	54.6	0	45.4		0	0	0	0		
PHF	.000	.820	.876	.000	.957	.000	.000	.878	.849	.914	.000	.821	.000	.843	.831	.000	.000	.000	.000	.000	.916
Autos	0	386	806	0	1192	0	0	1046	296	1342	0	610	0	511	1121	0	0	0	0	0	3655
% Autos	0	97.2	98.3	0	97.9	0	0	99.0	99.0	99.0	0	98.2	0	99.0	98.6	0	0	0	0	0	98.5
Heavy Vehicles	0	11	14	0	25	0	0	11	3	14	0	11	0	5	16	0	0	0	0	0	55
% Heavy Vehicles	0	2.8	1.7	0	2.1	0	0	1.0	1.0	1.0	0	1.8	0	1.0	1.4	0	0	0	0	0	1.5



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 03C-I-95 NB Ramps & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					I-95 NB Off Ramp Northbound					I-95 NB On Ramp Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	3	2	0	5	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	7
06:15 AM	0	6	3	0	9	0	0	2	1	3	0	3	0	3	6	0	0	0	0	0	18
06:30 AM	0	3	7	0	10	0	0	5	1	6	0	3	0	1	4	0	0	0	0	0	20
06:45 AM	0	4	3	0	7	0	0	1	2	3	0	3	0	1	4	0	0	0	0	0	14
Total	0	16	15	0	31	0	0	9	4	13	0	10	0	5	15	0	0	0	0	0	59
07:00 AM	0	4	4	0	8	0	0	3	2	5	0	0	0	2	2	0	0	0	0	0	15
07:15 AM	0	8	5	0	13	0	0	3	0	3	0	1	0	0	1	0	0	0	0	0	17
07:30 AM	0	7	2	0	9	0	0	5	2	7	0	0	0	1	1	0	0	0	0	0	17
07:45 AM	0	3	4	0	7	0	0	7	0	7	0	4	0	5	9	0	0	0	0	0	23
Total	0	22	15	0	37	0	0	18	4	22	0	5	0	8	13	0	0	0	0	0	72
08:00 AM	0	6	12	0	18	0	0	3	1	4	0	2	0	2	4	0	0	0	0	0	26
08:15 AM	0	8	6	0	14	0	0	4	0	4	0	6	0	2	8	0	0	0	0	0	26
08:30 AM	0	2	2	0	4	0	0	5	5	10	0	4	0	2	6	0	0	0	0	0	20
08:45 AM	0	3	8	0	11	0	0	5	1	6	0	8	0	2	10	0	0	0	0	0	27
Total	0	19	28	0	47	0	0	17	7	24	0	20	0	8	28	0	0	0	0	0	99
*** BREAK ***																					
04:00 PM	0	1	3	0	4	0	0	6	3	9	0	6	0	2	8	0	0	0	0	0	21
04:15 PM	0	5	3	0	8	0	0	4	2	6	0	13	0	1	14	0	0	0	0	0	28
04:30 PM	0	2	5	0	7	0	0	8	0	8	0	11	0	3	14	0	0	0	0	0	29
04:45 PM	0	5	1	0	6	0	0	4	3	7	0	1	0	0	1	0	0	0	0	0	14
Total	0	13	12	0	25	0	0	22	8	30	0	31	0	6	37	0	0	0	0	0	92
05:00 PM	0	3	1	0	4	0	0	4	0	4	0	3	0	2	5	0	0	0	0	0	13
05:15 PM	0	5	4	0	9	0	0	2	1	3	0	3	0	0	3	0	0	0	0	0	15
05:30 PM	0	2	3	0	5	0	0	5	0	5	0	4	0	0	4	0	0	0	0	0	14
05:45 PM	0	1	6	0	7	0	0	1	1	2	0	1	0	3	4	0	0	0	0	0	13
Total	0	11	14	0	25	0	0	12	2	14	0	11	0	5	16	0	0	0	0	0	55
06:00 PM	0	3	1	0	4	0	0	3	1	4	0	3	0	2	5	0	0	0	0	0	13
06:15 PM	0	3	0	0	3	0	0	6	0	6	0	4	0	0	4	0	0	0	0	0	13
06:30 PM	0	4	2	0	6	0	0	0	0	0	0	3	0	1	4	0	0	0	0	0	10
06:45 PM	0	2	1	0	3	0	0	2	1	3	0	2	0	0	2	0	0	0	0	0	8
Total	0	12	4	0	16	0	0	11	2	13	0	12	0	3	15	0	0	0	0	0	44
Grand Total	0	93	88	0	181	0	0	89	27	116	0	89	0	35	124	0	0	0	0	0	421
Apprch %	0	51.4	48.6	0		0	0	76.7	23.3		0	71.8	0	28.2		0	0	0	0		
Total %	0	22.1	20.9	0	43	0	0	21.1	6.4	27.6	0	21.1	0	8.3	29.5	0	0	0	0	0	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

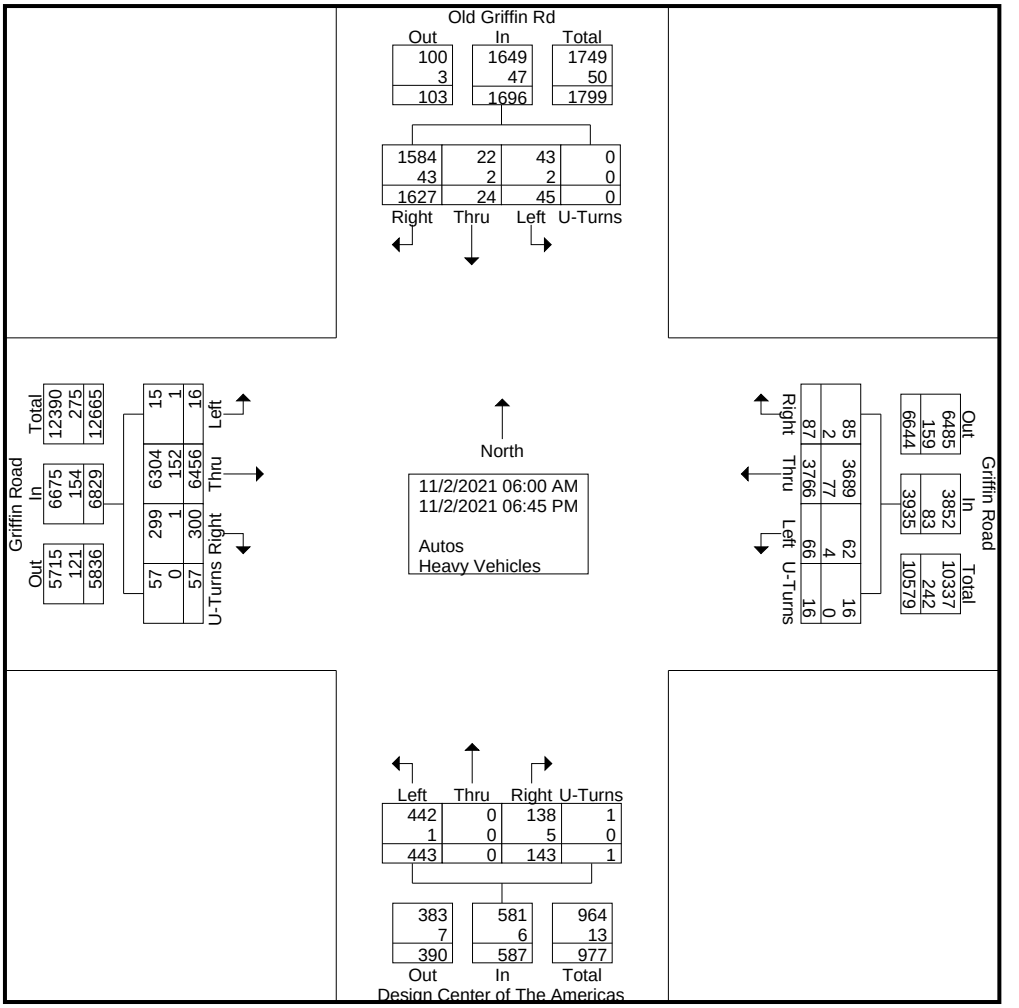
	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	0	168	0	170	2	1	60	1	64	0	1	0	1	2	0	0	0	16	16	252
06:15 AM	1	1	190	3	195	0	0	77	0	77	0	2	0	1	3	0	0	0	28	28	303
06:30 AM	0	1	228	0	229	0	0	110	0	110	0	0	0	1	1	0	1	0	34	35	375
06:45 AM	2	1	250	6	259	0	1	78	2	81	0	1	0	1	2	0	2	0	31	33	375
Total	5	3	836	9	853	2	2	325	3	332	0	4	0	4	8	0	3	0	109	112	1305
07:00 AM	1	1	248	5	255	0	0	103	2	105	0	3	0	0	3	0	0	0	46	46	409
07:15 AM	3	1	281	8	293	0	3	86	4	93	0	3	0	0	3	0	0	3	52	55	444
07:30 AM	5	3	373	20	401	2	0	126	1	129	0	1	0	1	2	0	0	3	44	47	579
07:45 AM	3	1	403	27	434	0	3	153	3	159	0	1	0	5	6	0	5	1	76	82	681
Total	12	6	1305	60	1383	2	6	468	10	486	0	8	0	6	14	0	5	7	218	230	2113
08:00 AM	4	1	350	41	396	2	5	144	2	153	0	2	0	2	4	0	0	0	72	72	625
08:15 AM	0	1	288	43	332	0	7	171	12	190	0	4	0	4	8	0	0	2	60	62	592
08:30 AM	1	0	298	43	342	0	13	129	4	146	0	7	0	3	10	0	5	2	55	62	560
08:45 AM	4	1	333	70	408	0	12	112	6	130	0	5	0	4	9	0	1	2	62	65	612
Total	9	3	1269	197	1478	2	37	556	24	619	0	18	0	13	31	0	6	6	249	261	2389
*** BREAK ***																					
04:00 PM	2	1	213	6	222	1	3	189	3	196	0	19	0	5	24	0	2	1	106	109	551
04:15 PM	2	0	226	5	233	0	2	240	1	243	0	15	0	2	17	0	5	2	135	142	635
04:30 PM	4	0	264	4	272	0	0	203	1	204	0	28	0	6	34	0	4	0	111	115	625
04:45 PM	2	0	265	2	269	1	0	218	4	223	0	24	0	12	36	0	5	2	144	151	679
Total	10	1	968	17	996	2	5	850	9	866	0	86	0	25	111	0	16	5	496	517	2490
05:00 PM	4	0	334	4	342	1	1	249	6	257	0	92	0	26	118	0	2	1	136	139	856
05:15 PM	5	0	262	4	271	0	3	287	9	299	0	42	0	14	56	0	4	2	77	83	709
05:30 PM	2	0	280	3	285	2	1	252	5	260	0	40	0	14	54	0	2	2	72	76	675
05:45 PM	6	1	295	1	303	1	1	239	9	250	0	42	0	13	55	0	2	0	80	82	690
Total	17	1	1171	12	1201	4	6	1027	29	1066	0	216	0	67	283	0	10	5	365	380	2930
06:00 PM	2	1	237	3	243	0	5	160	3	168	1	51	0	8	60	0	1	0	64	65	536
06:15 PM	0	0	219	2	221	1	3	119	4	127	0	25	0	11	36	0	2	1	47	50	434
06:30 PM	1	1	217	0	219	3	2	137	3	145	0	16	0	6	22	0	1	0	41	42	428
06:45 PM	1	0	234	0	235	0	0	124	2	126	0	19	0	3	22	0	1	0	38	39	422
Total	4	2	907	5	918	4	10	540	12	566	1	111	0	28	140	0	5	1	190	196	1820
Grand Total	57	16	6456	300	6829	16	66	3766	87	3935	1	443	0	143	587	0	45	24	1627	1696	13047
Apprch %	0.8	0.2	94.5	4.4		0.4	1.7	95.7	2.2		0.2	75.5	0	24.4		0	2.7	1.4	95.9		
Total %	0.4	0.1	49.5	2.3	52.3	0.1	0.5	28.9	0.7	30.2	0	3.4	0	1.1	4.5	0	0.3	0.2	12.5	13	
Autos	57	15	6304	299	6675	16	62	3689	85	3852	1	442	0	138	581	0	43	22	1584	1649	12757
% Autos	100	93.8	97.6	99.7	97.7	100	93.9	98	97.7	97.9	100	99.8	0	96.5	99	0	95.6	91.7	97.4	97.2	97.8
Heavy Vehicles	0	1	152	1	154	0	4	77	2	83	0	1	0	5	6	0	2	2	43	47	290
% Heavy Vehicles	0	6.2	2.4	0.3	2.3	0	6.1	2	2.3	2.1	0	0.2	0	3.5	1	0	4.4	8.3	2.6	2.8	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 2



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8095 NW 12 Street, Suite 301
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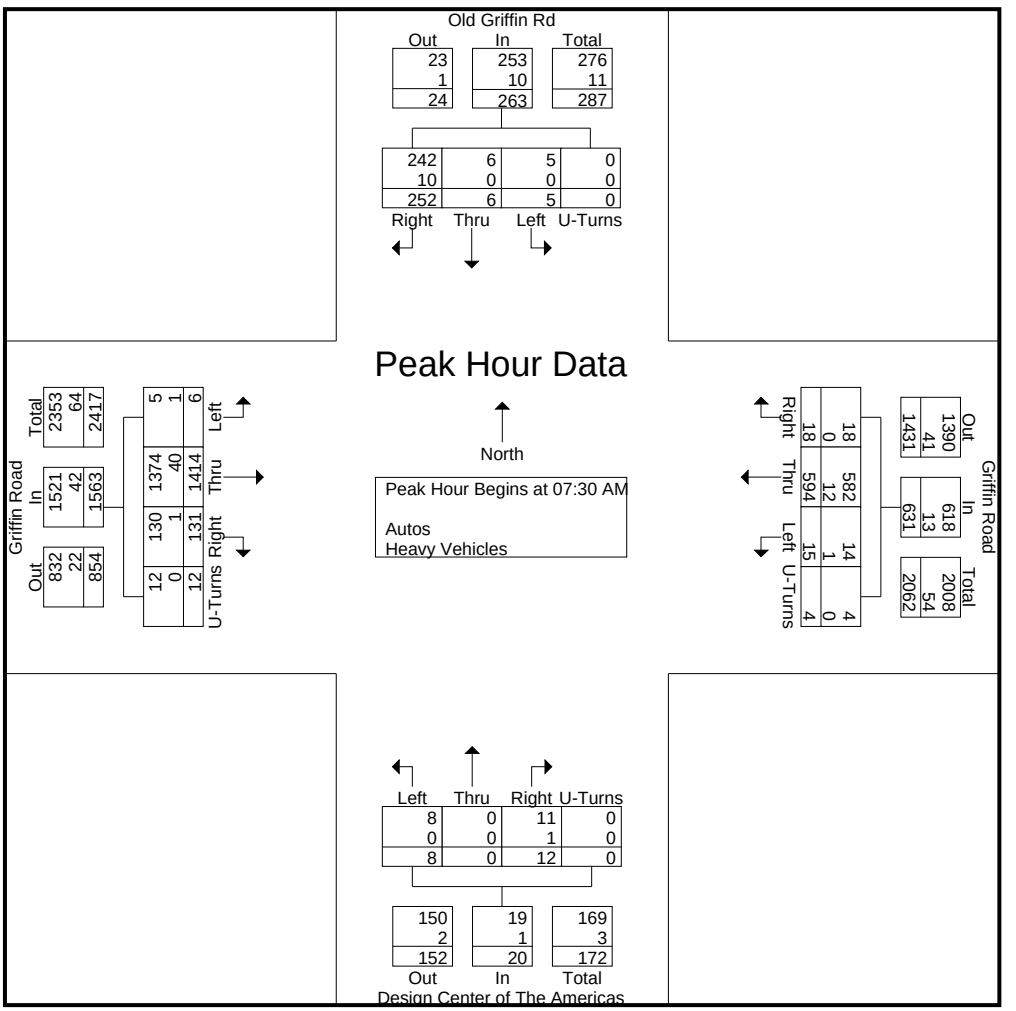
CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	**5**	**3**	373	20	401	**2**	0	126	1	129	0	1	0	1	2	0	0	**3**	44	47	579
07:45 AM	3	1	**403**	27	**434**	0	3	153	3	159	0	1	0	**5**	6	0	**5**	1	**76**	**82**	**681**
08:00 AM	4	1	350	41	396	2	5	144	2	153	0	2	0	2	4	0	0	0	72	72	625
08:15 AM	0	1	288	**43**	332	0	**7**	**171**	**12**	**190**	0	**4**	0	4	**8**	0	0	2	60	62	592
Total Volume	12	6	1414	131	1563	4	15	594	18	631	0	8	0	12	20	0	5	6	252	263	2477
% App. Total	0.8	0.4	90.5	8.4		0.6	2.4	94.1	2.9		0	40	0	60		0	1.9	2.3	95.8		
PHF	.600	.500	.877	.762	.900	.500	.536	.868	.375	.830	.000	.500	.000	.600	.625	.000	.250	.500	.829	.802	.909
Autos	12	5	1374	130	1521	4	14	582	18	618	0	8	0	11	19	0	5	6	242	253	2411
% Autos	100	83.3	97.2	99.2	97.3	100	93.3	98.0	100	97.9	0	100	0	91.7	95.0	0	100	100	96.0	96.2	97.3
Heavy Vehicles	0	1	40	1	42	0	1	12	0	13	0	0	0	1	1	0	0	0	10	10	66
% Heavy Vehicles	0	16.7	2.8	0.8	2.7	0	6.7	2.0	0	2.1	0	0	0	8.3	5.0	0	0	0	4.0	3.8	2.7



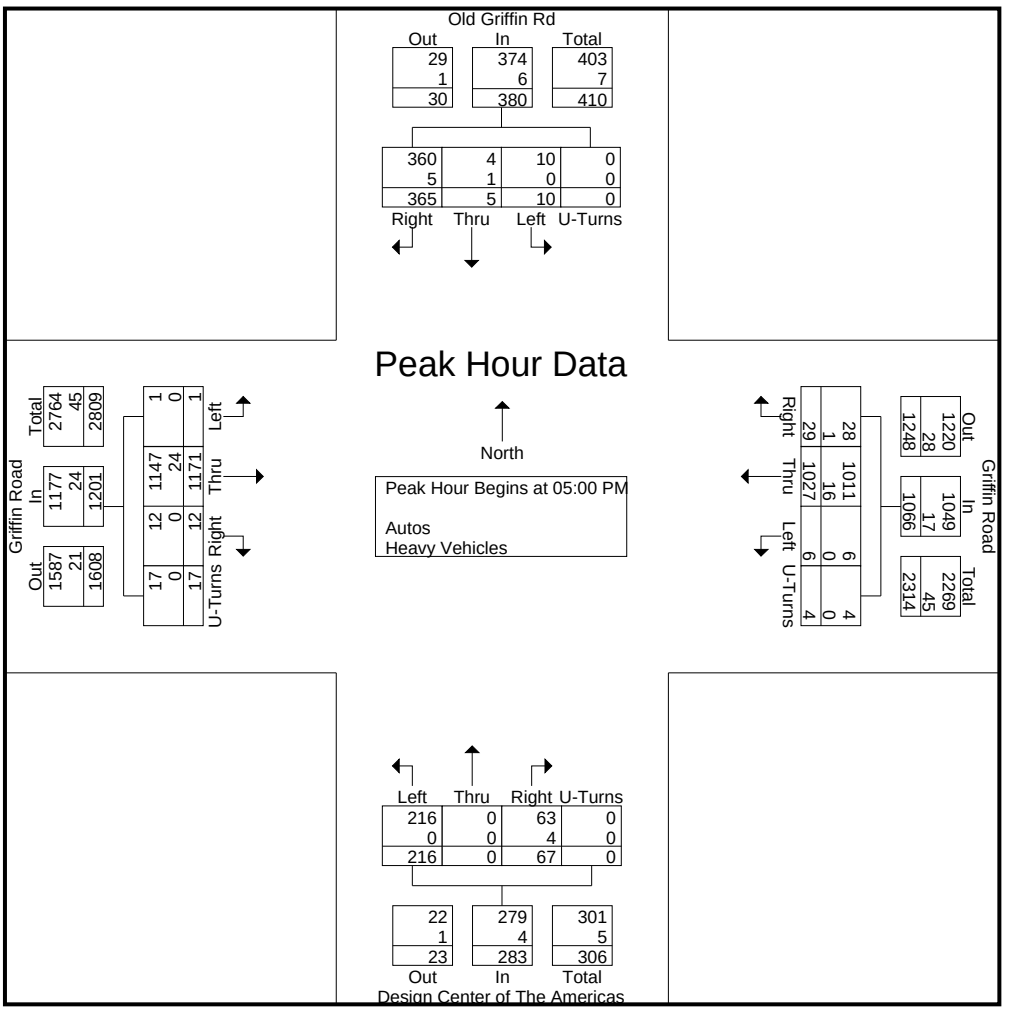
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	4	0	**334**	**4**	**342**	1	1	249	6	257	0	**92**	0	**26**	**118**	0	2	1	**136**	**139**	**856**
05:15 PM	5	0	262	4	271	0	**3**	**287**	**9**	**299**	0	42	0	14	56	0	**4**	**2**	77	83	709
05:30 PM	2	0	280	3	285	**2**	1	252	5	260	0	40	0	14	54	0	2	2	72	76	675
05:45 PM	**6**	**1**	295	1	303	1	1	239	9	250	0	42	0	13	55	0	2	0	80	82	690
Total Volume	17	1	1171	12	1201	4	6	1027	29	1066	0	216	0	67	283	0	10	5	365	380	2930
% App. Total	1.4	0.1	97.5	1		0.4	0.6	96.3	2.7		0	76.3	0	23.7		0	2.6	1.3	96.1		
PHF	.708	.250	.876	.750	.878	.500	.500	.895	.806	.891	.000	.587	.000	.644	.600	.000	.625	.625	.671	.683	.856
Autos	17	1	1147	12	1177	4	6	1011	28	1049	0	216	0	63	279	0	10	4	360	374	2879
% Autos	100	100	98.0	100	98.0	100	100	98.4	96.6	98.4	0	100	0	94.0	98.6	0	100	80.0	98.6	98.4	98.3
Heavy Vehicles	0	0	24	0	24	0	0	16	1	17	0	0	0	4	4	0	0	1	5	6	51
% Heavy Vehicles	0	0	2.0	0	2.0	0	0	1.6	3.4	1.6	0	0	0	6.0	1.4	0	0	20.0	1.4	1.6	1.7



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04A-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/2/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
06:15 AM	0	0	3	0	3	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	6
06:30 AM	0	0	6	0	6	0	0	4	0	4	0	0	0	0	0	0	0	0	1	1	11
06:45 AM	0	0	7	0	7	0	0	1	0	1	0	0	0	0	0	0	0	0	3	3	11
Total	0	0	20	0	20	0	0	8	0	8	0	0	0	0	0	0	0	0	5	5	33
07:00 AM	0	0	7	0	7	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	11
07:15 AM	0	0	9	0	9	0	0	3	0	3	0	0	0	0	0	0	0	0	2	2	14
07:30 AM	0	0	10	0	10	0	0	2	0	2	0	0	0	0	0	0	0	0	2	2	14
07:45 AM	0	0	4	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	3	3	12
Total	0	0	30	0	30	0	0	13	0	13	0	0	0	0	0	0	0	0	8	8	51
08:00 AM	0	1	14	1	16	0	0	2	0	2	0	0	0	1	1	0	0	0	2	2	21
08:15 AM	0	0	12	0	12	0	1	3	0	4	0	0	0	0	0	0	0	0	3	3	19
08:30 AM	0	0	10	0	10	0	0	2	1	3	0	0	0	0	0	0	1	0	2	3	16
08:45 AM	0	0	12	0	12	0	0	4	0	4	0	0	0	0	0	0	0	0	4	4	20
Total	0	1	48	1	50	0	1	11	1	13	0	0	0	1	1	0	1	0	11	12	76
*** BREAK ***																					
04:00 PM	0	0	8	0	8	0	1	1	0	2	0	1	0	0	1	0	0	1	3	4	15
04:15 PM	0	0	5	0	5	0	1	5	0	6	0	0	0	0	0	0	0	0	6	6	17
04:30 PM	0	0	5	0	5	0	0	7	0	7	0	0	0	0	0	0	1	0	1	2	14
04:45 PM	0	0	3	0	3	0	0	7	0	7	0	0	0	0	0	0	0	0	3	3	13
Total	0	0	21	0	21	0	2	20	0	22	0	1	0	0	1	0	1	1	13	15	59
05:00 PM	0	0	7	0	7	0	0	5	0	5	0	0	0	1	1	0	0	0	1	1	14
05:15 PM	0	0	8	0	8	0	0	2	0	2	0	0	0	1	1	0	0	1	1	2	13
05:30 PM	0	0	4	0	4	0	0	5	1	6	0	0	0	1	1	0	0	0	2	2	13
05:45 PM	0	0	5	0	5	0	0	4	0	4	0	0	0	1	1	0	0	0	1	1	11
Total	0	0	24	0	24	0	0	16	1	17	0	0	0	4	4	0	0	1	5	6	51
06:00 PM	0	0	2	0	2	0	1	4	0	5	0	0	0	0	0	0	0	0	1	1	8
06:15 PM	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	2	0	2	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	9	0	9	0	1	9	0	10	0	0	0	0	0	0	0	0	1	1	20
Grand Total	0	1	152	1	154	0	4	77	2	83	0	1	0	5	6	0	2	2	43	47	290
Apprch %	0	0.6	98.7	0.6		0	4.8	92.8	2.4		0	16.7	0	83.3		0	4.3	4.3	91.5		
Total %	0	0.3	52.4	0.3	53.1	0	1.4	26.6	0.7	28.6	0	0.3	0	1.7	2.1	0	0.7	0.7	14.8	16.2	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04B-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	136	0	137	0	0	52	4	56	0	0	0	1	1	0	1	0	16	17	211
06:15 AM	2	0	174	1	177	1	0	82	3	86	0	1	0	1	2	0	1	0	29	30	295
06:30 AM	0	1	209	0	210	0	0	78	0	78	0	1	0	1	2	0	0	0	29	29	319
06:45 AM	1	1	286	2	290	1	0	73	3	77	0	1	0	2	3	0	1	0	28	29	399
Total	4	2	805	3	814	2	0	285	10	297	0	3	0	5	8	0	3	0	102	105	1224
07:00 AM	2	2	269	7	280	0	1	116	3	120	0	1	0	0	1	0	1	1	33	35	436
07:15 AM	0	0	286	12	298	0	2	83	3	88	0	0	0	0	0	1	4	1	34	40	426
07:30 AM	0	0	314	19	333	2	1	111	6	120	0	2	0	3	5	0	3	3	57	63	521
07:45 AM	1	1	352	28	382	0	2	114	2	118	0	3	0	1	4	0	2	1	65	68	572
Total	3	3	1221	66	1293	2	6	424	14	446	0	6	0	4	10	1	10	6	189	206	1955
08:00 AM	3	1	312	38	354	0	8	118	4	130	0	6	0	3	9	0	1	1	67	69	562
08:15 AM	2	1	279	52	334	0	4	94	6	104	0	10	0	3	13	0	6	3	71	80	531
08:30 AM	2	1	244	54	301	1	13	135	2	151	0	3	0	3	6	0	4	4	40	48	506
08:45 AM	2	0	287	87	376	2	15	114	7	138	0	11	0	5	16	0	3	3	45	51	581
Total	9	3	1122	231	1365	3	40	461	19	523	0	30	0	14	44	0	14	11	223	248	2180
*** BREAK ***																					
04:00 PM	11	1	259	5	276	1	2	194	9	206	0	19	0	6	25	0	2	0	111	113	620
04:15 PM	2	0	248	5	255	0	5	223	5	233	0	22	0	9	31	0	5	2	102	109	628
04:30 PM	2	1	264	6	273	1	3	199	3	206	0	26	0	16	42	0	1	2	89	92	613
04:45 PM	6	0	239	4	249	0	0	232	4	236	0	33	0	6	39	0	2	1	83	86	610
Total	21	2	1010	20	1053	2	10	848	21	881	0	100	0	37	137	0	10	5	385	400	2471
05:00 PM	9	0	316	8	333	3	1	231	5	240	0	84	0	21	105	0	2	3	94	99	777
05:15 PM	1	0	280	2	283	1	2	280	7	290	1	39	0	10	50	0	2	2	90	94	717
05:30 PM	6	0	304	3	313	3	0	260	4	267	0	46	0	21	67	0	3	0	83	86	733
05:45 PM	3	2	266	5	276	3	0	189	4	196	0	27	0	13	40	0	4	2	88	94	606
Total	19	2	1166	18	1205	10	3	960	20	993	1	196	0	65	262	0	11	7	355	373	2833
06:00 PM	6	1	283	5	295	2	3	200	2	207	0	44	0	17	61	0	3	1	55	59	622
06:15 PM	5	0	260	6	271	0	1	161	6	168	0	42	0	19	61	0	3	1	81	85	585
06:30 PM	5	0	240	2	247	1	0	120	8	129	0	16	0	6	22	0	1	0	50	51	449
06:45 PM	5	0	224	1	230	1	3	135	7	146	0	14	0	2	16	0	4	0	56	60	452
Total	21	1	1007	14	1043	4	7	616	23	650	0	116	0	44	160	0	11	2	242	255	2108
Grand Total	77	13	6331	352	6773	23	66	3594	107	3790	1	451	0	169	621	1	59	31	1496	1587	12771
Apprch %	1.1	0.2	93.5	5.2		0.6	1.7	94.8	2.8		0.2	72.6	0	27.2		0.1	3.7	2	94.3		
Total %	0.6	0.1	49.6	2.8	53	0.2	0.5	28.1	0.8	29.7	0	3.5	0	1.3	4.9	0	0.5	0.2	11.7	12.4	
Autos	76	13	6180	350	6619	23	62	3512	104	3701	1	445	0	161	607	0	58	29	1451	1538	12465
% Autos	98.7	100	97.6	99.4	97.7	100	93.9	97.7	97.2	97.7	100	98.7	0	95.3	97.7	0	98.3	93.5	97	96.9	97.6
Heavy Vehicles	1	0	151	2	154	0	4	82	3	89	0	6	0	8	14	1	1	2	45	49	306
% Heavy Vehicles	1.3	0	2.4	0.6	2.3	0	6.1	2.3	2.8	2.3	0	1.3	0	4.7	2.3	100	1.7	6.5	3	3.1	2.4

CTS Engineering, Inc.

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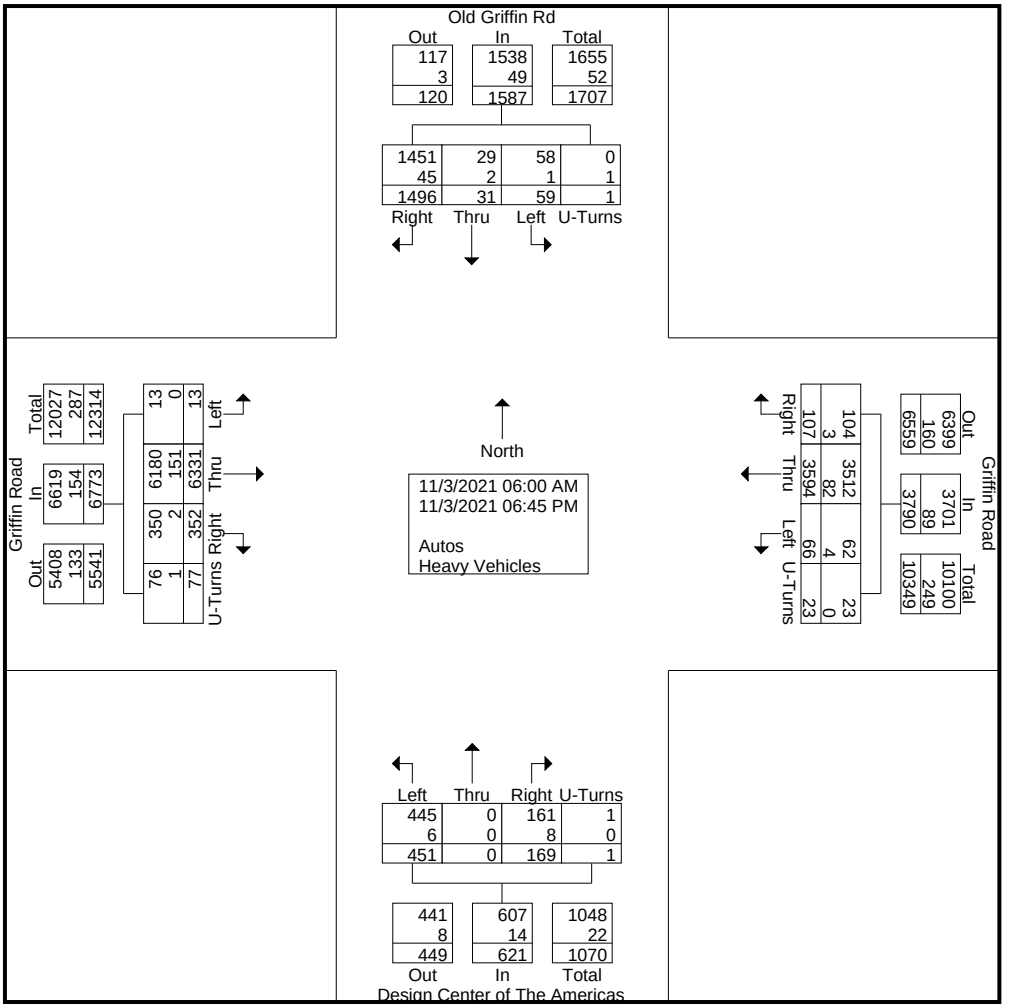
File Name : 04B-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 2



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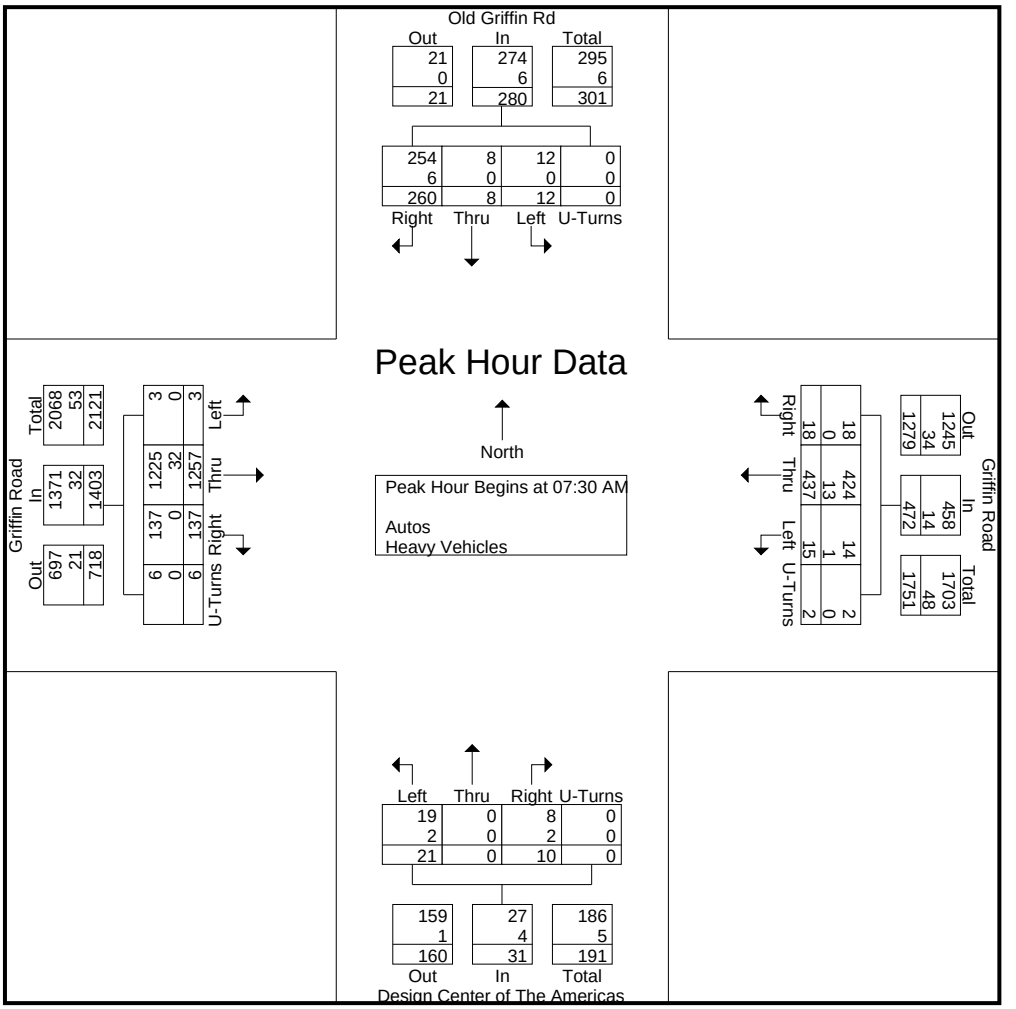
	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	314	19	333	**2**	1	111	**6**	120	0	2	0	**3**	5	0	3	**3**	57	63	521
07:45 AM	1	**1**	**352**	28	**382**	0	2	114	2	118	0	3	0	1	4	0	2	1	65	68	**572**
08:00 AM	**3**	1	312	38	354	0	**8**	**118**	4	**130**	0	6	0	3	9	0	1	1	67	69	562
08:15 AM	2	1	279	**52**	334	0	4	94	6	104	0	**10**	0	3	**13**	0	**6**	3	**71**	**80**	531
Total Volume	6	3	1257	137	1403	2	15	437	18	472	0	21	0	10	31	0	12	8	260	280	2186
% App. Total	0.4	0.2	89.6	9.8		0.4	3.2	92.6	3.8		0	67.7	0	32.3		0	4.3	2.9	92.9		
PHF	.500	.750	.893	.659	.918	.250	.469	.926	.750	.908	.000	.525	.000	.833	.596	.000	.500	.667	.915	.875	.955
Autos	6	3	1225	137	1371	2	14	424	18	458	0	19	0	8	27	0	12	8	254	274	2130
% Autos	100	100	97.5	100	97.7	100	93.3	97.0	100	97.0	0	90.5	0	80.0	87.1	0	100	100	97.7	97.9	97.4
Heavy Vehicles	0	0	32	0	32	0	1	13	0	14	0	2	0	2	4	0	0	0	6	6	56
% Heavy Vehicles	0	0	2.5	0	2.3	0	6.7	3.0	0	3.0	0	9.5	0	20.0	12.9	0	0	0	2.3	2.1	2.6



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File Name : 04B-Old Griffin Rd & Griffin Rd
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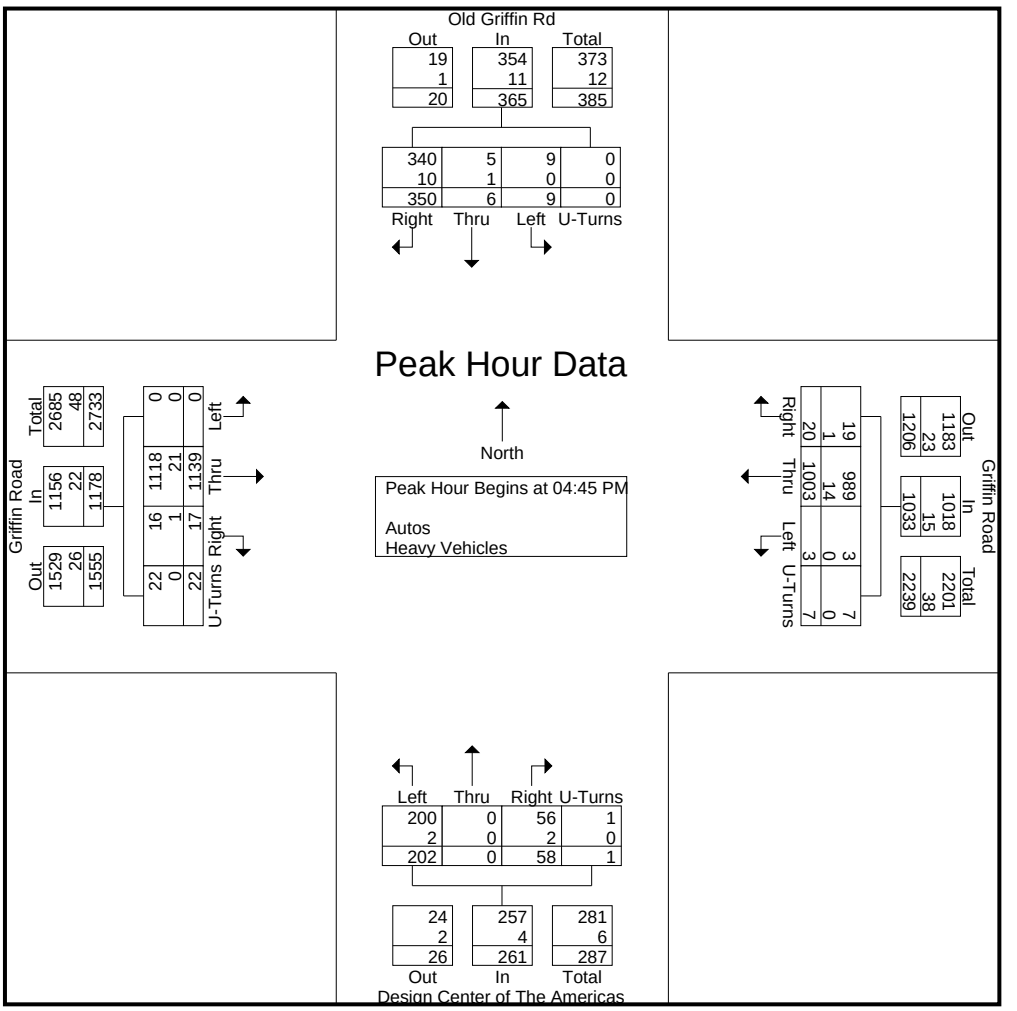
	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	0	239	4	249	0	0	232	4	236	0	33	0	6	39	0	2	1	83	86	610
05:00 PM	**9**	0	**316**	**8**	**333**	**3**	1	231	5	240	0	**84**	0	**21**	**105**	0	2	**3**	**94**	**99**	**777**
05:15 PM	1	0	280	2	283	1	**2**	**280**	**7**	**290**	**1**	39	0	10	50	0	2	2	90	94	717
05:30 PM	6	0	304	3	313	3	0	260	4	267	0	46	0	21	67	0	**3**	0	83	86	733
Total Volume	22	0	1139	17	1178	7	3	1003	20	1033	1	202	0	58	261	0	9	6	350	365	2837
% App. Total	1.9	0	96.7	1.4		0.7	0.3	97.1	1.9		0.4	77.4	0	22.2		0	2.5	1.6	95.9		
PHF	.611	.000	.901	.531	.884	.583	.375	.896	.714	.891	.250	.601	.000	.690	.621	.000	.750	.500	.931	.922	.913
Autos	22	0	1118	16	1156	7	3	989	19	1018	1	200	0	56	257	0	9	5	340	354	2785
% Autos	100	0	98.2	94.1	98.1	100	100	98.6	95.0	98.5	100	99.0	0	96.6	98.5	0	100	83.3	97.1	97.0	98.2
Heavy Vehicles	0	0	21	1	22	0	0	14	1	15	0	2	0	2	4	0	0	1	10	11	52
% Heavy Vehicles	0	0	1.8	5.9	1.9	0	0	1.4	5.0	1.5	0	1.0	0	3.4	1.5	0	0	16.7	2.9	3.0	1.8



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04B-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/3/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Rd Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	5	0	5	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	6
06:15 AM	0	0	4	0	4	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	7
06:30 AM	0	0	5	0	5	0	0	3	0	3	0	1	0	0	1	0	0	0	2	2	11
06:45 AM	0	0	6	0	6	0	0	0	0	0	0	1	0	0	1	0	0	0	1	1	8
Total	0	0	20	0	20	0	0	6	0	6	0	2	0	0	2	0	0	0	4	4	32
07:00 AM	0	0	7	0	7	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	11
07:15 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	1	0	0	2	3	7
07:30 AM	0	0	6	0	6	0	0	5	0	5	0	1	0	0	1	0	0	0	2	2	14
07:45 AM	0	0	11	0	11	0	0	2	0	2	0	0	0	1	1	0	0	0	2	2	16
Total	0	0	26	0	26	0	0	12	0	12	0	1	0	1	2	1	0	0	7	8	48
08:00 AM	0	0	8	0	8	0	1	2	0	3	0	1	0	0	1	0	0	0	0	0	12
08:15 AM	0	0	7	0	7	0	0	4	0	4	0	0	0	1	1	0	0	0	2	2	14
08:30 AM	0	0	14	0	14	0	1	8	0	9	0	0	0	0	0	0	1	0	4	5	28
08:45 AM	0	0	10	0	10	0	0	6	0	6	0	0	0	1	1	0	0	0	2	2	19
Total	0	0	39	0	39	0	2	20	0	22	0	1	0	2	3	0	1	0	8	9	73
*** BREAK ***																					
04:00 PM	0	0	9	0	9	0	0	4	0	4	0	0	0	1	1	0	0	0	2	2	16
04:15 PM	0	0	6	0	6	0	1	8	2	11	0	0	0	0	0	0	0	0	1	1	18
04:30 PM	0	0	8	1	9	0	0	4	0	4	0	0	0	0	0	0	0	0	2	2	15
04:45 PM	0	0	7	1	8	0	0	3	0	3	0	1	0	1	2	0	0	1	2	3	16
Total	0	0	30	2	32	0	1	19	2	22	0	1	0	2	3	0	0	1	7	8	65
05:00 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	1	1	0	0	0	0	0	8
05:15 PM	0	0	5	0	5	0	0	4	1	5	0	1	0	0	1	0	0	0	4	4	15
05:30 PM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	4	4	13
05:45 PM	0	0	3	0	3	0	0	2	0	2	0	0	0	1	1	0	0	1	4	5	11
Total	0	0	17	0	17	0	0	13	1	14	0	1	0	2	3	0	0	1	12	13	47
06:00 PM	0	0	6	0	6	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	10
06:15 PM	1	0	3	0	4	0	0	5	0	5	0	0	0	0	0	0	0	0	5	5	14
06:30 PM	0	0	6	0	6	0	0	2	0	2	0	0	0	1	1	0	0	0	0	0	9
06:45 PM	0	0	4	0	4	0	1	2	0	3	0	0	0	0	0	0	0	0	1	1	8
Total	1	0	19	0	20	0	1	12	0	13	0	0	0	1	1	0	0	0	7	7	41
Grand Total	1	0	151	2	154	0	4	82	3	89	0	6	0	8	14	1	1	2	45	49	306
Apprch %	0.6	0	98.1	1.3		0	4.5	92.1	3.4		0	42.9	0	57.1		2	2	4.1	91.8		
Total %	0.3	0	49.3	0.7	50.3	0	1.3	26.8	1	29.1	0	2	0	2.6	4.6	0.3	0.3	0.7	14.7	16	

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Autos - Heavy Vehicles

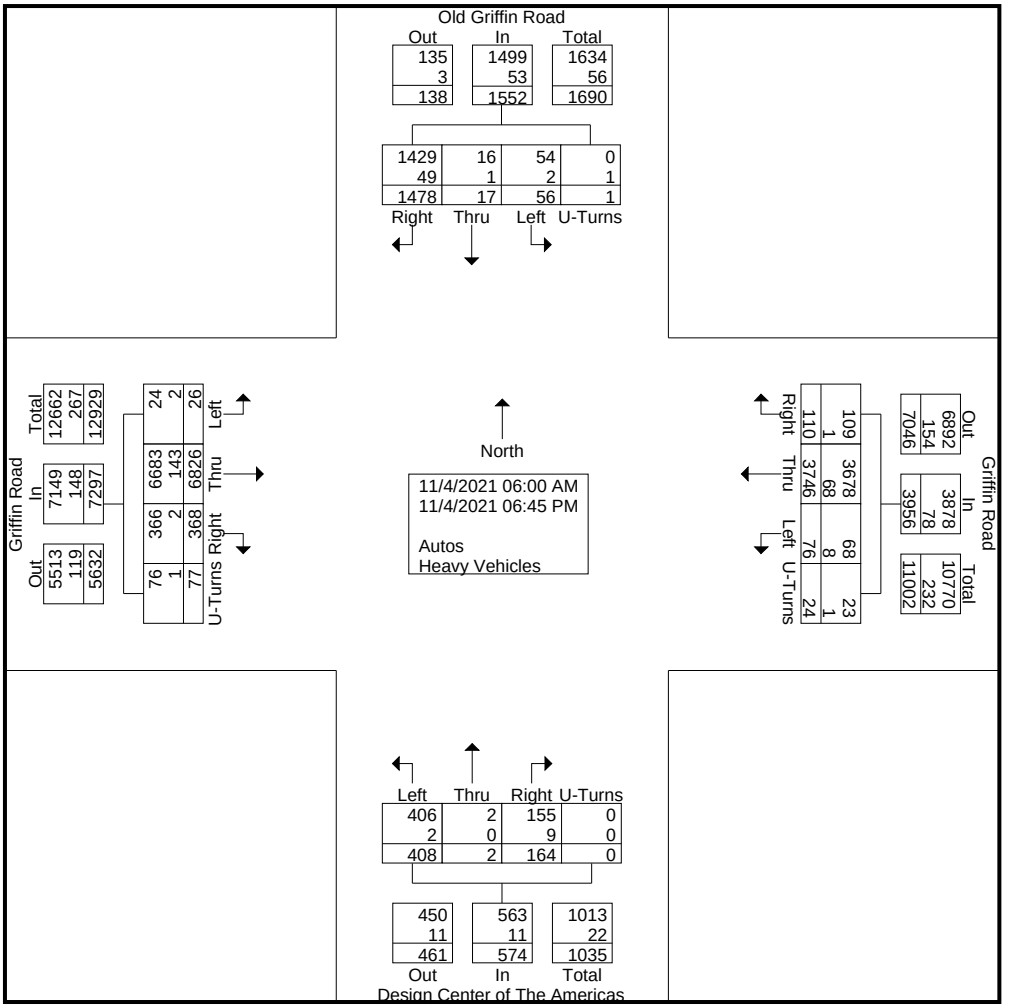
	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Road Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	0	167	0	169	0	1	68	1	70	0	0	0	2	2	0	0	0	21	21	262
06:15 AM	0	0	191	1	192	1	0	90	4	95	0	1	0	0	1	0	1	0	18	19	307
06:30 AM	1	2	223	1	227	1	0	95	1	97	0	0	1	0	1	0	2	0	30	32	357
06:45 AM	2	1	283	1	287	0	0	98	4	102	0	1	0	1	2	0	0	0	29	29	420
Total	5	3	864	3	875	2	1	351	10	364	0	2	1	3	6	0	3	0	98	101	1346
07:00 AM	1	4	246	8	259	0	0	103	3	106	0	2	0	1	3	0	2	0	33	35	403
07:15 AM	1	5	303	13	322	0	3	92	7	102	0	2	0	3	5	0	1	2	36	39	468
07:30 AM	0	1	328	31	360	0	1	95	1	97	0	1	0	1	2	0	2	1	50	53	512
07:45 AM	1	0	361	32	394	0	8	133	5	146	0	2	0	5	7	0	2	0	82	84	631
Total	3	10	1238	84	1335	0	12	423	16	451	0	7	0	10	17	0	7	3	201	211	2014
08:00 AM	1	0	299	38	338	1	3	104	3	111	0	5	0	1	6	0	3	0	64	67	522
08:15 AM	1	0	288	42	331	1	5	133	6	145	0	6	0	1	7	0	2	2	55	59	542
08:30 AM	3	1	312	76	392	2	10	134	3	149	0	9	0	3	12	0	3	2	74	79	632
08:45 AM	5	3	316	81	405	0	13	101	1	115	0	8	0	5	13	0	3	6	37	46	579
Total	10	4	1215	237	1466	4	31	472	13	520	0	28	0	10	38	0	11	10	230	251	2275
*** BREAK ***																					
04:00 PM	2	1	318	4	325	0	2	208	4	214	0	17	0	4	21	0	2	0	102	104	664
04:15 PM	1	0	242	3	246	0	1	204	5	210	0	13	0	10	23	0	3	0	88	91	570
04:30 PM	2	1	309	2	314	1	2	243	5	251	0	23	0	6	29	0	3	1	83	87	681
04:45 PM	1	2	266	8	277	3	7	241	4	255	0	25	0	20	45	1	2	0	109	112	689
Total	6	4	1135	17	1162	4	12	896	18	930	0	78	0	40	118	1	10	1	382	394	2604
05:00 PM	2	2	301	12	317	3	0	234	6	243	0	69	1	23	93	0	5	0	112	117	770
05:15 PM	4	1	281	5	291	2	7	245	8	262	0	58	0	26	84	0	2	0	71	73	710
05:30 PM	10	1	311	3	325	1	1	218	4	224	0	40	0	11	51	0	3	2	59	64	664
05:45 PM	8	0	362	1	371	3	4	230	12	249	0	36	0	16	52	0	4	0	91	95	767
Total	24	4	1255	21	1304	9	12	927	30	978	0	203	1	76	280	0	14	2	333	349	2911
06:00 PM	11	1	302	1	315	2	2	223	8	235	0	33	0	7	40	0	2	0	78	80	670
06:15 PM	2	0	315	0	317	2	1	190	5	198	0	30	0	8	38	0	2	0	67	69	622
06:30 PM	14	0	298	3	315	1	2	137	8	148	0	17	0	6	23	0	4	1	41	46	532
06:45 PM	2	0	204	2	208	0	3	127	2	132	0	10	0	4	14	0	3	0	48	51	405
Total	29	1	1119	6	1155	5	8	677	23	713	0	90	0	25	115	0	11	1	234	246	2229
Grand Total	77	26	6826	368	7297	24	76	3746	110	3956	0	408	2	164	574	1	56	17	1478	1552	13379
Apprch %	1.1	0.4	93.5	5		0.6	1.9	94.7	2.8		0	71.1	0.3	28.6		0.1	3.6	1.1	95.2		
Total %	0.6	0.2	51	2.8	54.5	0.2	0.6	28	0.8	29.6	0	3	0	1.2	4.3	0	0.4	0.1	11	11.6	
Autos	76	24	6683	366	7149	23	68	3678	109	3878	0	406	2	155	563	0	54	16	1429	1499	13089
% Autos	98.7	92.3	97.9	99.5	98	95.8	89.5	98.2	99.1	98	0	99.5	100	94.5	98.1	0	96.4	94.1	96.7	96.6	97.8
Heavy Vehicles	1	2	143	2	148	1	8	68	1	78	0	2	0	9	11	1	2	1	49	53	290
% Heavy Vehicles	1.3	7.7	2.1	0.5	2	4.2	10.5	1.8	0.9	2	0	0.5	0	5.5	1.9	100	3.6	5.9	3.3	3.4	2.2

CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 2



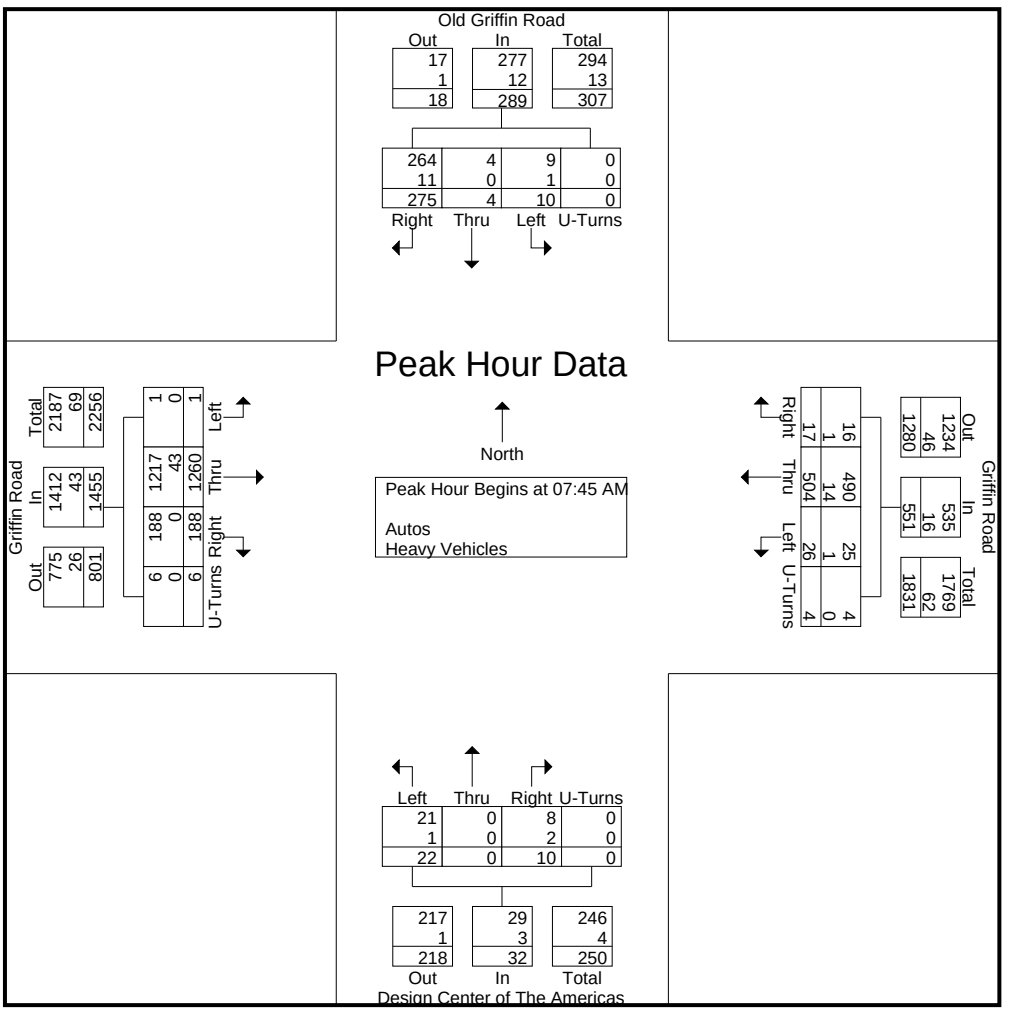
CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
JOB NO.: 2021012.001
PROJECT: I-95 PD&E STUDY
COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 3

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Road Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	**361**	32	**394**	0	8	133	5	146	0	2	0	**5**	7	0	2	0	**82**	**84**	631
08:00 AM	1	0	299	38	338	1	3	104	3	111	0	5	0	1	6	0	**3**	0	64	67	522
08:15 AM	1	0	288	42	331	1	5	133	**6**	145	0	6	0	1	7	0	2	**2**	55	59	542
08:30 AM	**3**	**1**	312	**76**	392	**2**	**10**	**134**	3	**149**	0	**9**	0	3	**12**	0	3	2	74	79	**632**
Total Volume	6	1	1260	188	1455	4	26	504	17	551	0	22	0	10	32	0	10	4	275	289	2327
% App. Total	0.4	0.1	86.6	12.9		0.7	4.7	91.5	3.1		0	68.8	0	31.2		0	3.5	1.4	95.2		
PHF	.500	.250	.873	.618	.923	.500	.650	.940	.708	.924	.000	.611	.000	.500	.667	.000	.833	.500	.838	.860	.920
Autos	6	1	1217	188	1412	4	25	490	16	535	0	21	0	8	29	0	9	4	264	277	2253
% Autos	100	100	96.6	100	97.0	100	96.2	97.2	94.1	97.1	0	95.5	0	80.0	90.6	0	90.0	100	96.0	95.8	96.8
Heavy Vehicles	0	0	43	0	43	0	1	14	1	16	0	1	0	2	3	0	1	0	11	12	74
% Heavy Vehicles	0	0	3.4	0	3.0	0	3.8	2.8	5.9	2.9	0	4.5	0	20.0	9.4	0	10.0	0	4.0	4.2	3.2



CTS Engineering, Inc.

8095 NW 12 Street, Suite 301
Doral, FL, 33126

CLIENT: FDOT D4
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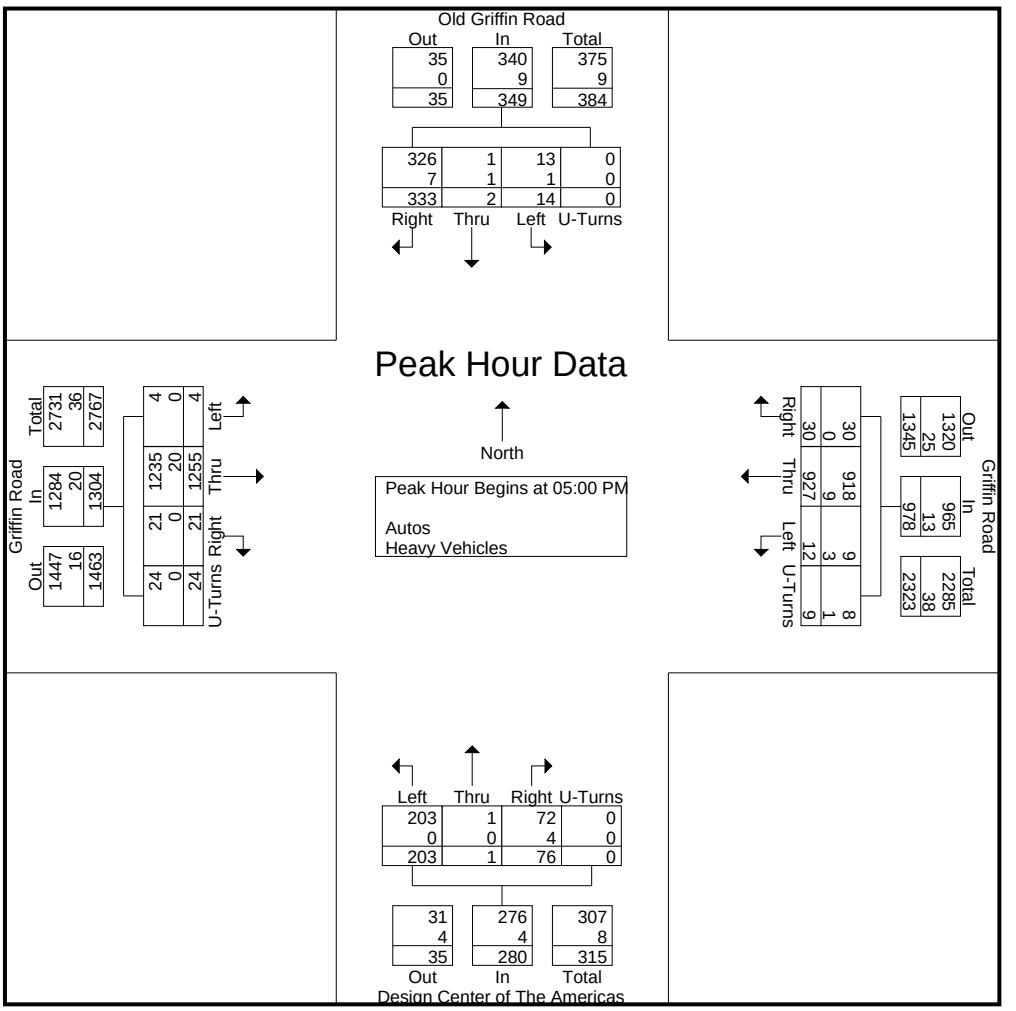
COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 4

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Road Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	2	**2**	301	**12**	317	**3**	0	234	6	243	0	**69**	**1**	23	**93**	0	**5**	0	**112**	**117**	**770**
05:15 PM	4	1	281	5	291	2	**7**	**245**	8	**262**	0	58	0	**26**	84	0	2	0	71	73	710
05:30 PM	**10**	1	311	3	325	1	1	218	4	224	0	40	0	11	51	0	3	**2**	59	64	664
05:45 PM	8	0	**362**	1	**371**	3	4	230	**12**	249	0	36	0	16	52	0	4	0	91	95	767
Total Volume	24	4	1255	21	1304	9	12	927	30	978	0	203	1	76	280	0	14	2	333	349	2911
% App. Total	1.8	0.3	96.2	1.6		0.9	1.2	94.8	3.1		0	72.5	0.4	27.1		0	4	0.6	95.4		
PHF	.600	.500	.867	.438	.879	.750	.429	.946	.625	.933	.000	.736	.250	.731	.753	.000	.700	.250	.743	.746	.945
Autos	24	4	1235	21	1284	8	9	918	30	965	0	203	1	72	276	0	13	1	326	340	2865
% Autos	100	100	98.4	100	98.5	88.9	75.0	99.0	100	98.7	0	100	100	94.7	98.6	0	92.9	50.0	97.9	97.4	98.4
Heavy Vehicles	0	0	20	0	20	1	3	9	0	13	0	0	0	4	4	0	1	1	7	9	46
% Heavy Vehicles	0	0	1.6	0	1.5	11.1	25.0	1.0	0	1.3	0	0	0	5.3	1.4	0	7.1	50.0	2.1	2.6	1.6



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CLIENT: FDOT D4
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COUNTY: BROWARD

File Name : 04C-Old Griffin Rd & Griffin Rd
Site Code : 00000000
Start Date : 11/4/2021
Page No : 1

Groups Printed- Heavy Vehicles

	Griffin Road Eastbound					Griffin Road Westbound					Design Center of The Americas Northbound					Old Griffin Road Southbound					
Start Time	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	U-Turns	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	2	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	4
06:15 AM	0	0	6	0	6	0	0	1	0	1	0	0	0	0	0	0	0	0	1	1	8
06:30 AM	0	1	7	0	8	0	0	4	0	4	0	0	0	0	0	0	0	0	2	2	14
06:45 AM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	6
Total	0	1	18	0	19	0	0	8	0	8	0	0	0	0	0	0	0	0	5	5	32
07:00 AM	0	0	7	1	8	0	0	2	0	2	0	0	0	0	0	0	0	0	2	2	12
07:15 AM	0	0	7	0	7	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	9
07:30 AM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	0	4	4	12
07:45 AM	0	0	10	0	10	0	0	3	0	3	0	0	0	1	1	0	0	0	4	4	18
Total	0	0	28	1	29	0	0	11	0	11	0	0	0	1	1	0	0	0	10	10	51
08:00 AM	0	0	13	0	13	0	1	2	1	4	0	1	0	0	1	0	0	0	2	2	20
08:15 AM	0	0	9	0	9	0	0	3	0	3	0	0	0	1	1	0	0	0	1	1	14
08:30 AM	0	0	11	0	11	0	0	6	0	6	0	0	0	0	0	0	1	0	4	5	22
08:45 AM	0	0	14	0	14	0	1	4	0	5	0	0	0	0	0	0	0	0	1	1	20
Total	0	0	47	0	47	0	2	15	1	18	0	1	0	1	2	0	1	0	8	9	76
*** BREAK ***																					
04:00 PM	0	1	7	0	8	0	1	4	0	5	0	0	0	0	0	0	0	0	5	5	18
04:15 PM	0	0	3	0	3	0	0	4	0	4	0	0	0	1	1	0	0	0	2	2	10
04:30 PM	0	0	8	0	8	0	1	4	0	5	0	0	0	1	1	0	0	0	5	5	19
04:45 PM	0	0	2	1	3	0	1	3	0	4	0	0	0	1	1	1	0	0	3	4	12
Total	0	1	20	1	22	0	3	15	0	18	0	0	0	3	3	1	0	0	15	16	59
05:00 PM	0	0	3	0	3	1	0	3	0	4	0	0	0	2	2	0	0	0	1	1	10
05:15 PM	0	0	5	0	5	0	2	1	0	3	0	0	0	1	1	0	1	0	3	4	13
05:30 PM	0	0	4	0	4	0	0	4	0	4	0	0	0	0	0	0	0	1	1	2	10
05:45 PM	0	0	8	0	8	0	1	1	0	2	0	0	0	1	1	0	0	0	2	2	13
Total	0	0	20	0	20	1	3	9	0	13	0	0	0	4	4	0	1	1	7	9	46
06:00 PM	1	0	3	0	4	0	0	3	0	3	0	0	0	0	0	0	0	0	1	1	8
06:15 PM	0	0	0	0	0	0	0	5	0	5	0	1	0	0	1	0	0	0	1	1	7
06:30 PM	0	0	4	0	4	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	5
06:45 PM	0	0	3	0	3	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	6
Total	1	0	10	0	11	0	0	10	0	10	0	1	0	0	1	0	0	0	4	4	26
Grand Total	1	2	143	2	148	1	8	68	1	78	0	2	0	9	11	1	2	1	49	53	290
Apprch %	0.7	1.4	96.6	1.4		1.3	10.3	87.2	1.3		0	18.2	0	81.8		1.9	3.8	1.9	92.5		
Total %	0.3	0.7	49.3	0.7	51	0.3	2.8	23.4	0.3	26.9	0	0.7	0	3.1	3.8	0.3	0.7	0.3	16.9	18.3	

County: 86
Station: 0101
Description: ANGLERS AVE N OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	31	37	24	123	25	23	32	18	98	221
0100	23	16	6	10	55	24	29	25	19	97	152
0200	10	15	8	26	59	21	18	10	6	55	114
0300	29	44	30	25	128	12	9	8	5	34	162
0400	35	40	27	37	139	7	5	6	17	35	174
0500	48	60	45	95	248	15	17	17	30	79	327
0600	80	79	111	135	405	35	38	33	48	154	559
0700	108	161	152	205	626	46	73	88	83	290	916
0800	166	143	143	138	590	68	80	87	83	318	908
0900	132	133	103	108	476	81	103	87	81	352	828
1000	120	109	123	115	467	86	77	73	89	325	792
1100	122	112	153	132	519	79	89	110	87	365	884
1200	115	124	127	132	498	126	123	122	153	524	1022
1300	129	129	143	115	516	140	129	118	113	500	1016
1400	101	117	105	120	443	115	115	135	109	474	917
1500	107	82	112	110	411	115	114	157	124	510	921
1600	104	107	83	87	381	158	139	183	140	620	1001
1700	80	108	96	96	380	197	182	148	140	667	1047
1800	73	80	82	106	341	123	93	86	68	370	711
1900	110	66	79	65	320	73	63	50	53	239	559
2000	61	61	60	49	231	52	57	73	60	242	473
2100	41	48	32	31	152	87	47	51	45	230	382
2200	38	40	37	40	155	46	43	31	32	152	307
2300	38	37	37	25	137	42	40	27	33	142	279
24-Hour Totals:					7800					6872	14672

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	684	830	354	715	996
P.M.	1245	533	1630	702	1245	1073
Daily	715	684	1630	702	1245	1073

Generated by SPS 5.0.49P

County: 86
Station: 0101
Description: ANGLERS AVE N OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	17	14	14	11	56	26	17	30	28	101	157
0100	18	19	10	7	54	12	20	31	18	81	135
0200	17	13	12	22	64	15	18	10	7	50	114
0300	24	46	6	13	89	5	7	8	5	25	114
0400	52	34	28	31	145	17	10	11	10	48	193
0500	45	54	60	95	254	18	17	24	23	82	336
0600	72	107	96	141	416	35	37	45	54	171	587
0700	139	144	135	183	601	74	83	82	77	316	917
0800	154	150	135	141	580	82	96	85	100	363	943
0900	119	122	100	101	442	96	81	90	86	353	795
1000	115	115	120	95	445	90	86	90	87	353	798
1100	115	138	119	123	495	86	87	97	107	377	872
1200	126	111	122	127	486	149	143	111	119	522	1008
1300	133	130	129	129	521	169	140	117	152	578	1099
1400	111	115	124	138	488	136	122	145	79	482	970
1500	108	98	114	96	416	139	137	151	149	576	992
1600	109	102	119	98	428	163	131	187	150	631	1059
1700	104	76	102	94	376	184	202	172	149	707	1083
1800	94	101	80	89	364	136	78	86	65	365	729
1900	85	66	77	83	311	71	64	47	47	229	540
2000	89	52	64	62	267	54	60	71	66	251	518
2100	33	39	45	38	155	87	46	60	48	241	396
2200	31	31	39	38	139	47	36	29	56	168	307
2300	41	34	59	35	169	45	38	31	30	144	313
24-Hour Totals:					7761					7214	14975

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	622	815	377	745	962
P.M.	1300	521	1630	723	1630	1120
Daily	730	622	1630	723	1630	1120

Generated by SPS 5.0.49P

County: 86
Station: 0101
Description: ANGLERS AVE N OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	26	17	24	24	91	38	24	23	25	110	201
0100	17	22	20	7	66	20	24	21	21	86	152
0200	12	17	17	27	73	10	24	14	10	58	131
0300	30	34	29	32	125	14	13	11	8	46	171
0400	32	45	41	42	160	10	4	9	17	40	200
0500	47	59	69	77	252	12	14	21	27	74	326
0600	93	96	121	147	457	42	50	45	56	193	650
0700	110	144	161	178	593	45	82	77	70	274	867
0800	117	136	122	123	498	80	104	68	92	344	842
0900	122	119	111	110	462	101	101	98	77	377	839
1000	112	119	117	109	457	76	72	94	106	348	805
1100	115	122	113	121	471	97	100	103	100	400	871
1200	106	122	123	129	480	129	104	148	126	507	987
1300	128	132	129	136	525	167	121	150	108	546	1071
1400	92	121	104	112	429	135	118	154	134	541	970
1500	109	110	93	104	416	150	124	164	157	595	1011
1600	94	91	99	110	394	201	126	184	175	686	1080
1700	95	108	90	93	386	207	151	166	141	665	1051
1800	82	95	87	87	351	135	103	88	91	417	768
1900	82	73	111	66	332	75	60	71	64	270	602
2000	63	61	54	41	219	79	59	77	68	283	502
2100	34	55	44	42	175	87	57	61	42	247	422
2200	46	42	51	35	174	63	41	53	60	217	391
2300	31	32	31	30	124	45	41	43	19	148	272
24-Hour Totals:					7710					7472	15182

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	600	845	392	730	923
P.M.	1300	525	1630	717	1630	1129
Daily	715	600	1630	717	1630	1129

Generated by SPS 5.0.49P

County: 86
Station: 0105
Description: ANGLER AVE S OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	13	16	14	9	52	15	11	10	10	46	98
0100	12	11	4	2	29	10	7	4	9	30	59
0200	9	7	7	10	33	1	5	3	3	12	45
0300	8	9	11	11	39	7	4	10	8	29	68
0400	20	9	19	19	67	3	12	10	15	40	107
0500	30	34	34	41	139	19	25	21	33	98	237
0600	41	58	72	72	243	28	38	48	61	175	418
0700	89	121	125	130	465	69	87	88	129	373	838
0800	128	134	132	114	508	101	102	112	132	447	955
0900	97	96	86	104	383	99	109	100	79	387	770
1000	85	70	109	93	357	106	79	94	93	372	729
1100	97	89	115	93	394	108	112	108	108	436	830
1200	121	109	110	97	437	115	123	107	133	478	915
1300	115	114	102	108	439	126	112	111	97	446	885
1400	105	96	124	117	442	112	117	108	118	455	897
1500	128	103	112	138	481	111	126	117	110	464	945
1600	152	160	156	145	613	129	128	142	156	555	1168
1700	196	169	157	157	679	158	171	166	142	637	1316
1800	140	123	143	133	539	144	129	110	97	480	1019
1900	170	91	63	67	391	88	94	59	57	298	689
2000	85	72	67	49	273	48	45	52	59	204	477
2100	57	38	37	34	166	51	31	46	29	157	323
2200	33	26	23	16	98	31	38	18	25	112	210
2300	18	16	19	11	64	17	11	14	14	56	120
24-Hour Totals:					7331					6787	14118

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	524	830	452	745	968
P.M.	1700	679	1645	651	1645	1318
Daily	1700	679	1645	651	1645	1318

Generated by SPS 5.0.49P

County: 86
Station: 0105
Description: ANGLER AVE S OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	11	19	12	5	47	19	10	10	6	45	92
0100	10	11	8	3	32	3	4	7	5	19	51
0200	5	8	9	4	26	6	4	6	6	22	48
0300	10	10	11	11	42	8	0	12	7	27	69
0400	15	8	26	16	65	4	12	20	13	49	114
0500	30	32	37	40	139	20	22	20	38	100	239
0600	45	52	70	75	242	29	39	54	67	189	431
0700	108	107	119	140	474	71	81	83	104	339	813
0800	113	123	128	124	488	101	99	99	124	423	911
0900	89	87	101	70	347	108	84	90	82	364	711
1000	83	86	85	85	339	105	107	90	117	419	758
1100	97	89	96	103	385	112	92	104	134	442	827
1200	114	92	93	103	402	125	130	112	138	505	907
1300	137	103	135	109	484	132	109	129	126	496	980
1400	112	133	114	121	480	134	117	122	115	488	968
1500	133	106	145	120	504	115	129	147	148	539	1043
1600	156	145	169	141	611	151	157	147	153	608	1219
1700	214	179	175	153	721	160	157	178	170	665	1386
1800	161	151	109	100	521	149	121	97	105	472	993
1900	126	77	91	63	357	97	107	85	48	337	694
2000	72	72	44	52	240	69	50	47	50	216	456
2100	53	43	43	47	186	35	41	38	38	152	338
2200	26	32	16	23	97	34	23	27	20	104	201
2300	20	20	29	20	89	23	21	21	17	82	171
24-Hour Totals:					7318					7102	14420

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	504	815	430	800	911
P.M.	1700	721	1700	665	1700	1386
Daily	1700	721	1700	665	1700	1386

Generated by SPS 5.0.49P

County: 86
Station: 0105
Description: ANGLER AVE S OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	19	11	11	72	14	8	6	10	38	110
0100	15	9	7	5	36	10	6	8	5	29	65
0200	12	3	4	8	27	6	8	10	3	27	54
0300	9	9	20	14	52	8	5	6	7	26	78
0400	10	12	22	22	66	5	16	17	17	55	121
0500	27	31	41	30	129	23	19	21	29	92	221
0600	44	55	72	66	237	24	34	41	61	160	397
0700	94	101	117	122	434	68	79	89	94	330	764
0800	118	120	107	104	449	108	87	94	109	398	847
0900	83	89	97	77	346	106	111	81	99	397	743
1000	82	103	90	83	358	84	87	101	96	368	726
1100	105	103	114	132	454	96	115	101	139	451	905
1200	111	125	128	132	496	127	115	129	143	514	1010
1300	155	128	132	134	549	127	127	136	127	517	1066
1400	126	144	111	131	512	132	114	115	115	476	988
1500	143	122	125	126	516	130	128	129	155	542	1058
1600	132	120	137	119	508	139	154	133	131	557	1065
1700	190	154	135	135	614	156	165	158	142	621	1235
1800	177	110	81	99	467	132	132	101	107	472	939
1900	85	88	65	64	302	95	79	99	74	347	649
2000	71	61	57	55	244	73	44	45	50	212	456
2100	36	58	36	30	160	30	37	41	33	141	301
2200	27	24	32	22	105	34	36	28	30	128	233
2300	26	20	18	20	84	17	17	21	10	65	149
24-Hour Totals:					7217					6963	14180

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	477	830	420	730	855
P.M.	1700	614	1700	621	1700	1235
Daily	1700	614	1700	621	1700	1235

Generated by SPS 5.0.49P

County: 86
Station: 0107
Description: GRIFFIN RD W OF ANGLERS AVE
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	36	37	28	20	121	44	43	40	43	170	291
0100	26	20	15	20	81	41	26	18	14	99	180
0200	19	15	11	10	55	22	17	13	13	65	120
0300	17	23	22	29	91	10	21	19	18	68	159
0400	16	20	27	55	118	18	13	29	34	94	212
0500	48	62	67	89	266	39	43	56	86	224	490
0600	111	144	200	244	699	87	113	128	118	446	1145
0700	274	315	375	363	1327	113	192	221	271	797	2124
0800	344	351	331	330	1356	215	235	225	246	921	2277
0900	282	253	289	247	1071	246	238	188	227	899	1970
1000	270	254	250	254	1028	204	209	238	200	851	1879
1100	248	231	254	269	1002	186	228	237	238	889	1891
1200	242	247	247	247	983	248	268	274	257	1047	2030
1300	250	220	266	234	970	252	255	242	244	993	1963
1400	244	265	235	247	991	224	289	301	246	1060	2051
1500	260	247	254	255	1016	314	295	345	325	1279	2295
1600	270	294	231	245	1040	367	327	343	425	1462	2502
1700	289	251	307	291	1138	385	517	486	376	1764	2902
1800	250	241	217	176	884	366	309	313	268	1256	2140
1900	207	178	160	164	709	374	230	223	184	1011	1720
2000	159	159	152	128	598	160	164	137	149	610	1208
2100	141	118	115	98	472	126	135	121	101	483	955
2200	102	110	81	60	353	97	87	89	79	352	705
2300	47	60	41	43	191	75	67	96	54	292	483
24-Hour Totals:					16560					17132	33692

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1433	830	955	730	2375
P.M.	1700	1138	1645	1813	1645	2905
Daily	730	1433	1645	1813	1645	2905

Generated by SPS 5.0.49P

County: 86
Station: 0107
Description: GRIFFIN RD W OF ANGLERS AVE
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	41	32	31	28	132	52	34	36	40	162	294
0100	17	28	20	19	84	34	34	32	17	117	201
0200	16	17	13	16	62	16	24	17	12	69	131
0300	17	21	26	24	88	17	21	6	26	70	158
0400	18	26	34	53	131	21	22	36	34	113	244
0500	53	66	81	108	308	33	40	70	82	225	533
0600	114	150	199	248	711	85	128	139	126	478	1189
0700	268	310	385	375	1338	202	154	204	233	793	2131
0800	350	341	346	331	1368	225	231	203	226	885	2253
0900	302	272	273	246	1093	238	201	220	233	892	1985
1000	265	248	243	245	1001	197	211	210	192	810	1811
1100	244	237	257	267	1005	206	238	222	249	915	1920
1200	269	263	268	263	1063	251	223	248	236	958	2021
1300	266	247	266	257	1036	259	216	258	260	993	2029
1400	243	246	246	241	976	242	280	304	269	1095	2071
1500	251	240	274	263	1028	299	276	328	318	1221	2249
1600	275	276	246	256	1053	399	436	456	457	1748	2801
1700	308	279	308	288	1183	437	415	495	460	1807	2990
1800	262	259	229	192	942	413	329	324	242	1308	2250
1900	233	191	169	166	759	300	201	200	151	852	1611
2000	175	158	163	139	635	168	145	149	130	592	1227
2100	139	131	123	116	509	170	143	127	130	570	1079
2200	104	107	89	73	373	95	95	79	89	358	731
2300	63	70	57	51	241	129	114	104	65	412	653
24-Hour Totals:					17119					17443	34562

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1451	815	898	730	2344
P.M.	1700	1183	1700	1807	1700	2990
Daily	730	1451	1700	1807	1700	2990

Generated by SPS 5.0.49P

County: 86
Station: 0107
Description: GRIFFIN RD W OF ANGLERS AVE
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	42	38	32	22	134	56	58	35	34	183	317
0100	17	26	20	19	82	40	29	32	21	122	204
0200	16	14	12	17	59	20	18	11	20	69	128
0300	20	22	28	20	90	23	13	26	22	84	174
0400	19	27	45	51	142	20	26	33	38	117	259
0500	58	67	85	113	323	38	48	78	85	249	572
0600	129	171	224	253	777	99	146	132	120	497	1274
0700	301	358	370	380	1409	171	165	206	233	775	2184
0800	380	351	356	328	1415	224	250	235	257	966	2381
0900	278	281	260	258	1077	238	195	224	219	876	1953
1000	260	249	249	247	1005	203	225	205	189	822	1827
1100	238	246	263	255	1002	217	238	230	249	934	1936
1200	260	265	249	241	1015	221	257	248	240	966	1981
1300	250	264	256	258	1028	244	228	243	260	975	2003
1400	245	237	236	262	980	253	254	279	287	1073	2053
1500	223	251	243	267	984	271	307	329	297	1204	2188
1600	226	243	276	230	975	332	390	312	378	1412	2387
1700	285	265	303	295	1148	400	469	483	388	1740	2888
1800	248	227	218	170	863	435	352	335	309	1431	2294
1900	185	150	154	156	645	330	207	236	187	960	1605
2000	139	148	122	128	537	162	119	161	122	564	1101
2100	96	92	110	84	382	96	135	98	84	413	795
2200	89	78	72	60	299	77	82	87	78	324	623
2300	52	55	72	63	242	84	81	122	83	370	612
24-Hour Totals:					16613					17126	33739

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1488	815	980	745	2409
P.M.	1700	1148	1715	1775	1700	2888
Daily	715	1488	1715	1775	1700	2888

Generated by SPS 5.0.49P

County: 86
Station: 0201
Description: I-95 SB OFF RAMP N OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	40	36	30	34	140
0100	26	33	20	16	95
0200	12	16	16	17	61
0300	18	19	19	14	70
0400	25	33	37	31	126
0500	31	43	48	47	169
0600	56	74	104	124	358
0700	149	140	160	185	634
0800	195	186	212	212	805
0900	197	184	161	167	709
1000	171	158	156	170	655
1100	150	191	187	179	707
1200	159	171	166	171	667
1300	155	191	196	178	720
1400	166	183	177	150	676
1500	144	208	171	220	743
1600	181	198	187	207	773
1700	191	220	216	202	829
1800	211	187	192	129	719
1900	157	146	132	109	544
2000	104	108	93	87	392
2100	73	78	94	65	310
2200	62	56	58	43	219
2300	49	66	58	66	239
24-Hour Totals:					11360

Peak Volume Information

	Hour	Volume
A.M.	815	807
P.M.	1715	849
Daily	1715	849

Truck Percentage	9.25	NaN	9.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	27	7448	2834	113	621	72	36	111	79	11	4	1	3	0	0	1051	11360

Generated by SPS 5.0.49P

County: 86
Station: 0201
Description: I-95 SB OFF RAMP N OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	45	42	36	39	162
0100	39	36	16	16	107
0200	14	19	20	23	76
0300	22	29	28	15	94
0400	33	34	45	30	142
0500	35	48	41	52	176
0600	51	88	120	135	394
0700	139	148	161	215	663
0800	197	189	233	232	851
0900	182	184	157	161	684
1000	161	148	157	169	635
1100	176	174	177	180	707
1200	156	170	166	179	671
1300	149	173	175	170	667
1400	156	163	177	189	685
1500	204	168	199	176	747
1600	184	180	192	243	799
1700	224	236	247	252	959
1800	225	217	221	163	826
1900	178	176	140	101	595
2000	115	112	95	103	425
2100	82	68	76	69	295
2200	77	71	46	65	259
2300	46	60	44	35	185
24-Hour Totals:					11804

Peak Volume Information

	Hour	Volume
A.M.	800	851
P.M.	1715	960
Daily	1715	960

Truck Percentage	11.80	NaN	11.80

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	45	6789	3577	129	931	64	45	130	72	12	1	0	9	0	0	1393	11804

Generated by SPS 5.0.49P

County: 86
Station: 0201
Description: I-95 SB OFF RAMP N OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	29	19	28	13	89
0100	25	24	14	10	73
0200	10	9	9	14	42
0300	11	12	12	16	51
0400	29	29	28	21	107
0500	40	56	45	65	206
0600	65	96	112	157	430
0700	130	153	152	190	625
0800	178	186	187	210	761
0900	179	161	168	176	684
1000	164	151	164	169	648
1100	163	151	196	184	694
1200	185	171	156	193	705
1300	173	154	159	141	627
1400	145	148	150	160	603
1500	120	147	135	196	598
1600	223	260	228	234	945
1700	218	247	253	275	993
1800	283	255	144	155	837
1900	164	154	135	129	582
2000	133	83	92	106	414
2100	88	83	85	74	330
2200	66	62	65	83	276
2300	58	83	53	50	244
24-Hour Totals:					11564

Peak Volume Information

	Hour	Volume
A.M.	815	762
P.M.	1730	1066
Daily	1730	1066

Truck Percentage	10.77	NaN	10.77

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	26	6857	3436	106	863	83	42	90	48	5	1	0	7	0	0	1245	11564

Generated by SPS 5.0.49P

County: 86
Station: 0203
Description: GRIFFN RD E OF I-95 SB RAMPS
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	27	38	43	31	139	100	70	70	79	319	458
0100	21	19	24	18	82	71	60	39	27	197	279
0200	16	17	19	15	67	28	19	33	25	105	172
0300	8	22	17	13	60	28	49	40	47	164	224
0400	28	22	28	52	130	43	58	50	79	230	360
0500	59	85	88	79	311	79	81	100	145	405	716
0600	106	146	173	233	658	146	176	204	198	724	1382
0700	253	317	290	313	1173	234	214	258	319	1025	2198
0800	263	331	364	309	1267	304	270	270	296	1140	2407
0900	295	292	303	231	1121	242	224	219	221	906	2027
1000	221	265	273	248	1007	200	190	213	252	855	1862
1100	264	261	258	288	1071	260	254	250	292	1056	2127
1200	276	282	221	304	1083	265	254	269	293	1081	2164
1300	232	280	246	303	1061	286	312	281	317	1196	2257
1400	261	282	323	296	1162	255	327	316	310	1208	2370
1500	320	285	256	303	1164	291	339	321	301	1252	2416
1600	276	273	275	328	1152	357	299	341	427	1424	2576
1700	260	403	318	342	1323	418	452	488	377	1735	3058
1800	317	279	291	191	1078	369	310	323	256	1258	2336
1900	207	232	189	202	830	239	259	255	180	933	1763
2000	177	153	143	170	643	173	198	178	171	720	1363
2100	155	136	107	141	539	195	130	140	143	608	1147
2200	101	71	119	70	361	134	151	150	131	566	927
2300	54	39	53	31	177	135	183	156	105	579	756
24-Hour Totals:					17659					19686	37345

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	1299	745	1163	745	2434
P.M.	1715	1380	1645	1785	1645	3094
Daily	1715	1380	1645	1785	1645	3094

Generated by SPS 5.0.49P

County: 86
Station: 0203
Description: GRIFFN RD E OF I-95 SB RAMPS
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	45	43	43	30	161	103	102	73	74	352	513
0100	25	24	23	24	96	48	51	70	45	214	310
0200	24	30	22	10	86	28	22	33	33	116	202
0300	17	14	33	25	89	39	50	49	43	181	270
0400	56	45	81	64	246	42	57	64	61	224	470
0500	69	73	72	113	327	75	83	108	123	389	716
0600	110	128	163	220	621	144	176	194	200	714	1335
0700	233	277	316	365	1191	232	213	239	263	947	2138
0800	286	329	390	328	1333	276	240	216	226	958	2291
0900	323	287	229	304	1143	202	200	214	209	825	1968
1000	230	228	266	232	956	189	228	192	266	875	1831
1100	271	242	262	258	1033	227	243	245	224	939	1972
1200	292	254	322	273	1141	270	275	247	324	1116	2257
1300	301	303	282	290	1176	264	291	301	255	1111	2287
1400	249	290	255	245	1039	270	256	246	305	1077	2116
1500	261	275	282	285	1103	266	274	346	301	1187	2290
1600	307	289	287	328	1211	338	392	342	384	1456	2667
1700	342	323	354	330	1349	407	465	352	440	1664	3013
1800	279	313	233	212	1037	380	313	303	290	1286	2323
1900	219	226	197	191	833	286	207	253	201	947	1780
2000	171	166	150	146	633	189	219	187	188	783	1416
2100	177	148	125	118	568	182	193	171	182	728	1296
2200	112	104	93	115	424	159	160	147	126	592	1016
2300	85	53	51	45	234	154	142	109	99	504	738
24-Hour Totals:					18030					19185	37215

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1370	730	1018	745	2365
P.M.	1700	1349	1700	1664	1700	3013
Daily	745	1370	1700	1664	1700	3013

Generated by SPS 5.0.49P

County: 86
Station: 0203
Description: GRIFFN RD E OF I-95 SB RAMPS
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	39	37	33	140	113	95	80	67	355	495
0100	30	17	20	22	89	80	62	53	39	234	323
0200	13	22	37	10	82	24	26	41	42	133	215
0300	8	14	24	29	75	49	39	49	44	181	256
0400	25	31	56	42	154	50	50	64	67	231	385
0500	59	76	87	97	319	85	79	120	135	419	738
0600	98	151	169	204	622	159	165	227	206	757	1379
0700	230	279	296	315	1120	214	222	232	304	972	2092
0800	277	268	374	312	1231	254	249	258	282	1043	2274
0900	283	286	305	205	1079	229	207	206	256	898	1977
1000	282	273	256	240	1051	198	242	234	270	944	1995
1100	282	255	288	277	1102	229	236	239	231	935	2037
1200	305	282	303	290	1180	294	267	282	270	1113	2293
1300	298	268	323	346	1235	251	296	295	236	1078	2313
1400	337	326	319	289	1271	270	260	329	291	1150	2421
1500	296	275	342	290	1203	289	308	323	300	1220	2423
1600	261	321	323	273	1178	366	375	333	388	1462	2640
1700	310	312	286	261	1169	377	405	399	412	1593	2762
1800	310	218	275	228	1031	381	374	317	333	1405	2436
1900	276	240	219	181	916	239	229	193	217	878	1794
2000	182	175	186	179	722	203	187	165	172	727	1449
2100	149	170	158	122	599	149	154	140	141	584	1183
2200	121	99	93	76	389	128	135	109	109	481	870
2300	86	80	60	41	267	134	115	113	126	488	755
24-Hour Totals:					18224					19281	37505

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	830	1255	745	1065	745	2299
P.M.	1330	1332	1715	1597	1715	2766
Daily	1330	1332	1715	1597	1715	2766

Generated by SPS 5.0.49P

County: 86
Station: 0205
Description: I-95 SB ON RAMP S OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	80	77	42	40	239
0100	60	43	26	22	151
0200	31	16	18	18	83
0300	16	17	25	16	74
0400	24	24	36	37	121
0500	53	51	37	58	199
0600	72	113	113	148	446
0700	194	208	188	199	789
0800	201	209	266	193	869
0900	216	194	186	138	734
1000	161	170	194	181	706
1100	158	170	175	179	682
1200	175	190	236	205	806
1300	190	204	205	213	812
1400	192	217	229	217	855
1500	223	236	265	228	952
1600	250	276	280	319	1125
1700	291	353	292	275	1211
1800	284	226	183	151	844
1900	195	157	167	149	668
2000	140	128	150	123	541
2100	127	101	104	99	431
2200	99	130	179	152	560
2300	161	148	139	93	541
24-Hour Totals:					14439

Peak Volume Information

	Hour	Volume
A.M.	815	884
P.M.	1645	1255
Daily	1645	1255

Truck Percentage 5.10 NaN 5.10

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	22	10980	2700	159	386	45	3	73	64	1	0	0	6	0	0	737	14439

Generated by SPS 5.0.49P

County: 86
Station: 0205
Description: I-95 SB ON RAMP S OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	129	101	82	85	397
0100	91	91	55	51	288
0200	34	20	27	23	104
0300	23	38	29	28	118
0400	38	38	67	67	210
0500	74	78	75	66	293
0600	83	110	149	140	482
0700	196	176	190	218	780
0800	205	193	217	183	798
0900	168	167	183	154	672
1000	185	203	190	153	731
1100	182	184	183	183	732
1200	226	175	192	187	780
1300	209	190	175	196	770
1400	216	257	225	215	913
1500	230	235	293	183	941
1600	226	278	243	270	1017
1700	292	332	279	255	1158
1800	271	205	198	161	835
1900	187	140	198	133	658
2000	189	139	146	112	586
2100	166	134	122	116	538
2200	132	121	126	145	524
2300	131	107	129	129	496
24-Hour Totals:					14821

Peak Volume Information

	Hour	Volume
A.M.	745	833
P.M.	1645	1173
Daily	1645	1173

Truck Percentage	5.47	NaN	5.47

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	19	11347	2645	150	416	42	0	68	130	3	0	0	1	0	0	810	14821

Generated by SPS 5.0.49P

County: 86
Station: 0205
Description: I-95 SB ON RAMP S OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	116	77	62	55	310
0100	50	59	70	47	226
0200	41	40	36	26	143
0300	24	17	22	29	92
0400	28	32	35	45	140
0500	58	59	61	72	250
0600	74	97	105	148	424
0700	187	187	157	167	698
0800	178	203	214	151	746
0900	156	178	180	137	651
1000	172	156	170	186	684
1100	156	203	193	154	706
1200	220	208	183	206	817
1300	216	191	254	187	848
1400	224	231	220	208	883
1500	245	219	223	213	900
1600	238	244	210	268	960
1700	279	289	281	271	1120
1800	223	201	210	146	780
1900	171	138	198	156	663
2000	143	163	108	153	567
2100	147	137	132	132	548
2200	140	104	127	104	475
2300	148	101	99	113	461
24-Hour Totals:					14092

Peak Volume Information

	Hour	Volume
A.M.	745	762
P.M.	1700	1120
Daily	1700	1120

Truck Percentage	4.26	NaN	4.26

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	11	10997	2484	135	348	29	0	39	45	1	0	0	3	0	0	600	14092

Generated by SPS 5.0.49P

County: 86
Station: 0207
Description: GRIFFIN RD W OF I-95 SB RAMPS
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	59	62	59	45	225	62	47	48	53	210	435
0100	45	51	44	37	177	42	38	24	22	126	303
0200	37	37	24	18	116	21	23	24	23	91	207
0300	32	28	31	35	126	27	43	30	42	142	268
0400	25	25	43	75	168	40	44	34	66	184	352
0500	68	92	110	110	380	85	82	109	148	424	804
0600	150	185	187	224	746	131	165	201	259	756	1502
0700	239	376	431	383	1429	223	253	252	336	1064	2493
0800	397	391	394	358	1540	301	290	272	294	1157	2697
0900	336	305	331	317	1289	323	249	259	269	1100	2389
1000	315	305	304	308	1232	244	279	273	298	1094	2326
1100	305	274	325	334	1238	262	329	317	338	1246	2484
1200	353	326	334	346	1359	262	345	295	316	1218	2577
1300	370	326	374	329	1399	312	377	302	361	1352	2751
1400	316	339	320	337	1312	256	349	323	342	1270	2582
1500	351	314	354	370	1389	319	340	372	315	1346	2735
1600	406	407	426	357	1596	387	352	306	448	1493	3089
1700	440	433	400	378	1651	297	445	417	384	1543	3194
1800	353	309	283	241	1186	452	371	366	301	1490	2676
1900	272	253	221	216	962	240	263	253	262	1018	1980
2000	215	214	244	205	878	181	206	186	173	746	1624
2100	202	172	153	140	667	180	139	154	134	607	1274
2200	139	144	128	89	500	131	142	143	102	518	1018
2300	100	97	71	66	334	87	129	127	74	417	751
24-Hour Totals:					21899					20612	42511

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1602	745	1199	730	2781
P.M.	1630	1656	1715	1698	1715	3262
Daily	1630	1656	1715	1698	1715	3262

Truck Percentage 5.68 3.62 4.68

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	112	17842	2701	176	540	282	87	93	38	24	2	2	0	0	0	1244	21899
W	201	17775	1890	97	307	80	113	67	24	11	3	0	44	0	0	746	20612

Generated by SPS 5.0.49P

County: 86
Station: 0207
Description: GRIFFIN RD W OF I-95 SB RAMPS
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	82	53	72	56	263	69	71	55	45	240	503
0100	42	46	54	31	173	33	32	48	37	150	323
0200	36	33	19	21	109	18	17	26	38	99	208
0300	29	29	45	16	119	29	53	44	42	168	287
0400	44	38	41	55	178	39	68	57	64	228	406
0500	77	83	105	116	381	80	94	119	130	423	804
0600	151	169	214	248	782	161	150	195	219	725	1507
0700	308	414	414	385	1521	216	255	254	328	1053	2574
0800	381	382	353	386	1502	264	329	258	270	1121	2623
0900	328	362	401	342	1433	279	245	230	263	1017	2450
1000	281	301	277	310	1169	201	282	242	277	1002	2171
1100	287	258	319	301	1165	307	290	288	283	1168	2333
1200	396	354	316	344	1410	311	301	313	337	1262	2672
1300	412	352	400	354	1518	287	303	340	305	1235	2753
1400	363	387	386	344	1480	270	358	286	344	1258	2738
1500	372	414	360	384	1530	293	298	362	329	1282	2812
1600	384	381	406	382	1553	308	424	393	385	1510	3063
1700	414	421	376	412	1623	393	436	378	433	1640	3263
1800	417	316	293	240	1266	414	351	332	317	1414	2680
1900	302	263	250	193	1008	286	252	246	232	1016	2024
2000	208	203	206	205	822	237	212	191	190	830	1652
2100	205	177	164	178	724	154	180	177	156	667	1391
2200	140	118	127	137	522	158	159	132	124	573	1095
2300	122	96	93	99	410	100	84	79	64	327	737
24-Hour Totals:					22661					20408	43069

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1594	745	1179	730	2737
P.M.	1715	1626	1715	1661	1715	3287
Daily	1715	1626	1715	1661	1715	3287

Truck Percentage 5.31 4.09 4.73

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	121	18436	2900	206	497	286	66	92	38	18	1	0	0	0	0	1204	22661
W	185	17415	1974	141	346	85	118	53	20	24	1	0	46	0	0	834	20408

Generated by SPS 5.0.49P

County: 86
Station: 0207
Description: GRIFFIN RD W OF I-95 SB RAMPS
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	92	68	57	49	266	70	58	55	42	225	491
0100	54	52	41	42	189	46	39	26	30	141	330
0200	28	39	27	31	125	24	20	27	30	101	226
0300	31	25	38	32	126	36	40	51	35	162	288
0400	37	31	50	61	179	56	70	59	61	246	425
0500	73	71	115	110	369	98	68	119	137	422	791
0600	152	192	230	219	793	157	188	206	236	787	1580
0700	298	332	362	370	1362	231	258	269	313	1071	2433
0800	340	372	322	364	1398	295	276	253	295	1119	2517
0900	329	298	336	334	1297	248	234	250	273	1005	2302
1000	245	309	293	365	1212	202	292	258	309	1061	2273
1100	276	288	327	318	1209	275	286	299	290	1150	2359
1200	316	342	351	341	1350	351	291	362	346	1350	2700
1300	379	335	379	328	1421	288	366	324	344	1322	2743
1400	358	345	366	375	1444	293	300	367	361	1321	2765
1500	367	378	346	372	1463	326	357	369	333	1385	2848
1600	432	340	379	420	1571	383	395	383	387	1548	3119
1700	426	350	396	390	1562	381	456	440	451	1728	3290
1800	389	315	325	282	1311	409	377	445	365	1596	2907
1900	291	228	245	212	976	287	258	246	223	1014	1990
2000	246	214	206	188	854	206	209	190	178	783	1637
2100	202	159	186	164	711	171	172	155	156	654	1365
2200	173	138	157	128	596	85	133	103	107	428	1024
2300	110	96	38	48	292	107	104	71	80	362	654
24-Hour Totals:					22076					20981	43057

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	730	1444	730	1153	730	2597
P.M.	1645	1592	1715	1756	1700	3290
Daily	1645	1592	1715	1756	1700	3290

Truck Percentage 5.49 3.48 4.51

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	99	17938	2827	194	520	291	65	85	35	19	3	0	0	0	0	1212	22076
W	161	17994	2096	81	329	82	102	52	25	10	4	0	45	0	0	730	20981

Generated by SPS 5.0.49P

County: 86
Station: 0301
Description: I-95 NB ON RAMP N OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	67	53	42	48	210
0100	40	41	27	31	139
0200	22	23	7	13	65
0300	27	25	11	12	75
0400	29	37	72	61	199
0500	37	42	37	57	173
0600	50	90	93	86	319
0700	113	141	156	125	535
0800	142	139	168	146	595
0900	134	150	148	138	570
1000	111	144	154	144	553
1100	153	199	159	144	655
1200	134	188	192	171	685
1300	147	155	149	175	626
1400	198	146	195	160	699
1500	151	171	154	200	676
1600	212	189	227	177	805
1700	257	238	225	194	914
1800	205	155	101	135	596
1900	161	157	111	91	520
2000	113	103	97	78	391
2100	72	85	65	56	278
2200	68	55	58	57	238
2300	42	68	48	47	205
24-Hour Totals:					10721

Peak Volume Information

	Hour	Volume
A.M.	830	598
P.M.	1700	914
Daily	1700	914

Truck Percentage	6.82	NaN	6.82

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	21	8095	1874	106	360	67	2	68	105	17	1	0	5	0	0	731	10721

Generated by SPS 5.0.49P

County: 86
Station: 0301
Description: I-95 NB ON RAMP N OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	49	44	42	47	182
0100	44	41	34	19	138
0200	26	30	32	29	117
0300	30	26	31	29	116
0400	31	32	35	31	129
0500	30	32	43	55	160
0600	61	80	110	143	394
0700	134	149	164	153	600
0800	143	141	153	138	575
0900	147	132	134	137	550
1000	130	121	150	151	552
1100	158	121	126	153	558
1200	148	154	169	137	608
1300	133	154	176	174	637
1400	159	192	211	149	711
1500	223	171	201	180	775
1600	206	192	214	171	783
1700	211	229	186	155	781
1800	170	137	125	121	553
1900	145	120	104	124	493
2000	115	111	111	119	456
2100	103	69	60	66	298
2200	72	59	66	35	232
2300	59	77	63	37	236
24-Hour Totals:					10634

Peak Volume Information

	Hour	Volume
A.M.	715	609
P.M.	1630	825
Daily	1630	825

Truck Percentage	7.28	NaN	7.28

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	34	7856	1970	108	366	81	4	82	119	9	0	0	5	0	0	774	10634

Generated by SPS 5.0.49P

County: 86
Station: 0301
Description: I-95 NB ON RAMP N OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	42	33	45	34	154
0100	28	27	25	15	95
0200	18	14	13	17	62
0300	148	98	16	11	273
0400	13	21	24	27	85
0500	33	46	47	60	186
0600	71	69	109	103	352
0700	162	137	182	154	635
0800	150	134	152	144	580
0900	129	151	147	137	564
1000	135	130	152	154	571
1100	124	150	163	133	570
1200	166	159	161	166	652
1300	175	159	201	159	694
1400	140	188	196	182	706
1500	180	198	197	171	746
1600	216	187	192	192	787
1700	235	214	198	175	822
1800	188	180	149	105	622
1900	125	93	110	105	433
2000	95	101	99	87	382
2100	111	88	78	93	370
2200	74	67	66	68	275
2300	127	182	227	158	694
24-Hour Totals:					11310

Peak Volume Information

	Hour	Volume
A.M.	700	635
P.M.	1645	839
Daily	1645	839

Truck Percentage 6.85 NaN 6.85

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	29	8503	2003	120	372	92	11	64	95	12	2	0	7	0	0	775	11310

Generated by SPS 5.0.49P

County: 86
Station: 0303
Description: GRIFFIN RD E OF I-95 NB RAMPS
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	67	46	37	27	177	85	79	97	66	327	504
0100	29	13	5	20	67	55	30	23	25	133	200
0200	13	16	10	18	57	18	16	22	15	71	128
0300	8	23	37	47	115	21	11	20	27	79	194
0400	49	43	66	85	243	36	29	38	37	140	383
0500	80	93	121	158	452	62	57	59	78	256	708
0600	145	182	226	286	839	81	110	130	124	445	1284
0700	250	324	322	367	1263	163	130	205	212	710	1973
0800	338	350	374	346	1408	187	167	183	155	692	2100
0900	286	269	240	208	1003	176	164	151	167	658	1661
1000	230	215	200	209	854	159	173	187	164	683	1537
1100	223	213	235	223	894	171	156	210	200	737	1631
1200	233	254	235	242	964	188	216	238	225	867	1831
1300	260	222	268	235	985	222	210	232	253	917	1902
1400	241	209	230	254	934	208	227	244	247	926	1860
1500	246	209	234	240	929	248	259	288	286	1081	2010
1600	247	245	271	247	1010	350	315	353	321	1339	2349
1700	306	289	314	313	1222	428	373	361	326	1488	2710
1800	239	229	311	240	1019	271	250	189	167	877	1896
1900	209	191	174	139	713	176	185	166	151	678	1391
2000	143	136	113	104	496	169	135	126	97	527	1023
2100	102	97	99	94	392	99	98	83	107	387	779
2200	107	91	77	93	368	87	90	130	93	400	768
2300	58	53	51	44	206	120	117	83	76	396	602
24-Hour Totals:					16610					14814	31424

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1429	730	771	745	2178
P.M.	1700	1222	1700	1488	1700	2710
Daily	745	1429	1700	1488	1700	2710

Truck Percentage 7.12 2.72 5.05

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	76	12880	2471	140	594	119	8	269	48	5	0	0	0	0	0	1183	16610
W	109	12871	1431	34	187	71	48	36	19	6	2	0	0	0	0	403	14814

Generated by SPS 5.0.49P

County: 86
Station: 0303
Description: GRIFFIN RD E OF I-95 NB RAMPS
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	34	22	28	14	98	72	57	45	54	228	326
0100	27	19	15	17	78	63	46	27	17	153	231
0200	13	12	17	14	56	24	18	19	15	76	132
0300	51	34	12	4	101	58	23	14	25	120	221
0400	45	48	56	76	225	19	37	31	44	131	356
0500	72	106	96	139	413	50	52	64	71	237	650
0600	140	191	249	273	853	78	102	114	118	412	1265
0700	250	321	331	391	1293	138	123	169	187	617	1910
0800	341	375	371	354	1441	193	170	178	178	719	2160
0900	279	261	308	254	1102	148	182	163	184	677	1779
1000	248	219	201	228	896	152	170	174	190	686	1582
1100	225	191	239	214	869	181	203	194	234	812	1681
1200	272	242	206	234	954	214	211	254	228	907	1861
1300	259	251	250	230	990	221	187	240	242	890	1880
1400	237	221	262	236	956	229	302	285	283	1099	2055
1500	264	252	226	299	1041	326	260	379	313	1278	2319
1600	251	290	305	339	1185	308	318	339	337	1302	2487
1700	275	333	340	324	1272	376	356	373	347	1452	2724
1800	332	302	253	250	1137	316	254	250	232	1052	2189
1900	236	217	175	185	813	223	158	157	146	684	1497
2000	160	116	123	130	529	178	115	97	100	490	1019
2100	94	104	112	109	419	131	101	98	111	441	860
2200	97	90	124	106	417	103	111	144	122	480	897
2300	106	66	71	68	311	160	205	185	142	692	1003
24-Hour Totals:					17449					15635	33084

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	745	1478	745	728	745	2206
P.M.	1715	1329	1700	1452	1645	2729
Daily	745	1478	1700	1452	1645	2729

Truck Percentage 6.54 2.76 4.75

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	60	13700	2548	141	555	109	2	267	53	12	0	0	2	0	0	1141	17449
W	86	13667	1451	38	179	79	60	43	18	13	1	0	0	0	0	431	15635

Generated by SPS 5.0.49P

County: 86
Station: 0303
Description: GRIFFIN RD E OF I-95 NB RAMPS
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	30	38	28	21	117	107	73	67	78	325	442
0100	18	17	19	17	71	73	54	53	36	216	287
0200	13	14	10	18	55	33	26	9	19	87	142
0300	27	21	61	52	161	33	34	22	18	107	268
0400	53	59	86	105	303	30	60	62	62	214	517
0500	93	97	120	143	453	73	58	60	74	265	718
0600	154	191	222	255	822	79	137	120	116	452	1274
0700	244	308	301	353	1206	139	124	158	189	610	1816
0800	276	329	309	364	1278	170	148	181	183	682	1960
0900	271	277	256	221	1025	208	202	167	217	794	1819
1000	230	245	229	255	959	178	208	213	211	810	1769
1100	222	270	294	294	1080	418	396	395	325	1534	2614
1200	297	286	252	329	1164	261	364	389	432	1446	2610
1300	302	233	295	307	1137	366	365	403	245	1379	2516
1400	258	245	244	245	992	321	258	241	242	1062	2054
1500	269	232	251	276	1028	289	287	276	271	1123	2151
1600	292	260	268	265	1085	368	275	347	313	1303	2388
1700	262	302	353	285	1202	362	335	339	330	1366	2568
1800	305	250	297	291	1143	314	279	250	236	1079	2222
1900	303	288	194	182	967	210	206	190	178	784	1751
2000	158	144	137	118	557	151	134	178	146	609	1166
2100	127	126	97	128	478	159	105	113	138	515	993
2200	113	118	114	99	444	127	121	125	117	490	934
2300	81	68	73	68	290	147	124	130	111	512	802
24-Hour Totals:					18017					17764	35781

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	1278	830	774	830	1995
P.M.	1715	1245	1245	1566	1245	2725
Daily	800	1278	1245	1566	1245	2725

Truck Percentage 6.50 2.57 4.55

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	47	14165	2634	137	571	122	3	283	46	9	0	0	0	0	0	1171	18017
W	74	15684	1549	37	181	68	76	58	28	8	1	0	0	0	0	457	17764

Generated by SPS 5.0.49P

County: 86
Station: 0305
Description: I-95 NB OFF RAMP S OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	65	53	67	41	226
0100	47	39	29	27	142
0200	24	19	26	37	106
0300	43	47	79	70	239
0400	63	75	77	116	331
0500	96	114	152	176	538
0600	169	178	237	275	859
0700	250	224	238	258	970
0800	254	229	215	237	935
0900	239	222	202	209	872
1000	176	185	217	218	796
1100	200	201	230	210	841
1200	208	244	235	232	919
1300	212	228	231	236	907
1400	205	232	212	197	846
1500	196	202	209	177	784
1600	180	197	215	202	794
1700	234	232	214	209	889
1800	221	202	225	196	844
1900	192	192	180	196	760
2000	164	156	119	131	570
2100	113	117	96	102	428
2200	87	95	97	91	370
2300	83	90	80	58	311
24-Hour Totals:					15277

Peak Volume Information

	Hour	Volume
A.M.	645	987
P.M.	1215	923
Daily	645	987

Truck Percentage 4.20 NaN 4.20

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	12472	2133	132	301	51	3	40	89	18	1	0	6	0	0	641	15277

Generated by SPS 5.0.49P

County: 86
Station: 0305
Description: I-95 NB OFF RAMP S OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	48	35	43	24	150
0100	28	32	23	26	109
0200	21	14	26	35	96
0300	43	40	72	62	217
0400	50	65	63	114	292
0500	96	117	152	173	538
0600	182	194	253	268	897
0700	237	243	253	308	1041
0800	287	202	170	232	891
0900	250	196	201	195	842
1000	174	180	174	198	726
1100	203	194	244	208	849
1200	206	231	228	226	891
1300	205	236	229	247	917
1400	216	226	250	255	947
1500	266	253	249	192	960
1600	214	222	245	200	881
1700	234	259	245	213	951
1800	216	203	204	204	827
1900	213	180	190	183	766
2000	173	149	146	122	590
2100	112	124	111	94	441
2200	86	85	91	95	357
2300	90	81	72	101	344
24-Hour Totals:					15520

Peak Volume Information

	Hour	Volume
A.M.	715	1091
P.M.	1430	1024
Daily	715	1091

Truck Percentage 4.13 NaN 4.13

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	66	12520	2293	132	262	59	13	52	93	22	0	0	8	0	0	641	15520

Generated by SPS 5.0.49P

County: 86
Station: 0305
Description: I-95 NB OFF RAMP S OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	75	41	57	49	222
0100	67	38	25	18	148
0200	21	15	21	46	103
0300	41	54	78	75	248
0400	85	84	91	111	371
0500	103	105	160	195	563
0600	198	196	268	245	907
0700	233	255	244	315	1047
0800	263	254	306	274	1097
0900	227	219	218	212	876
1000	196	213	206	187	802
1100	227	213	242	243	925
1200	217	244	231	237	929
1300	235	221	242	249	947
1400	200	186	222	251	859
1500	228	246	225	212	911
1600	247	221	224	241	933
1700	252	251	270	246	1019
1800	260	298	247	208	1013
1900	206	177	166	187	736
2000	179	172	168	151	670
2100	115	111	138	119	483
2200	113	120	114	113	460
2300	103	115	105	90	413
24-Hour Totals:					16682

Peak Volume Information

	Hour	Volume
A.M.	745	1138
P.M.	1730	1074
Daily	745	1138

Truck Percentage	4.23	NaN	4.23

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	38	13613	2325	145	313	61	7	63	82	30	0	0	5	0	0	706	16682

Generated by SPS 5.0.49P

County: 86
Station: 0401
Description: OLD DIXIE HWY N OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	2	1	1	1	5	12	12	11	10	45	50
0100	5	1	1	0	7	6	4	10	7	27	34
0200	0	0	0	0	0	1	7	6	3	17	17
0300	0	0	0	0	0	3	2	3	4	12	12
0400	1	0	3	2	6	3	5	8	9	25	31
0500	1	1	2	3	7	8	12	15	21	56	63
0600	2	1	0	3	6	19	27	40	31	117	123
0700	2	4	5	4	15	49	38	72	81	240	255
0800	4	7	5	7	23	75	72	50	55	252	275
0900	4	2	1	3	10	61	53	54	45	213	223
1000	5	3	2	5	15	38	49	53	53	193	208
1100	7	6	9	7	29	46	43	47	71	207	236
1200	5	4	7	3	19	43	52	64	69	228	247
1300	9	8	4	4	25	72	71	78	84	305	330
1400	7	7	12	7	33	68	83	75	83	309	342
1500	3	8	5	3	19	90	76	104	94	364	383
1600	4	1	1	4	10	114	130	107	123	474	484
1700	7	9	5	9	30	114	84	84	86	368	398
1800	4	4	3	2	13	68	54	41	38	201	214
1900	2	1	3	2	8	51	47	38	32	168	176
2000	3	0	3	1	7	53	27	34	30	144	151
2100	1	0	1	5	7	29	42	27	26	124	131
2200	5	2	1	5	13	24	21	26	12	83	96
2300	5	2	1	3	11	23	15	18	20	76	87
24-Hour Totals:					318					4248	4566

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	23	730	300	730	320
P.M.	1400	33	1600	474	1615	487
Daily	1400	33	1600	474	1615	487

Generated by SPS 5.0.49P

County: 86
Station: 0401
Description: OLD DIXIE HWY N OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	2	1	0	4	19	9	5	5	38	42
0100	3	2	1	0	6	6	5	8	3	22	28
0200	0	1	0	0	1	6	4	4	4	18	19
0300	0	0	0	0	0	3	1	1	1	6	6
0400	0	0	2	1	3	3	5	10	9	27	30
0500	3	2	4	1	10	8	9	17	18	52	62
0600	4	3	1	3	11	20	20	32	38	110	121
0700	4	3	5	3	15	41	30	68	78	217	232
0800	5	6	3	7	21	78	60	65	57	260	281
0900	2	4	5	7	18	57	60	50	50	217	235
1000	5	4	6	5	20	65	47	39	52	203	223
1100	8	11	3	9	31	57	60	52	56	225	256
1200	6	9	10	6	31	66	68	82	70	286	317
1300	7	16	8	7	38	75	96	72	58	301	339
1400	8	7	9	5	29	90	101	87	74	352	381
1500	5	3	13	11	32	109	86	98	90	383	415
1600	10	6	4	3	23	114	103	123	92	432	455
1700	5	6	4	6	21	120	111	79	86	396	417
1800	3	5	7	8	23	92	56	64	64	276	299
1900	4	3	7	6	20	59	40	43	33	175	195
2000	3	5	2	2	12	48	34	23	28	133	145
2100	1	2	0	8	11	36	31	23	25	115	126
2200	2	3	2	7	14	17	37	26	19	99	113
2300	3	5	2	3	13	25	22	20	13	80	93
24-Hour Totals:					407					4423	4830

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	800	21	730	284	730	303
P.M.	1530	40	1630	446	1630	464
Daily	1530	40	1630	446	1630	464

Generated by SPS 5.0.49P

County: 86
Station: 0401
Description: OLD DIXIE HWY N OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	0	2	2	5	16	3	9	16	44	49
0100	5	2	1	0	8	6	4	10	7	27	35
0200	1	0	0	0	1	3	4	0	4	11	12
0300	0	0	1	2	3	6	4	5	2	17	20
0400	1	0	2	3	6	3	9	9	5	26	32
0500	3	2	1	1	7	10	8	7	18	43	50
0600	1	3	4	5	13	19	20	36	27	102	115
0700	6	11	2	5	24	40	36	48	71	195	219
0800	3	5	4	3	15	63	54	71	46	234	249
0900	2	3	1	7	13	66	68	50	58	242	255
1000	7	4	3	7	21	49	50	55	49	203	224
1100	4	8	6	11	29	63	79	62	66	270	299
1200	5	7	10	11	33	59	59	89	75	282	315
1300	9	3	9	7	28	82	77	71	83	313	341
1400	7	14	5	9	35	83	69	74	83	309	344
1500	7	7	8	6	28	85	90	84	100	359	387
1600	5	5	6	5	21	116	83	102	87	388	409
1700	8	9	6	13	36	98	94	80	68	340	376
1800	9	5	9	2	25	85	53	41	53	232	257
1900	3	3	10	2	18	51	47	39	37	174	192
2000	6	6	3	3	18	32	32	37	26	127	145
2100	2	0	2	1	5	41	32	30	41	144	149
2200	4	0	2	0	6	25	33	31	18	107	113
2300	1	3	2	0	6	27	17	18	11	73	79
24-Hour Totals:					404					4262	4666

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	645	24	745	259	745	276
P.M.	1215	37	1545	401	1545	423
Daily	1215	37	1545	401	1545	423

Generated by SPS 5.0.49P

County: 86
Station: 0403
Description: GRIFFIN RD E OF OLD DIXIE HWY
Start Date: 11/02/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	66	54	46	28	194	72	60	75	56	263	457
0100	32	14	4	21	71	49	20	16	17	102	173
0200	18	16	10	17	61	16	10	13	9	48	109
0300	11	24	35	53	123	18	10	15	22	65	188
0400	53	48	69	90	260	31	22	30	33	116	376
0500	79	100	129	163	471	55	38	47	65	205	676
0600	146	186	236	296	864	66	80	84	86	316	1180
0700	220	339	326	367	1252	109	102	147	128	486	1738
0800	333	264	331	304	1232	138	156	130	130	554	1786
0900	262	258	234	236	990	122	109	115	100	446	1436
1000	233	230	210	230	903	121	122	127	120	490	1393
1100	222	226	252	244	944	119	132	148	128	527	1471
1200	265	273	245	248	1031	142	149	170	165	626	1657
1300	258	249	286	253	1046	135	144	158	154	591	1637
1400	230	240	225	262	957	146	146	169	165	626	1583
1500	273	218	247	269	1007	142	189	198	183	712	1719
1600	258	240	287	274	1059	211	213	245	211	880	1939
1700	351	323	332	356	1362	260	301	274	260	1095	2457
1800	270	255	272	264	1061	182	151	151	129	613	1674
1900	283	221	174	152	830	125	126	88	99	438	1268
2000	156	151	117	109	533	114	93	90	68	365	898
2100	102	109	113	100	424	57	61	67	65	250	674
2200	115	99	88	89	391	63	84	81	75	303	694
2300	64	59	53	47	223	110	91	67	53	321	544
24-Hour Totals:					17289					10438	27727

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1365	730	569	715	1880
P.M.	1700	1362	1700	1095	1700	2457
Daily	715	1365	1700	1095	1700	2457

Generated by SPS 5.0.49P

County: 86
Station: 0403
Description: GRIFFIN RD E OF OLD DIXIE HWY
Start Date: 11/03/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	40	25	31	16	112	54	41	32	45	172	284
0100	28	32	25	24	109	49	34	20	10	113	222
0200	16	20	17	22	75	17	16	11	11	55	130
0300	22	38	56	59	175	17	19	13	25	74	249
0400	72	87	98	104	361	16	31	24	33	104	465
0500	121	124	156	168	569	36	37	56	51	180	749
0600	159	200	245	305	909	65	82	81	88	316	1225
0700	260	299	329	362	1250	106	116	147	140	509	1759
0800	328	284	284	292	1188	121	118	120	127	486	1674
0900	243	259	250	239	991	100	121	127	120	468	1459
1000	253	227	219	246	945	104	132	135	136	507	1452
1100	259	240	259	259	1017	153	163	146	155	617	1634
1200	297	300	250	244	1091	167	158	172	156	653	1744
1300	254	305	268	257	1084	148	102	201	160	611	1695
1400	252	283	273	256	1064	170	199	210	203	782	1846
1500	279	274	259	303	1115	204	185	261	213	863	1978
1600	271	276	287	275	1109	219	249	245	243	956	2065
1700	340	297	332	331	1300	256	310	286	217	1069	2369
1800	332	324	267	252	1175	228	187	151	151	717	1892
1900	281	236	208	192	917	164	107	119	106	496	1413
2000	156	144	139	128	567	119	65	74	64	322	889
2100	137	109	131	115	492	90	67	72	79	308	800
2200	108	86	108	103	405	88	77	106	107	378	783
2300	82	74	54	78	288	139	181	159	113	592	880
24-Hour Totals:					18308					11348	29656

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1318	730	526	715	1842
P.M.	1730	1319	1645	1095	1700	2369
Daily	1730	1319	1645	1095	1700	2369

Generated by SPS 5.0.49P

County: 86
Station: 0403
Description: GRIFFIN RD E OF OLD DIXIE HWY
Start Date: 11/04/2021
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	46	42	44	30	162	92	56	51	61	260	422
0100	29	24	18	28	99	64	50	33	25	172	271
0200	21	22	16	29	88	26	21	7	16	70	158
0300	26	37	53	57	173	26	31	14	18	89	262
0400	75	76	106	107	364	29	50	57	50	186	550
0500	110	129	154	177	570	50	51	46	54	201	771
0600	162	213	231	266	872	81	104	84	92	361	1233
0700	233	308	306	361	1208	91	95	120	134	440	1648
0800	294	261	282	307	1144	120	117	119	144	500	1644
0900	248	237	241	217	943	158	156	121	162	597	1540
1000	236	231	232	237	936	145	168	159	160	632	1568
1100	234	237	280	235	986	372	361	337	246	1316	2302
1200	273	286	283	305	1147	200	309	323	334	1166	2313
1300	286	254	281	262	1083	308	290	306	147	1051	2134
1400	254	268	247	256	1025	255	188	183	171	797	1822
1500	290	233	242	301	1066	204	215	179	222	820	1886
1600	271	255	288	288	1102	230	195	238	228	891	1993
1700	293	319	326	354	1292	234	244	284	256	1018	2310
1800	317	285	345	324	1271	242	194	186	155	777	2048
1900	264	261	189	175	889	150	153	143	137	583	1472
2000	163	152	145	103	563	115	111	135	114	475	1038
2100	139	120	124	101	484	98	69	80	88	335	819
2200	105	102	108	93	408	96	83	99	78	356	764
2300	73	69	61	69	272	119	96	109	83	407	679
24-Hour Totals:					18147					13500	31647

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	715	1269	845	579	715	1738
P.M.	1715	1316	1215	1274	1215	2434
Daily	1715	1316	1100	1316	1215	2434

Generated by SPS 5.0.49P

County: 86
Station: 0405
Description: DCOTA ENTRANCE S OF GRIFFIN RD
Start Date: 11/02/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	1	7	1	12	1	0	0	1	2	14
0100	0	0	0	0	0	0	0	1	0	1	1
0200	2	0	0	0	2	0	0	0	0	0	2
0300	1	0	1	1	3	0	0	1	0	1	4
0400	1	0	1	0	2	0	1	0	0	1	3
0500	0	0	0	1	1	0	1	1	0	2	3
0600	2	3	1	2	8	1	2	1	6	10	18
0700	3	3	3	5	14	6	16	22	30	74	88
0800	4	8	11	9	32	41	47	54	73	215	247
0900	12	7	13	8	40	46	20	20	10	96	136
1000	9	14	9	9	41	10	10	8	8	36	77
1100	11	18	20	26	75	8	6	6	11	31	106
1200	29	43	28	26	126	11	8	15	25	59	185
1300	30	26	26	20	102	15	10	17	13	55	157
1400	23	25	25	24	97	7	6	11	11	35	132
1500	22	15	25	22	84	8	7	8	8	31	115
1600	33	23	40	31	127	10	10	5	5	30	157
1700	111	74	62	49	296	7	9	6	4	26	322
1800	65	36	20	12	133	8	6	3	1	18	151
1900	13	22	7	8	50	2	3	1	0	6	56
2000	10	7	2	3	22	3	2	2	3	10	32
2100	4	3	3	6	16	0	3	2	1	6	22
2200	3	2	3	8	16	0	2	1	1	4	20
2300	5	3	2	0	10	2	1	0	1	4	14
24-Hour Totals:					1309					753	2062

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	845	41	815	220	815	260
P.M.	1700	296	1245	67	1700	322
Daily	1700	296	815	220	1700	322

Generated by SPS 5.0.49P

County: 86
Station: 0405
Description: DCOTA ENTRANCE S OF GRIFFIN RD
Start Date: 11/03/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	1	1	8	0	10	0	1	1	0	2	12
0100	4	1	0	0	5	0	0	0	1	1	6
0200	0	0	0	0	0	1	0	0	0	1	1
0300	0	1	0	1	2	0	0	0	0	0	2
0400	0	0	1	1	2	0	0	0	0	0	2
0500	0	1	2	1	4	0	2	1	0	3	7
0600	1	2	2	3	8	0	1	1	1	3	11
0700	1	0	5	5	11	9	15	23	29	76	87
0800	10	12	8	15	45	41	50	78	95	264	309
0900	16	7	11	15	49	52	20	20	16	108	157
1000	15	17	16	22	70	11	8	7	6	32	102
1100	12	12	23	26	73	5	9	4	4	22	95
1200	33	24	27	21	105	6	8	18	14	46	151
1300	32	25	11	27	95	9	17	17	13	56	151
1400	15	20	15	22	72	8	6	14	8	36	108
1500	21	11	33	13	78	4	9	7	8	28	106
1600	30	28	43	39	140	8	13	10	5	36	176
1700	90	58	70	39	257	11	7	3	6	27	284
1800	50	49	24	19	142	8	8	3	3	22	164
1900	15	14	9	12	50	1	3	2	3	9	59
2000	9	5	4	7	25	1	1	1	0	3	28
2100	3	3	3	3	12	0	0	1	1	2	14
2200	5	6	3	7	21	4	2	1	2	9	30
2300	5	8	4	2	19	2	3	1	0	6	25
24-Hour Totals:					1295					792	2087

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	51	815	275	815	326
P.M.	1645	257	1230	58	1700	284
Daily	1645	257	815	275	815	326

Generated by SPS 5.0.49P

County: 86
Station: 0405
Description: DCOTA ENTRANCE S OF GRIFFIN RD
Start Date: 11/04/2021
Start Time: 0000

	Direction: N					Direction: S					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	3	1	6	1	11	1	0	0	1	2	13
0100	0	0	0	4	4	0	0	1	0	1	5
0200	0	0	1	0	1	0	1	0	0	1	2
0300	0	0	0	2	2	0	0	0	0	0	2
0400	0	1	1	0	2	0	1	1	1	3	5
0500	3	2	2	1	8	1	0	1	0	2	10
0600	2	1	1	2	6	1	2	0	1	4	10
0700	3	5	2	6	16	8	18	29	37	92	108
0800	7	8	13	10	38	47	47	91	93	278	316
0900	14	5	9	7	35	31	14	13	13	71	106
1000	10	13	13	9	45	12	10	7	9	38	83
1100	13	18	26	30	87	3	8	10	9	30	117
1200	45	27	30	27	129	11	10	15	15	51	180
1300	19	20	22	17	78	19	13	7	10	49	127
1400	24	16	20	14	74	11	6	10	11	38	112
1500	21	16	34	25	96	8	10	7	8	33	129
1600	21	25	37	49	132	7	5	6	14	32	164
1700	96	74	50	41	261	11	12	7	6	36	297
1800	48	34	23	19	124	3	2	5	5	15	139
1900	17	8	6	5	36	1	2	1	3	7	43
2000	5	7	0	7	19	3	1	3	1	8	27
2100	8	2	4	5	19	1	1	1	3	6	25
2200	11	9	8	9	37	2	1	4	0	7	44
2300	6	9	2	8	25	2	2	3	1	8	33
24-Hour Totals:					1285					812	2097

Peak Volume Information

	Direction: N		Direction: S		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	815	45	800	278	800	316
P.M.	1645	269	1230	62	1645	313
Daily	1645	269	800	278	800	316

Generated by SPS 5.0.49P

Appendix A-2
Interchange 72-Hour Classification Counts

County: 86
Station: 3501
Description: I-95 SB OFF RAMP TO IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	99	98	87	67	351
0100	59	65	53	50	227
0200	49	36	38	31	154
0300	24	38	29	30	121
0400	31	27	38	45	141
0500	54	72	101	134	361
0600	159	217	279	307	962
0700	311	253	307	335	1206
0800	269	250	233	276	1028
0900	237	354	305	339	1235
1000	295	358	363	364	1380
1100	353	340	369	364	1426
1200	377	382	379	385	1523
1300	374	395	387	324	1480
1400	356	357	384	375	1472
1500	377	363	395	413	1548
1600	395	340	401	371	1507
1700	391	440	397	433	1661
1800	397	419	392	356	1564
1900	401	436	400	431	1668
2000	385	378	354	329	1446
2100	297	288	276	278	1139
2200	248	229	217	161	855
2300	145	147	134	110	536
24-Hour Totals:					24991

Peak Volume Information

	Hour	Volume
A.M.	700	1206
P.M.	1715	1667
Daily	1900	1668

Truck Percentage	3.63	NaN	3.63

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	77	21610	2398	67	171	109	333	115	38	18	2	0	53	0	0	906	24991

Generated by SPS 5.0.49P

County: 86
Station: 3501
Description: I-95 SB OFF RAMP TO IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	93	91	84	60	328
0100	52	57	42	42	193
0200	51	31	29	29	140
0300	19	40	23	31	113
0400	32	27	44	48	151
0500	58	79	105	145	387
0600	178	243	298	349	1068
0700	345	247	352	376	1320
0800	277	240	219	294	1030
0900	225	411	336	398	1370
1000	341	428	375	398	1542
1100	374	334	380	377	1465
1200	380	401	385	405	1571
1300	412	420	401	334	1567
1400	374	371	408	419	1572
1500	404	371	422	468	1665
1600	440	366	380	346	1532
1700	371	439	376	421	1607
1800	363	386	350	310	1409
1900	362	415	370	383	1530
2000	358	331	328	304	1321
2100	277	265	248	258	1048
2200	220	205	226	219	870
2300	197	192	174	133	696
24-Hour Totals:					25495

Peak Volume Information

	Hour	Volume
A.M.	700	1320
P.M.	1515	1701
Daily	1515	1701

Truck Percentage	4.48	NaN	4.48

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	118	21802	2434	71	256	110	272	170	45	32	3	3	179	0	0	1141	25495

Generated by SPS 5.0.49P

County: 86
Station: 3501
Description: I-95 SB OFF RAMP TO IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	134	124	106	88	452
0100	74	86	78	61	299
0200	45	52	55	29	181
0300	39	34	41	34	148
0400	26	33	46	42	147
0500	51	70	112	146	379
0600	160	226	309	279	974
0700	306	348	309	306	1269
0800	366	396	388	345	1495
0900	346	335	397	404	1482
1000	363	387	440	422	1612
1100	416	429	454	419	1718
1200	427	451	453	452	1783
1300	420	409	443	348	1620
1400	362	414	416	336	1528
1500	371	408	402	368	1549
1600	348	363	375	346	1432
1700	389	318	358	350	1415
1800	387	408	428	399	1622
1900	404	376	425	448	1653
2000	376	393	342	293	1404
2100	271	263	275	241	1050
2200	255	211	231	223	920
2300	207	221	189	166	783
24-Hour Totals:					26915

Peak Volume Information

	Hour	Volume
A.M.	800	1495
P.M.	1200	1783
Daily	1200	1783

Truck Percentage	4.06	NaN	4.06

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	110	23228	2484	82	282	122	237	179	52	24	1	1	113	0	0	1093	26915

Generated by SPS 5.0.49P

County: 86
Station: 3502
Description: I-95 SB ON RAMP FROM IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	68	69	61	48	246
0100	48	24	27	35	134
0200	29	28	28	23	108
0300	20	14	30	28	92
0400	29	37	31	42	139
0500	49	60	117	121	347
0600	163	216	247	239	865
0700	263	313	266	224	1066
0800	241	215	250	186	892
0900	206	224	222	231	883
1000	235	262	253	266	1016
1100	248	248	245	212	953
1200	221	253	234	244	952
1300	254	299	301	314	1168
1400	333	266	228	219	1046
1500	290	286	313	290	1179
1600	293	287	305	253	1138
1700	328	338	283	281	1230
1800	264	235	260	219	978
1900	181	197	184	176	738
2000	189	179	181	210	759
2100	136	175	144	137	592
2200	126	117	115	93	451
2300	101	85	69	50	305
24-Hour Totals:					17277

Peak Volume Information

	Hour	Volume
A.M.	645	1081
P.M.	1315	1247
Daily	1315	1247

Truck Percentage	2.77	NaN	2.77

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	52	14714	2032	117	213	83	15	31	18	2	0	0	0	0	0	479	17277

Generated by SPS 5.0.49P

County: 86
Station: 3502
Description: I-95 SB ON RAMP FROM IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	58	45	40	32	175
0100	21	34	21	22	98
0200	15	26	15	11	67
0300	15	13	10	22	60
0400	31	33	38	42	144
0500	46	62	117	109	334
0600	171	236	282	272	961
0700	278	353	262	213	1106
0800	216	201	179	169	765
0900	196	213	226	242	877
1000	245	227	264	266	1002
1100	268	235	232	199	934
1200	209	234	241	233	917
1300	243	269	278	216	1006
1400	287	271	305	295	1158
1500	324	317	321	290	1252
1600	322	281	301	292	1196
1700	321	324	303	248	1196
1800	260	252	263	249	1024
1900	243	196	239	203	881
2000	214	205	178	181	778
2100	175	175	174	166	690
2200	136	141	129	116	522
2300	96	105	84	62	347
24-Hour Totals:					17490

Peak Volume Information

	Hour	Volume
A.M.	645	1165
P.M.	1445	1257
Daily	1445	1257

Truck Percentage	2.71	NaN	2.71

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	31	14981	2004	108	213	93	7	25	24	3	0	0	1	0	0	474	17490

Generated by SPS 5.0.49P

County: 86
Station: 3502
Description: I-95 SB ON RAMP FROM IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	77	45	48	33	203
0100	32	22	30	21	105
0200	24	23	21	18	86
0300	15	20	26	16	77
0400	29	38	44	40	151
0500	48	65	113	128	354
0600	165	220	261	244	890
0700	261	349	301	215	1126
0800	252	206	259	230	947
0900	195	197	225	237	854
1000	241	246	260	226	973
1100	260	224	255	255	994
1200	222	228	268	219	937
1300	253	263	271	278	1065
1400	281	271	311	218	1081
1500	286	299	242	264	1091
1600	279	274	285	263	1101
1700	350	297	307	313	1267
1800	310	227	245	153	935
1900	190	208	271	194	863
2000	232	211	232	183	858
2100	195	192	182	162	731
2200	169	159	119	94	541
2300	100	88	77	69	334
24-Hour Totals:					17564

Peak Volume Information

	Hour	Volume
A.M.	645	1155
P.M.	1700	1267
Daily	1700	1267

Truck Percentage	2.74	NaN	2.74

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	27	15099	1956	116	247	65	5	33	14	0	0	1	1	0	0	482	17564

Generated by SPS 5.0.49P

County: 86
Station: 3503
Description: I-95 NB ON RAMP FROM EB IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	23	21	17	17	78
0100	20	19	14	10	63
0200	12	10	14	12	48
0300	17	18	23	15	73
0400	15	23	33	27	98
0500	27	40	55	39	161
0600	64	91	90	92	337
0700	123	147	151	135	556
0800	125	116	120	124	485
0900	113	105	98	86	402
1000	93	97	89	82	361
1100	86	96	88	96	366
1200	106	96	90	88	380
1300	100	107	96	92	395
1400	95	91	113	124	423
1500	113	112	99	111	435
1600	106	97	105	134	442
1700	122	131	114	119	486
1800	116	108	124	90	438
1900	107	98	76	84	365
2000	75	69	69	71	284
2100	55	56	54	64	229
2200	52	53	55	34	194
2300	43	40	24	14	121
24-Hour Totals:					7220

Peak Volume Information

	Hour	Volume
A.M.	715	558
P.M.	1645	501
Daily	715	558

Truck Percentage	2.63	NaN	2.63

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	20	6340	670	17	129	18	1	9	11	3	0	0	2	0	0	190	7220

Generated by SPS 5.0.49P

County: 86
Station: 3503
Description: I-95 NB ON RAMP FROM EB IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	34	29	17	17	97
0100	19	9	23	20	71
0200	7	13	8	17	45
0300	14	17	16	18	65
0400	10	25	30	24	89
0500	22	37	46	67	172
0600	49	86	114	114	363
0700	121	157	153	135	566
0800	128	98	130	113	469
0900	115	98	106	84	403
1000	90	90	92	79	351
1100	77	88	84	91	340
1200	105	102	90	73	370
1300	111	109	109	93	422
1400	103	97	125	114	439
1500	113	100	119	83	415
1600	125	91	108	104	428
1700	138	122	140	123	523
1800	112	87	144	77	420
1900	120	92	92	84	388
2000	80	60	95	64	299
2100	56	49	55	46	206
2200	52	57	47	36	192
2300	39	42	32	42	155
24-Hour Totals:					7288

Peak Volume Information

	Hour	Volume
A.M.	715	573
P.M.	1700	523
Daily	715	573

Truck Percentage	2.11	NaN	2.11

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	21	6471	642	8	118	13	0	6	5	2	1	0	1	0	0	154	7288

Generated by SPS 5.0.49P

County: 86
Station: 3503
Description: I-95 NB ON RAMP FROM EB IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	24	25	18	14	81
0100	14	14	6	18	52
0200	16	9	16	13	54
0300	13	13	15	22	63
0400	14	22	27	38	101
0500	34	43	61	53	191
0600	53	90	107	121	371
0700	151	152	151	136	590
0800	133	118	132	107	490
0900	131	110	107	86	434
1000	87	96	104	84	371
1100	82	89	100	91	362
1200	98	102	87	88	375
1300	98	90	102	82	372
1400	90	86	82	98	356
1500	130	109	124	79	442
1600	133	85	99	98	415
1700	163	102	135	86	486
1800	114	118	126	101	459
1900	100	93	101	58	352
2000	79	68	77	39	263
2100	78	51	61	52	242
2200	79	50	45	60	234
2300	30	44	37	33	144
24-Hour Totals:					7300

Peak Volume Information

	Hour	Volume
A.M.	700	590
P.M.	1645	498
Daily	700	590

Truck Percentage 2.07 NaN 2.07

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	12	6497	640	15	111	9	0	4	9	1	0	0	2	0	0	151	7300

Generated by SPS 5.0.49P

County: 86
Station: 3504
Description: I-95 NB ON RAMP FROM WB IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	109	89	93	71	362
0100	74	46	36	30	186
0200	33	20	22	22	97
0300	17	19	34	21	91
0400	25	24	38	37	124
0500	46	50	71	97	264
0600	107	144	151	213	615
0700	208	209	268	257	942
0800	225	243	225	273	966
0900	268	277	242	261	1048
1000	221	247	276	284	1028
1100	274	315	289	275	1153
1200	303	326	316	325	1270
1300	328	295	327	341	1291
1400	295	313	284	324	1216
1500	309	311	294	307	1221
1600	290	329	324	361	1304
1700	291	271	326	341	1229
1800	302	353	250	263	1168
1900	287	367	298	319	1271
2000	268	258	216	259	1001
2100	230	242	277	225	974
2200	196	213	189	129	727
2300	118	102	81	81	382
24-Hour Totals:					19930

Peak Volume Information

	Hour	Volume
A.M.	845	1060
P.M.	1730	1322
Daily	1730	1322

Truck Percentage 7.25 NaN 7.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	84	15959	2443	119	339	334	2	36	184	334	1	0	95	0	0	1444	19930

Generated by SPS 5.0.49P

County: 86
Station: 3504
Description: I-95 NB ON RAMP FROM WB IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	62	45	45	38	190
0100	32	29	27	18	106
0200	24	13	15	17	69
0300	16	16	21	24	77
0400	21	26	31	34	112
0500	47	29	83	93	252
0600	138	164	189	253	744
0700	298	339	343	293	1273
0800	380	297	322	252	1251
0900	262	306	309	290	1167
1000	302	304	295	297	1198
1100	292	297	264	296	1149
1200	310	316	266	299	1191
1300	306	283	324	303	1216
1400	257	284	262	330	1133
1500	299	323	322	293	1237
1600	235	334	337	341	1247
1700	316	309	289	255	1169
1800	281	329	366	364	1340
1900	320	314	302	296	1232
2000	250	271	233	219	973
2100	234	263	175	196	868
2200	192	196	133	147	668
2300	133	140	73	93	439
24-Hour Totals:					20301

Peak Volume Information

	Hour	Volume
A.M.	715	1355
P.M.	1800	1340
Daily	1815	1379

Truck Percentage	5.95	NaN	5.95

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	77	16752	2265	112	330	172	9	62	287	177	1	0	57	0	0	1207	20301

Generated by SPS 5.0.49P

County: 86
Station: 3504
Description: I-95 NB ON RAMP FROM WB IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	78	66	64	52	260
0100	47	40	20	31	138
0200	22	19	13	16	70
0300	16	22	22	19	79
0400	18	25	37	43	123
0500	45	53	86	98	282
0600	108	148	184	248	688
0700	294	284	308	333	1219
0800	340	310	353	276	1279
0900	295	334	302	275	1206
1000	276	300	280	305	1161
1100	302	296	292	291	1181
1200	319	336	305	335	1295
1300	286	333	322	316	1257
1400	325	321	309	305	1260
1500	297	281	284	295	1157
1600	252	304	315	313	1184
1700	323	294	287	303	1207
1800	330	312	313	328	1283
1900	340	370	311	277	1298
2000	263	341	225	247	1076
2100	231	266	220	182	899
2200	178	199	165	179	721
2300	141	166	109	95	511
24-Hour Totals:					20834

Peak Volume Information

	Hour	Volume
A.M.	745	1336
P.M.	1315	1296
Daily	1830	1351

Truck Percentage 6.36 NaN 6.36

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	45	16928	2536	143	347	197	9	66	286	201	0	0	76	0	0	1325	20834

Generated by SPS 5.0.49P

County: 86
Station: 3505
Description: I-95 NB OFF RAMP TO IVES DAIRY RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	72	70	61	49	252
0100	37	43	29	32	141
0200	31	22	23	27	103
0300	18	23	20	15	76
0400	15	21	32	38	106
0500	34	46	63	88	231
0600	96	128	187	263	674
0700	227	254	278	272	1031
0800	271	249	231	202	953
0900	239	225	222	223	909
1000	236	243	255	247	981
1100	224	256	241	240	961
1200	250	255	267	260	1032
1300	250	259	279	271	1059
1400	264	252	259	250	1025
1500	250	241	230	233	954
1600	230	265	263	285	1043
1700	260	264	266	273	1063
1800	260	274	273	288	1095
1900	293	269	267	250	1079
2000	219	200	197	171	787
2100	156	157	146	158	617
2200	149	156	153	149	607
2300	122	115	107	102	446
24-Hour Totals:					17225

Peak Volume Information

	Hour	Volume
A.M.	715	1075
P.M.	1800	1095
Daily	1815	1128

Truck Percentage	3.15	NaN	3.15

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	13	13991	2679	150	332	18	1	18	21	2	0	0	0	0	0	542	17225

Generated by SPS 5.0.49P

County: 86
Station: 3505
Description: I-95 NB OFF RAMP TO IVES DAIRY RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	72	64	47	34	217
0100	30	39	22	32	123
0200	24	21	17	23	85
0300	13	14	15	10	52
0400	15	17	33	35	100
0500	36	43	71	93	243
0600	124	154	192	270	740
0700	266	230	322	307	1125
0800	281	272	281	181	1015
0900	238	220	240	222	920
1000	230	203	259	256	948
1100	236	253	210	243	942
1200	210	272	291	244	1017
1300	238	266	298	282	1084
1400	303	268	271	254	1096
1500	254	261	248	273	1036
1600	237	269	279	295	1080
1700	229	266	240	290	1025
1800	253	235	316	304	1108
1900	289	258	282	279	1108
2000	264	222	202	171	859
2100	159	154	152	160	625
2200	137	151	152	141	581
2300	106	120	110	96	432
24-Hour Totals:					17561

Peak Volume Information

	Hour	Volume
A.M.	730	1182
P.M.	1330	1151
Daily	730	1182

Truck Percentage	3.65	NaN	3.65

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	37	14301	2582	153	371	40	5	45	24	2	0	0	1	0	0	641	17561

Generated by SPS 5.0.49P

County: 86
Station: 3505
Description: I-95 NB OFF RAMP TO IVES DAIRY RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	72	74	52	47	245
0100	34	39	26	31	130
0200	30	18	20	27	95
0300	18	24	18	11	71
0400	17	24	32	36	109
0500	39	45	70	99	253
0600	102	131	215	254	702
0700	242	268	302	272	1084
0800	273	280	168	232	953
0900	213	222	204	233	872
1000	270	269	250	250	1039
1100	228	263	262	272	1025
1200	275	256	280	294	1105
1300	290	292	286	256	1124
1400	209	241	250	261	961
1500	259	226	234	216	935
1600	227	293	263	298	1081
1700	260	247	280	262	1049
1800	235	294	256	292	1077
1900	272	277	289	280	1118
2000	230	212	236	174	852
2100	153	137	134	157	581
2200	165	161	148	140	614
2300	124	101	114	129	468
24-Hour Totals:					17543

Peak Volume Information

	Hour	Volume
A.M.	730	1127
P.M.	1245	1162
Daily	1245	1162

Truck Percentage	3.57	NaN	3.57

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	27	14163	2726	169	335	46	2	43	26	2	0	0	4	0	0	627	17543

Generated by SPS 5.0.49P

County: 86
Station: 3401
Description: I-95 SB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	99	96	82	71	348
0100	61	63	47	49	220
0200	61	57	43	51	212
0300	35	39	44	42	160
0400	43	43	61	77	224
0500	68	63	90	94	315
0600	103	141	207	273	724
0700	252	318	357	365	1292
0800	330	361	313	347	1351
0900	318	225	85	62	690
1000	91	217	202	252	762
1100	259	286	326	316	1187
1200	345	331	343	345	1364
1300	318	379	347	313	1357
1400	328	334	332	302	1296
1500	316	318	332	343	1309
1600	375	370	336	340	1421
1700	347	347	320	324	1338
1800	316	338	330	303	1287
1900	347	345	353	379	1424
2000	326	282	275	311	1194
2100	228	235	237	220	920
2200	248	256	233	189	926
2300	172	188	223	171	754
24-Hour Totals:					22075

Peak Volume Information

	Hour	Volume
A.M.	730	1413
P.M.	1545	1424
Daily	1545	1424

Truck Percentage	8.37	NaN	8.37

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	28	17168	3031	135	420	1108	3	57	121	4	0	0	0	0	0	1848	22075

Generated by SPS 5.0.49P

County: 86
Station: 3401
Description: I-95 SB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	89	73	71	51	284
0100	55	49	36	47	187
0200	33	43	27	30	133
0300	27	37	32	38	134
0400	35	42	43	63	183
0500	48	76	83	99	306
0600	112	148	215	279	754
0700	283	313	407	352	1355
0800	321	385	356	314	1376
0900	332	283	346	369	1330
1000	301	308	315	304	1228
1100	296	287	297	319	1199
1200	268	291	322	344	1225
1300	307	317	351	321	1296
1400	325	331	340	350	1346
1500	304	357	334	326	1321
1600	254	358	330	334	1276
1700	347	378	340	344	1409
1800	340	303	337	282	1262
1900	363	334	354	301	1352
2000	232	262	237	253	984
2100	213	213	227	199	852
2200	168	176	160	149	653
2300	140	129	109	103	481
24-Hour Totals:					21926

Peak Volume Information

	Hour	Volume
A.M.	730	1465
P.M.	1700	1409
Daily	730	1465

Truck Percentage	5.66	NaN	5.66

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	43	16006	4636	196	760	41	1	80	161	1	0	0	1	0	0	1241	21926

Generated by SPS 5.0.49P

County: 86
Station: 3401
Description: I-95 SB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	111	85	77	80	353
0100	70	67	48	40	225
0200	40	38	32	41	151
0300	31	44	32	35	142
0400	48	40	61	60	209
0500	58	75	81	137	351
0600	118	164	224	280	786
0700	315	325	389	331	1360
0800	344	389	343	294	1370
0900	354	318	323	363	1358
1000	325	337	307	326	1295
1100	281	282	333	314	1210
1200	302	299	294	332	1227
1300	369	332	333	376	1410
1400	339	308	333	351	1331
1500	342	328	321	329	1320
1600	376	338	269	298	1281
1700	352	336	330	311	1329
1800	342	327	318	300	1287
1900	319	265	249	320	1153
2000	255	288	239	223	1005
2100	217	213	209	218	857
2200	203	192	169	132	696
2300	128	130	120	119	497
24-Hour Totals:					22203

Peak Volume Information

	Hour	Volume
A.M.	730	1453
P.M.	1300	1410
Daily	730	1453

Truck Percentage	5.62	NaN	5.62

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	30	16224	4701	214	732	39	2	80	177	4	0	0	0	0	0	1248	22203

Generated by SPS 5.0.49P

County: 86
Station: 3402
Description: I-95 SB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	51	39	59	58	207
0100	30	35	27	32	124
0200	27	25	24	26	102
0300	33	24	33	32	122
0400	43	35	40	51	169
0500	54	75	104	108	341
0600	172	201	190	195	758
0700	198	197	183	179	757
0800	172	183	174	158	687
0900	178	149	156	176	659
1000	167	162	180	193	702
1100	200	163	165	179	707
1200	173	171	180	199	723
1300	152	215	183	221	771
1400	187	187	236	224	834
1500	188	186	193	184	751
1600	201	217	199	184	801
1700	228	170	207	172	777
1800	175	194	183	171	723
1900	185	166	171	195	717
2000	117	152	145	120	534
2100	135	104	123	108	470
2200	122	118	100	95	435
2300	100	85	76	58	319
24-Hour Totals:					13190

Peak Volume Information

	Hour	Volume
A.M.	645	773
P.M.	1415	835
Daily	1415	835

Truck Percentage	4.82	NaN	4.82

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	30	10467	2057	96	372	26	0	70	72	0	0	0	0	0	0	636	13190

Generated by SPS 5.0.49P

County: 86
Station: 3402
Description: I-95 SB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	61	49	46	43	199
0100	47	33	33	27	140
0200	31	37	28	26	122
0300	31	34	29	28	122
0400	54	32	47	29	162
0500	91	82	99	132	404
0600	189	209	182	206	786
0700	199	204	186	176	765
0800	199	181	197	143	720
0900	160	172	164	155	651
1000	173	161	193	177	704
1100	167	175	179	183	704
1200	184	158	204	208	754
1300	217	221	207	177	822
1400	185	186	188	161	720
1500	194	194	179	203	770
1600	218	189	202	195	804
1700	214	228	251	199	892
1800	209	183	192	161	745
1900	180	190	159	156	685
2000	143	156	116	137	552
2100	124	119	119	123	485
2200	110	92	91	100	393
2300	97	111	78	76	362
24-Hour Totals:					13463

Peak Volume Information

	Hour	Volume
A.M.	645	795
P.M.	1700	892
Daily	1700	892

Truck Percentage	4.61	NaN	4.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	27	10669	2147	87	350	48	0	72	55	2	0	0	6	0	0	620	13463

Generated by SPS 5.0.49P

County: 86
Station: 3402
Description: I-95 SB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	79	67	57	56	259
0100	47	44	48	51	190
0200	35	28	29	28	120
0300	32	27	30	28	117
0400	37	45	41	53	176
0500	42	79	94	102	317
0600	137	171	168	191	667
0700	203	199	195	183	780
0800	176	192	178	179	725
0900	159	156	167	172	654
1000	163	170	172	194	699
1100	190	165	170	180	705
1200	178	179	171	202	730
1300	183	217	205	216	821
1400	185	187	212	209	793
1500	176	192	194	184	746
1600	203	218	196	193	810
1700	214	194	219	211	838
1800	188	202	185	185	760
1900	174	173	183	179	709
2000	137	148	150	120	555
2100	137	114	121	113	485
2200	125	115	98	94	432
2300	102	92	94	69	357
24-Hour Totals:					13445

Peak Volume Information

	Hour	Volume
A.M.	645	788
P.M.	1700	838
Daily	1700	838

Truck Percentage	5.02	NaN	5.02

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	31	10627	2112	103	374	50	0	64	78	2	0	0	4	0	0	675	13445

Generated by SPS 5.0.49P

County: 86
Station: 3403
Description: I-95 NB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	86	77	71	74	308
0100	77	58	54	41	230
0200	50	45	36	41	172
0300	37	39	59	46	181
0400	48	57	64	66	235
0500	82	89	118	149	438
0600	197	211	273	261	942
0700	328	370	383	359	1440
0800	336	340	304	261	1241
0900	245	256	293	313	1107
1000	300	324	316	331	1271
1100	324	312	354	328	1318
1200	324	366	348	345	1383
1300	322	328	347	340	1337
1400	360	407	404	393	1564
1500	403	382	384	378	1547
1600	377	375	376	376	1504
1700	389	385	379	376	1529
1800	394	377	381	349	1501
1900	337	367	322	320	1346
2000	300	288	265	254	1107
2100	217	249	227	281	974
2200	176	133	146	121	576
2300	106	103	84	97	390
24-Hour Totals:					23641

Peak Volume Information

	Hour	Volume
A.M.	715	1448
P.M.	1415	1607
Daily	1415	1607

Truck Percentage	5.16	NaN	5.16

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	41	18086	4293	182	743	59	1	90	136	3	1	0	6	0	0	1221	23641

Generated by SPS 5.0.49P

County: 86
Station: 3403
Description: I-95 NB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	88	64	72	76	300
0100	94	51	47	35	227
0200	39	50	36	40	165
0300	32	41	52	43	168
0400	54	44	60	55	213
0500	82	72	144	145	443
0600	196	233	258	269	956
0700	316	381	397	360	1454
0800	346	349	317	275	1287
0900	245	186	254	271	956
1000	278	311	304	296	1189
1100	278	268	301	287	1134
1200	301	329	301	308	1239
1300	332	327	343	328	1330
1400	349	383	396	366	1494
1500	371	369	391	384	1515
1600	354	384	383	393	1514
1700	400	396	413	402	1611
1800	386	371	389	353	1499
1900	324	354	303	307	1288
2000	251	243	216	216	926
2100	194	204	164	184	746
2200	170	154	145	155	624
2300	126	125	102	84	437
24-Hour Totals:					22715

Peak Volume Information

	Hour	Volume
A.M.	715	1484
P.M.	1700	1611
Daily	1700	1611

Truck Percentage 4.38 NaN 4.38

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	48	17736	3937	167	585	48	5	79	102	4	0	0	4	0	0	994	22715

Generated by SPS 5.0.49P

County: 86
Station: 3403
Description: I-95 NB ON RAMP FROM HALLANDALE BEACH BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	76	77	70	80	303
0100	60	60	62	46	228
0200	43	48	39	42	172
0300	26	40	60	45	171
0400	49	58	72	61	240
0500	74	102	114	139	429
0600	208	194	288	262	952
0700	320	368	399	374	1461
0800	313	338	293	193	1137
0900	202	246	258	320	1026
1000	299	277	267	334	1177
1100	277	327	359	319	1282
1200	289	343	313	332	1277
1300	284	306	351	308	1249
1400	323	365	408	384	1480
1500	419	374	384	390	1567
1600	400	373	345	352	1470
1700	364	367	325	320	1376
1800	370	370	348	313	1401
1900	278	339	307	269	1193
2000	241	240	235	239	955
2100	176	220	187	176	759
2200	177	186	158	129	650
2300	142	134	129	103	508
24-Hour Totals:					22463

Peak Volume Information

	Hour	Volume
A.M.	700	1461
P.M.	1430	1585
Daily	1430	1585

Truck Percentage	4.61	NaN	4.61

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	37	17450	3940	163	600	59	2	69	134	5	0	0	4	0	0	1036	22463

Generated by SPS 5.0.49P

County: 86
Station: 3404
Description: I-95 NB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	75	85	84	84	328
0100	59	52	52	43	206
0200	40	32	35	39	146
0300	25	31	26	21	103
0400	26	24	28	33	111
0500	21	29	27	56	133
0600	32	48	62	92	234
0700	96	110	164	164	534
0800	163	207	228	172	770
0900	211	245	234	234	924
1000	185	213	197	229	824
1100	199	179	200	208	786
1200	195	200	207	210	812
1300	204	223	228	238	893
1400	235	243	199	203	880
1500	217	232	209	193	851
1600	239	248	230	262	979
1700	278	281	282	243	1084
1800	235	249	252	241	977
1900	248	253	234	222	957
2000	228	241	197	218	884
2100	186	171	142	158	657
2200	141	152	141	151	585
2300	143	126	125	105	499
24-Hour Totals:					15157

Peak Volume Information

	Hour	Volume
A.M.	845	862
P.M.	1645	1103
Daily	1645	1103

Truck Percentage	3.31	NaN	3.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	11	12665	1979	102	218	61	9	45	48	12	0	0	7	0	0	502	15157

Generated by SPS 5.0.49P

County: 86
Station: 3404
Description: I-95 NB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	104	110	94	89	397
0100	52	48	52	52	204
0200	49	37	42	31	159
0300	34	34	20	20	108
0400	28	28	28	36	120
0500	23	26	30	35	114
0600	29	43	57	101	230
0700	97	85	151	189	522
0800	199	214	200	169	782
0900	146	139	227	226	738
1000	198	221	209	192	820
1100	189	167	201	191	748
1200	205	214	185	249	853
1300	190	204	192	195	781
1400	222	210	214	234	880
1500	230	235	263	267	995
1600	240	217	238	251	946
1700	234	240	238	249	961
1800	247	223	240	165	875
1900	204	202	200	225	831
2000	193	211	230	192	826
2100	181	184	156	146	667
2200	144	135	154	133	566
2300	106	132	129	102	469
24-Hour Totals:					14592

Peak Volume Information

	Hour	Volume
A.M.	745	802
P.M.	1515	1005
Daily	1515	1005

Truck Percentage 3.02 NaN 3.02

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	10	12349	1793	85	171	82	2	37	47	12	0	0	4	0	0	440	14592

Generated by SPS 5.0.49P

County: 86
Station: 3404
Description: I-95 NB OFF RAMP TO HALLANDALE BEACH BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	113	115	110	83	421
0100	72	73	66	55	266
0200	50	49	41	39	179
0300	29	33	25	23	110
0400	29	25	35	35	124
0500	26	23	24	51	124
0600	35	58	66	71	230
0700	96	106	154	186	542
0800	148	187	206	180	721
0900	203	201	213	220	837
1000	193	201	197	205	796
1100	190	217	185	164	756
1200	162	195	221	226	804
1300	200	237	195	230	862
1400	237	205	204	223	869
1500	219	217	219	218	873
1600	226	242	227	220	915
1700	227	213	214	174	828
1800	173	142	107	149	571
1900	174	189	167	200	730
2000	179	198	190	187	754
2100	176	162	163	125	626
2200	112	140	151	136	539
2300	117	147	126	132	522
24-Hour Totals:					13999

Peak Volume Information

	Hour	Volume
A.M.	845	797
P.M.	1615	916
Daily	1615	916

Truck Percentage	3.29	NaN	3.29

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	13	11831	1695	66	193	75	6	52	53	11	0	0	4	0	0	460	13999

Generated by SPS 5.0.49P

County: 86
Station: 3301
Description: I-95 SB OFF RAMP TO PEMBROKE RD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	82	63	58	41	244
0100	41	39	32	37	149
0200	31	26	35	17	109
0300	28	29	32	42	131
0400	18	27	36	44	125
0500	30	38	43	96	207
0600	76	125	153	207	561
0700	235	262	307	381	1185
0800	382	385	327	394	1488
0900	301	268	268	227	1064
1000	220	234	218	239	911
1100	261	235	243	226	965
1200	235	245	270	258	1008
1300	241	253	247	249	990
1400	271	287	299	315	1172
1500	315	302	370	373	1360
1600	370	338	380	365	1453
1700	370	372	408	397	1547
1800	384	332	347	317	1380
1900	287	280	253	231	1051
2000	219	168	224	170	781
2100	161	155	133	153	602
2200	136	123	129	130	518
2300	126	106	113	87	432
24-Hour Totals:					19433

Peak Volume Information

	Hour	Volume
A.M.	800	1488
P.M.	1715	1561
Daily	1715	1561

Truck Percentage 5.36 NaN 5.36

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	57	15326	3008	161	488	56	3	138	193	2	0	1	0	0	0	1042	19433

Generated by SPS 5.0.49P

County: 86
Station: 3301
Description: I-95 SB OFF RAMP TO PEMBROKE RD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	97	69	48	49	263
0100	48	36	38	48	170
0200	27	29	24	18	98
0300	22	33	27	35	117
0400	17	27	25	45	114
0500	37	50	48	103	238
0600	93	105	139	203	540
0700	224	243	316	362	1145
0800	367	381	366	378	1492
0900	321	265	256	268	1110
1000	221	243	261	233	958
1100	261	245	247	258	1011
1200	235	255	282	351	1123
1300	248	269	282	253	1052
1400	237	306	319	313	1175
1500	340	341	339	246	1266
1600	376	351	373	366	1466
1700	364	354	395	380	1493
1800	380	356	341	340	1417
1900	337	257	282	223	1099
2000	207	221	268	187	883
2100	132	131	145	150	558
2200	141	136	140	121	538
2300	102	110	90	101	403
24-Hour Totals:					19729

Peak Volume Information

	Hour	Volume
A.M.	800	1492
P.M.	1730	1511
Daily	1730	1511

Truck Percentage	5.85	NaN	5.85

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	25	15503	3047	161	617	75	1	131	165	2	1	1	0	0	0	1154	19729

Generated by SPS 5.0.49P

County: 86
Station: 3301
Description: I-95 SB OFF RAMP TO PEMBROKE RD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	85	66	72	53	276
0100	55	55	51	37	198
0200	36	34	36	29	135
0300	23	28	29	49	129
0400	32	41	39	41	153
0500	43	51	54	84	232
0600	92	101	103	168	464
0700	188	228	186	203	805
0800	247	265	150	170	832
0900	273	301	186	220	980
1000	209	214	199	239	861
1100	202	203	214	256	875
1200	231	237	240	271	979
1300	243	259	251	249	1002
1400	266	273	294	314	1147
1500	315	325	353	316	1309
1600	359	333	362	335	1389
1700	346	342	378	357	1423
1800	358	330	321	307	1316
1900	285	247	235	213	980
2000	208	202	223	182	815
2100	156	142	152	149	599
2200	143	139	137	129	548
2300	125	122	112	101	460
24-Hour Totals:					17907

Peak Volume Information

	Hour	Volume
A.M.	845	930
P.M.	1715	1435
Daily	1715	1435

Truck Percentage	5.18	NaN	5.18

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	5	14150	2825	138	467	59	3	97	155	4	2	1	1	0	0	927	17907

Generated by SPS 5.0.49P

County: 86
Station: 3302
Description: I-95 SB ON RAMP FROM PEMBROKE RD
Start Date: 10/26/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	48	43	29	32	152
0100	33	26	21	25	105
0200	27	16	19	13	75
0300	19	12	26	10	67
0400	15	29	34	29	107
0500	42	44	86	108	280
0600	122	172	167	183	644
0700	204	204	213	201	822
0800	161	164	161	132	618
0900	158	170	163	166	657
1000	159	172	142	143	616
1100	152	157	178	176	663
1200	144	157	171	174	646
1300	177	161	175	158	671
1400	165	158	161	179	663
1500	184	191	174	150	699
1600	148	151	160	147	606
1700	200	185	133	159	677
1800	178	165	147	134	624
1900	131	160	161	147	599
2000	148	134	115	118	515
2100	103	127	120	82	432
2200	91	83	93	64	331
2300	78	54	66	51	249
24-Hour Totals:					11518

Peak Volume Information

	Hour	Volume
A.M.	700	822
P.M.	1445	728
Daily	700	822

Truck Percentage	4.31	NaN	4.31

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	20	9406	1596	78	244	72	3	36	61	1	0	0	1	0	0	496	11518

Generated by SPS 5.0.49P

County: 86
Station: 3302
Description: I-95 SB ON RAMP FROM PEMBROKE RD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	47	43	58	34	182
0100	26	27	23	25	101
0200	19	19	24	13	75
0300	16	14	21	21	72
0400	24	30	33	36	123
0500	36	36	83	114	269
0600	140	161	178	193	672
0700	216	205	188	217	826
0800	165	171	167	140	643
0900	143	149	168	167	627
1000	157	161	176	135	629
1100	158	157	176	145	636
1200	169	165	165	178	677
1300	166	181	191	161	699
1400	150	171	187	182	690
1500	167	168	166	163	664
1600	139	167	132	145	583
1700	175	184	145	122	626
1800	136	135	166	148	585
1900	134	110	216	158	618
2000	122	124	128	113	487
2100	97	116	107	82	402
2200	107	92	66	62	327
2300	81	71	68	47	267
24-Hour Totals:					11480

Peak Volume Information

	Hour	Volume
A.M.	700	826
P.M.	1245	716
Daily	700	826

Truck Percentage	4.28	NaN	4.28

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	20	9363	1606	66	240	68	9	37	69	1	0	0	1	0	0	491	11480

Generated by SPS 5.0.49P

County: 86
Station: 3302
Description: I-95 SB ON RAMP FROM PEMBROKE RD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	60	46	49	28	183
0100	26	29	28	22	105
0200	23	29	31	16	99
0300	28	16	26	20	90
0400	29	25	35	43	132
0500	43	43	88	101	275
0600	115	170	224	183	692
0700	179	205	186	188	758
0800	184	175	143	175	677
0900	157	166	204	274	801
1000	317	265	201	141	924
1100	184	166	176	180	706
1200	167	151	182	183	683
1300	183	173	183	168	707
1400	161	154	186	181	682
1500	175	177	166	156	674
1600	142	152	151	152	597
1700	184	187	139	152	662
1800	158	161	158	144	621
1900	154	150	179	156	639
2000	142	134	128	124	528
2100	109	126	115	94	444
2200	107	99	95	76	377
2300	91	70	74	53	288
24-Hour Totals:					12344

Peak Volume Information

	Hour	Volume
A.M.	715	763
P.M.	1245	722
Daily	930	1060

Truck Percentage	4.72	NaN	4.72

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	24	9922	1815	81	288	76	8	39	88	1	0	0	2	0	0	583	12344

Generated by SPS 5.0.49P

County: 86
Station: 3303
Description: I-95 NB ON RAMP FROM PEMBROKE RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	57	48	31	45	181
0100	38	42	24	25	129
0200	29	19	26	22	96
0300	24	41	38	46	149
0400	48	44	55	61	208
0500	79	86	129	140	434
0600	153	211	270	283	917
0700	304	297	338	276	1215
0800	273	255	249	262	1039
0900	183	199	231	219	832
1000	227	225	240	218	910
1100	218	233	207	221	879
1200	203	235	238	252	928
1300	215	281	253	282	1031
1400	242	239	287	289	1057
1500	302	283	282	303	1170
1600	321	315	328	300	1264
1700	324	320	286	289	1219
1800	289	298	270	255	1112
1900	230	237	213	197	877
2000	197	160	179	161	697
2100	138	140	134	121	533
2200	119	114	93	84	410
2300	84	70	61	59	274
24-Hour Totals:					17561

Peak Volume Information

	Hour	Volume
A.M.	645	1222
P.M.	1630	1272
Daily	1630	1272

Truck Percentage 6.04 NaN 6.04

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	37	13174	3290	120	579	52	2	125	179	1	0	1	1	0	0	1060	17561

Generated by SPS 5.0.49P

County: 86
Station: 3303
Description: I-95 NB ON RAMP FROM PEMBROKE RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	59	50	46	40	195
0100	38	40	31	32	141
0200	28	32	19	35	114
0300	27	36	37	45	145
0400	45	50	69	62	226
0500	60	86	119	161	426
0600	172	219	283	252	926
0700	283	299	310	252	1144
0800	230	226	255	237	948
0900	243	261	265	279	1048
1000	258	236	207	277	978
1100	228	250	243	273	994
1200	256	231	243	241	971
1300	232	252	265	267	1016
1400	228	235	285	296	1044
1500	308	312	323	336	1279
1600	354	309	310	301	1274
1700	305	290	260	230	1085
1800	300	298	257	237	1092
1900	236	192	236	184	848
2000	186	196	148	153	683
2100	126	141	121	116	504
2200	129	97	96	79	401
2300	74	91	79	64	308
24-Hour Totals:					17790

Peak Volume Information

	Hour	Volume
A.M.	645	1144
P.M.	1515	1325
Daily	1515	1325

Truck Percentage	6.58	NaN	6.58

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	13157	3431	142	709	53	0	116	149	2	0	0	0	0	0	1171	17790

Generated by SPS 5.0.49P

County: 86
Station: 3303
Description: I-95 NB ON RAMP FROM PEMBROKE RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	62	53	57	45	217
0100	37	41	29	36	143
0200	34	29	25	27	115
0300	40	34	44	47	165
0400	60	55	64	81	260
0500	87	91	104	153	435
0600	166	189	275	269	899
0700	273	297	298	274	1142
0800	257	282	279	251	1069
0900	261	241	268	241	1011
1000	227	234	260	232	953
1100	306	255	266	288	1115
1200	259	255	263	253	1030
1300	250	286	283	289	1108
1400	271	264	300	296	1131
1500	319	310	317	315	1261
1600	336	322	341	302	1301
1700	305	291	290	276	1162
1800	290	300	264	258	1112
1900	258	254	241	216	969
2000	224	192	185	173	774
2100	154	159	133	145	591
2200	148	124	131	108	511
2300	96	102	88	76	362
24-Hour Totals:					18836

Peak Volume Information

	Hour	Volume
A.M.	700	1142
P.M.	1545	1314
Daily	1545	1314

Truck Percentage	5.77	NaN	5.77

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	27	14336	3386	135	620	52	2	112	160	4	0	1	1	0	0	1087	18836

Generated by SPS 5.0.49P

County: 86
Station: 3304
Description: I-95 NB OFF RAMP TO PEMBROKE RD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	78	72	57	45	252
0100	66	40	41	23	170
0200	33	20	25	28	106
0300	20	21	21	24	86
0400	17	16	23	24	80
0500	27	36	44	67	174
0600	64	65	93	118	340
0700	140	160	201	277	778
0800	222	235	204	188	849
0900	166	185	166	165	682
1000	130	147	173	145	595
1100	128	135	178	169	610
1200	148	182	171	168	669
1300	192	187	205	198	782
1400	201	235	274	276	986
1500	261	288	257	231	1037
1600	223	227	265	251	966
1700	264	273	283	262	1082
1800	272	242	225	199	938
1900	198	198	207	176	779
2000	183	153	172	148	656
2100	143	176	140	150	609
2200	105	97	107	80	389
2300	72	87	69	60	288
24-Hour Totals:					13903

Peak Volume Information

	Hour	Volume
A.M.	745	938
P.M.	1430	1099
Daily	1430	1099

Truck Percentage	4.27	NaN	4.27

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	33	11110	2166	77	330	82	3	43	54	3	0	0	2	0	0	594	13903

Generated by SPS 5.0.49P

County: 86
Station: 3304
Description: I-95 NB OFF RAMP TO PEMBROKE RD
Start Date: 10/27/2021
Start Time: 0000

Direction: N					
Time	1st	2nd	3rd	4th	Total
0000	58	56	45	45	204
0100	84	20	29	27	160
0200	20	24	16	17	77
0300	18	18	19	20	75
0400	15	13	21	18	67
0500	29	21	47	68	165
0600	67	67	107	134	375
0700	158	193	198	257	806
0800	235	233	213	238	919
0900	261	337	250	161	1009
1000	163	143	162	186	654
1100	170	165	174	177	686
1200	155	187	202	179	723
1300	196	180	207	200	783
1400	188	179	216	250	833
1500	220	232	217	235	904
1600	228	183	256	234	901
1700	231	239	275	270	1015
1800	228	264	230	218	940
1900	253	223	250	202	928
2000	182	194	165	145	686
2100	134	133	142	124	533
2200	121	119	121	99	460
2300	89	81	91	66	327
24-Hour Totals:					14230

Peak Volume Information

	Hour	Volume
A.M.	845	1086
P.M.	1730	1037
Daily	845	1086

Truck Percentage 3.56 NaN 3.56

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	11962	1734	67	257	82	4	48	46	2	0	0	0	0	0	506	14230

Generated by SPS 5.0.49P

County: 86
Station: 3304
Description: I-95 NB OFF RAMP TO PEMBROKE RD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	66	76	45	48	235
0100	45	30	31	24	130
0200	19	29	13	23	84
0300	18	16	21	16	71
0400	25	14	18	29	86
0500	31	28	42	57	158
0600	67	75	109	122	373
0700	144	186	230	246	806
0800	228	245	349	373	1195
0900	387	316	309	267	1279
1000	193	158	165	168	684
1100	132	174	182	145	633
1200	158	181	173	189	701
1300	197	207	202	193	799
1400	171	206	205	198	780
1500	191	199	246	254	890
1600	225	248	206	273	952
1700	263	280	375	345	1263
1800	268	237	286	241	1032
1900	221	215	197	230	863
2000	188	186	168	159	701
2100	119	133	118	109	479
2200	129	112	104	99	444
2300	99	94	85	76	354
24-Hour Totals:					14992

Peak Volume Information

	Hour	Volume
A.M.	830	1425
P.M.	1715	1268
Daily	830	1425

Truck Percentage	3.56	NaN	3.56

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	27	12434	1998	73	296	80	5	27	51	1	0	0	0	0	0	533	14992

Generated by SPS 5.0.49P

County: 86
Station: 3201
Description: I-95 SB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	54	48	41	37	180
0100	29	27	33	17	106
0200	18	20	26	21	85
0300	22	12	11	11	56
0400	17	15	26	35	93
0500	29	41	45	76	191
0600	103	169	212	257	741
0700	213	316	288	336	1153
0800	341	339	325	364	1369
0900	268	224	230	220	942
1000	211	220	224	250	905
1100	213	197	210	220	840
1200	198	248	252	282	980
1300	250	244	260	302	1056
1400	279	324	265	311	1179
1500	302	291	334	259	1186
1600	198	209	200	283	890
1700	339	343	354	362	1398
1800	335	347	313	315	1310
1900	272	271	263	265	1071
2000	173	238	183	206	800
2100	199	186	143	137	665
2200	149	139	136	118	542
2300	100	93	81	67	341
24-Hour Totals:					18079

Peak Volume Information

	Hour	Volume
A.M.	800	1369
P.M.	1700	1398
Daily	1700	1398

Truck Percentage	3.60	NaN	3.60

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	61	14759	2608	72	354	146	13	37	24	3	0	0	2	0	0	651	18079

Generated by SPS 5.0.49P

County: 86
Station: 3201
Description: I-95 SB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	68	51	62	40	221
0100	53	43	30	24	150
0200	34	27	19	11	91
0300	11	14	15	13	53
0400	17	18	19	27	81
0500	27	42	52	76	197
0600	105	180	214	237	736
0700	241	287	277	366	1171
0800	345	341	366	355	1407
0900	322	272	280	283	1157
1000	239	237	240	233	949
1100	227	209	267	231	934
1200	238	235	260	288	1021
1300	235	267	268	290	1060
1400	299	308	272	345	1224
1500	303	293	345	286	1227
1600	296	323	269	291	1179
1700	312	335	344	343	1334
1800	364	341	314	346	1365
1900	283	286	342	225	1136
2000	194	237	195	173	799
2100	171	175	164	162	672
2200	140	140	117	120	517
2300	98	107	90	102	397
24-Hour Totals:					19078

Peak Volume Information

	Hour	Volume
A.M.	745	1418
P.M.	1730	1392
Daily	745	1418

Truck Percentage	4.04	NaN	4.04

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	34	15315	2959	72	430	159	19	50	23	5	0	0	12	0	0	770	19078

Generated by SPS 5.0.49P

County: 86
Station: 3201
Description: I-95 SB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	79	71	65	47	262
0100	33	52	37	26	148
0200	33	31	26	17	107
0300	26	22	26	26	100
0400	21	20	27	34	102
0500	45	46	54	70	215
0600	99	148	205	207	659
0700	216	294	270	348	1128
0800	323	323	310	317	1273
0900	281	231	363	408	1283
1000	372	240	108	137	857
1100	146	169	220	232	767
1200	224	264	246	268	1002
1300	250	279	269	299	1097
1400	294	316	272	324	1206
1500	308	301	325	294	1228
1600	277	288	269	300	1134
1700	336	345	348	347	1376
1800	346	345	306	316	1313
1900	283	279	303	244	1109
2000	207	240	210	206	863
2100	184	192	164	161	701
2200	153	154	136	127	570
2300	113	88	78	73	352
24-Hour Totals:					18852

Peak Volume Information

	Hour	Volume
A.M.	745	1304
P.M.	1715	1386
Daily	1715	1386

Truck Percentage 3.84 NaN 3.84

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	29	15223	2877	72	374	175	18	39	36	5	0	0	4	0	0	723	18852

Generated by SPS 5.0.49P

County: 86
Station: 3202
Description: I-95 SB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	48	51	43	28	170
0100	28	28	26	28	110
0200	20	22	23	15	80
0300	22	21	23	22	88
0400	18	31	33	34	116
0500	49	50	70	66	235
0600	103	151	137	183	574
0700	173	240	242	267	922
0800	302	232	220	191	945
0900	171	176	166	196	709
1000	158	205	171	173	707
1100	170	193	204	203	770
1200	188	164	196	199	747
1300	183	180	200	192	755
1400	214	225	224	217	880
1500	217	258	224	224	923
1600	215	221	218	217	871
1700	249	211	247	158	865
1800	198	232	179	157	766
1900	183	212	202	152	749
2000	160	133	141	115	549
2100	117	122	129	93	461
2200	102	84	74	83	343
2300	63	75	63	63	264
24-Hour Totals:					13599

Peak Volume Information

	Hour	Volume
A.M.	715	1051
P.M.	1645	924
Daily	715	1051

Truck Percentage	2.57	NaN	2.57

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	35	11424	1790	63	214	16	0	34	23	0	0	0	0	0	0	350	13599

Generated by SPS 5.0.49P

County: 86
Station: 3202
Description: I-95 SB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	70	54	40	38	202
0100	47	25	30	22	124
0200	18	18	26	24	86
0300	16	21	23	21	81
0400	29	26	28	32	115
0500	38	48	60	82	228
0600	99	146	141	187	573
0700	202	247	236	293	978
0800	257	246	215	168	886
0900	190	200	167	187	744
1000	190	176	176	190	732
1100	175	191	169	183	718
1200	191	191	195	203	780
1300	195	187	171	207	760
1400	233	202	216	226	877
1500	236	216	239	257	948
1600	198	165	245	184	792
1700	202	216	230	182	830
1800	219	153	203	159	734
1900	181	170	163	137	651
2000	151	133	127	124	535
2100	110	104	103	103	420
2200	99	97	88	88	372
2300	69	58	72	50	249
24-Hour Totals:					13415

Peak Volume Information

	Hour	Volume
A.M.	715	1033
P.M.	1500	948
Daily	715	1033

Truck Percentage	2.76	NaN	2.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	33	11209	1803	54	240	24	1	26	23	0	0	0	2	0	0	370	13415

Generated by SPS 5.0.49P

County: 86
Station: 3202
Description: I-95 SB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	59	51	44	46	200
0100	30	42	22	31	125
0200	28	32	19	34	113
0300	25	26	21	15	87
0400	31	29	24	34	118
0500	40	45	76	73	234
0600	98	56	88	106	348
0700	132	188	212	293	825
0800	237	227	203	176	843
0900	161	193	169	110	633
1000	96	159	186	200	641
1100	204	190	216	202	812
1200	202	209	184	188	783
1300	191	187	197	193	768
1400	224	207	228	228	887
1500	230	244	219	252	945
1600	199	185	230	205	819
1700	214	209	229	176	828
1800	196	192	189	167	744
1900	179	196	179	153	707
2000	163	141	137	136	577
2100	116	117	131	109	473
2200	114	103	92	91	400
2300	77	84	82	68	311
24-Hour Totals:					13221

Peak Volume Information

	Hour	Volume
A.M.	730	969
P.M.	1500	945
Daily	730	969

Truck Percentage	2.72	NaN	2.72

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	35	11098	1728	52	242	20	1	21	24	0	0	0	0	0	0	360	13221

Generated by SPS 5.0.49P

County: 86
Station: 3203
Description: I-95 NB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	42	54	36	39	171
0100	28	27	25	25	105
0200	17	24	19	13	73
0300	21	8	17	17	63
0400	25	37	30	46	138
0500	42	59	111	86	298
0600	116	149	234	232	731
0700	267	378	398	402	1445
0800	346	355	342	278	1321
0900	222	246	279	202	949
1000	205	221	213	213	852
1100	225	241	247	234	947
1200	207	219	236	251	913
1300	240	240	260	234	974
1400	269	270	295	315	1149
1500	292	326	321	333	1272
1600	292	294	374	289	1249
1700	304	313	327	274	1218
1800	250	283	244	242	1019
1900	229	256	197	193	875
2000	158	177	138	145	618
2100	152	119	136	123	530
2200	118	98	86	76	378
2300	61	75	74	55	265
24-Hour Totals:					17553

Peak Volume Information

	Hour	Volume
A.M.	715	1524
P.M.	1545	1293
Daily	715	1524

Truck Percentage	2.75	NaN	2.75

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	39	14820	2211	77	301	18	1	50	35	0	0	0	1	0	0	483	17553

Generated by SPS 5.0.49P

County: 86
Station: 3203
Description: I-95 NB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	73	36	43	44	196
0100	37	33	37	28	135
0200	20	28	30	24	102
0300	22	29	24	20	95
0400	21	33	39	52	145
0500	44	65	99	99	307
0600	118	151	240	232	741
0700	279	385	346	414	1424
0800	354	329	293	280	1256
0900	254	243	238	220	955
1000	216	217	206	229	868
1100	222	213	236	232	903
1200	227	216	228	273	944
1300	261	248	259	241	1009
1400	274	264	296	308	1142
1500	297	300	333	323	1253
1600	364	279	283	305	1231
1700	325	265	289	266	1145
1800	259	218	263	223	963
1900	237	206	188	192	823
2000	164	175	151	121	611
2100	136	129	120	117	502
2200	112	107	100	101	420
2300	90	73	49	64	276
24-Hour Totals:					17446

Peak Volume Information

	Hour	Volume
A.M.	715	1499
P.M.	1515	1320
Daily	715	1499

Truck Percentage 3.07 NaN 3.07

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	32	14562	2317	79	357	14	4	40	40	0	0	0	1	0	0	535	17446

Generated by SPS 5.0.49P

County: 86
Station: 3203
Description: I-95 NB ON RAMP FROM HOLLYWOOD BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	74	48	60	39	221
0100	35	32	34	25	126
0200	19	24	29	23	95
0300	27	32	34	25	118
0400	25	33	41	40	139
0500	41	69	92	89	291
0600	123	134	222	191	670
0700	273	338	386	375	1372
0800	341	321	316	274	1252
0900	236	284	233	209	962
1000	201	213	233	229	876
1100	206	241	255	263	965
1200	265	248	252	258	1023
1300	258	256	269	253	1036
1400	293	269	308	330	1200
1500	313	324	309	334	1280
1600	326	281	331	284	1222
1700	298	278	318	280	1174
1800	273	245	262	239	1019
1900	246	229	211	196	882
2000	168	186	154	139	647
2100	150	136	135	127	548
2200	130	110	110	104	454
2300	78	67	57	55	257
24-Hour Totals:					17829

Peak Volume Information

	Hour	Volume
A.M.	715	1440
P.M.	1515	1293
Daily	715	1440

Truck Percentage 3.07 NaN 3.07

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	14843	2410	74	368	16	3	48	38	1	0	0	0	0	0	548	17829

Generated by SPS 5.0.49P

County: 86
Station: 3204
Description: I-95 NB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/26/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	59	49	43	48	199
0100	37	39	29	28	133
0200	22	30	21	20	93
0300	21	22	18	18	79
0400	17	25	28	33	103
0500	27	40	58	69	194
0600	75	116	143	139	473
0700	137	176	173	243	729
0800	180	186	189	173	728
0900	178	157	180	177	692
1000	152	154	169	166	641
1100	148	158	167	170	643
1200	148	158	172	186	664
1300	169	153	208	202	732
1400	195	201	204	198	798
1500	180	200	202	206	788
1600	199	180	162	181	722
1700	192	155	208	166	721
1800	175	160	180	173	688
1900	182	183	179	154	698
2000	157	150	179	129	615
2100	129	139	123	140	531
2200	112	116	111	106	445
2300	75	85	72	62	294
24-Hour Totals:					12403

Peak Volume Information

	Hour	Volume
A.M.	745	798
P.M.	1515	807
Daily	1515	807

Truck Percentage	3.60	NaN	3.60

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	9665	2263	49	324	22	5	29	17	0	0	0	1	0	0	447	12403

Generated by SPS 5.0.49P

County: 86
Station: 3204
Description: I-95 NB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/27/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	44	43	41	37	165
0100	31	37	30	28	126
0200	20	23	16	15	74
0300	11	18	16	23	68
0400	16	19	27	26	88
0500	31	34	55	68	188
0600	84	124	141	143	492
0700	131	200	159	219	709
0800	181	179	196	164	720
0900	203	156	204	166	729
1000	151	162	185	170	668
1100	151	136	161	136	584
1200	146	173	195	177	691
1300	148	142	210	193	693
1400	208	210	226	195	839
1500	182	171	193	204	750
1600	190	188	184	170	732
1700	157	160	164	176	657
1800	153	148	165	189	655
1900	175	195	156	147	673
2000	168	137	150	128	583
2100	122	133	119	137	511
2200	98	104	87	101	390
2300	77	78	72	61	288
24-Hour Totals:					12073

Peak Volume Information

	Hour	Volume
A.M.	745	775
P.M.	1400	839
Daily	1400	839

Truck Percentage	3.18	NaN	3.18

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	28	9454	2207	47	267	13	18	27	11	0	0	0	1	0	0	384	12073

Generated by SPS 5.0.49P

County: 86
Station: 3204
Description: I-95 NB OFF RAMP TO HOLLYWOOD BLVD
Start Date: 10/28/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	55	49	41	46	191
0100	42	31	25	30	128
0200	17	27	14	23	81
0300	23	22	16	9	70
0400	14	25	30	41	110
0500	29	44	61	59	193
0600	86	114	161	129	490
0700	148	186	214	242	790
0800	180	207	219	204	810
0900	179	164	165	206	714
1000	172	166	163	187	688
1100	134	166	185	202	687
1200	166	158	171	185	680
1300	185	183	202	221	791
1400	195	153	196	183	727
1500	180	204	167	212	763
1600	192	156	130	187	665
1700	217	160	245	159	781
1800	196	157	161	169	683
1900	182	164	170	148	664
2000	145	152	137	130	564
2100	119	134	123	140	516
2200	110	111	119	98	438
2300	86	90	73	68	317
24-Hour Totals:					12541

Peak Volume Information

	Hour	Volume
A.M.	745	848
P.M.	1645	809
Daily	745	848

Truck Percentage	3.28	NaN	3.28

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	32	9904	2194	48	295	13	13	33	9	0	0	0	0	0	0	411	12541

Generated by SPS 5.0.49P

County: 86
Station: 3101
Description: I-95 SB OFF RAMP TO WB I-595 ON RAMP
Start Date: 11/02/2021
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	94	103	74	67	338
0100	76	66	53	52	247
0200	43	50	35	39	167
0300	43	40	61	49	193
0400	44	46	72	61	223
0500	82	135	164	232	613
0600	236	338	440	440	1454
0700	497	522	538	562	2119
0800	611	547	574	578	2310
0900	477	434	463	466	1840
1000	426	461	489	485	1861
1100	462	477	525	511	1975
1200	481	520	477	523	2001
1300	526	505	522	556	2109
1400	557	571	576	603	2307
1500	599	597	666	584	2446
1600	620	604	610	632	2466
1700	577	577	568	523	2245
1800	511	535	588	509	2143
1900	496	501	446	409	1852
2000	353	359	314	309	1335
2100	329	274	303	284	1190
2200	284	269	229	242	1024
2300	188	165	115	111	579
24-Hour Totals:					35037

Peak Volume Information

	Hour	Volume
A.M.	800	2310
P.M.	1530	2474
Daily	1530	2474

Truck Percentage	10.59	NaN	10.59

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	127	25941	5260	208	919	368	646	487	466	141	14	3	457	0	0	3709	35037

Generated by SPS 5.0.49P

County: 86
Station: 3101
Description: I-95 SB OFF RAMP TO WB I-595 ON RAMP
Start Date: 11/03/2021
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	82	89	72	68	311
0100	75	43	52	47	217
0200	35	40	20	30	125
0300	34	32	45	42	153
0400	30	46	67	84	227
0500	82	124	162	211	579
0600	264	343	455	444	1506
0700	482	496	512	549	2039
0800	598	576	574	484	2232
0900	476	495	513	472	1956
1000	470	448	434	466	1818
1100	481	503	520	483	1987
1200	488	485	549	567	2089
1300	508	503	580	563	2154
1400	599	573	604	596	2372
1500	554	618	583	419	2174
1600	400	538	588	616	2142
1700	599	701	645	610	2555
1800	575	619	589	480	2263
1900	487	452	411	382	1732
2000	389	400	383	314	1486
2100	311	303	312	258	1184
2200	269	235	284	343	1131
2300	228	216	171	153	768
24-Hour Totals:					35200

Peak Volume Information

	Hour	Volume
A.M.	745	2297
P.M.	1645	2561
Daily	1645	2561

Truck Percentage 10.15 NaN 10.15

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	101	26223	5303	205	879	309	623	468	504	151	19	2	413	0	0	3573	35200

Generated by SPS 5.0.49P

County: 86
Station: 3101
Description: I-95 SB OFF RAMP TO WB I-595 ON RAMP
Start Date: 11/04/2021
Start Time: 0000

Direction: W

Time	1st	2nd	3rd	4th	Total
0000	128	108	115	82	433
0100	63	75	80	54	272
0200	57	55	53	47	212
0300	46	47	42	71	206
0400	51	45	58	66	220
0500	96	121	167	219	603
0600	236	326	425	446	1433
0700	477	541	515	579	2112
0800	520	538	554	499	2111
0900	455	455	485	470	1865
1000	460	485	490	422	1857
1100	396	519	509	477	1901
1200	474	468	446	544	1932
1300	487	486	492	492	1957
1400	535	529	553	544	2161
1500	545	585	579	552	2261
1600	610	633	633	546	2422
1700	578	613	556	524	2271
1800	567	602	591	569	2329
1900	524	494	469	432	1919
2000	380	386	405	344	1515
2100	357	306	348	331	1342
2200	303	329	317	295	1244
2300	227	188	173	155	743
24-Hour Totals:					35321

Peak Volume Information

	Hour	Volume
A.M.	745	2191
P.M.	1545	2428
Daily	1545	2428

Truck Percentage	10.30	NaN	10.30

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	117	26420	5146	210	807	351	598	549	516	166	10	2	429	0	0	3638	35321

Generated by SPS 5.0.49P

County: 86
Station: 3102
Description: I-95 SB OFF RAMP TO EB I-595 ON RAMP
Start Date: 11/02/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	48	32	30	35	145
0100	23	21	19	17	80
0200	22	20	30	28	100
0300	40	51	67	69	227
0400	64	84	116	114	378
0500	128	155	180	199	662
0600	184	202	205	257	848
0700	201	243	225	232	901
0800	219	214	232	231	896
0900	223	224	210	218	875
1000	216	229	257	224	926
1100	179	224	209	220	832
1200	189	194	186	208	777
1300	195	190	176	181	742
1400	168	152	168	179	667
1500	189	175	177	180	721
1600	174	195	182	181	732
1700	157	137	123	119	536
1800	156	153	138	163	610
1900	151	133	117	115	516
2000	106	114	104	100	424
2100	91	92	106	89	378
2200	91	94	82	63	330
2300	65	58	43	48	214
24-Hour Totals:					13517

Peak Volume Information

	Hour	Volume
A.M.	645	926
P.M.	1215	783
Daily	645	926

Truck Percentage 8.69 NaN 8.69

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	19	10515	1809	34	254	110	43	79	530	56	1	0	67	0	0	1174	13517

Generated by SPS 5.0.49P

County: 86
Station: 3102
Description: I-95 SB OFF RAMP TO EB I-595 ON RAMP
Start Date: 11/03/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	30	48	27	20	125
0100	22	17	10	10	59
0200	10	9	13	12	44
0300	18	23	38	43	122
0400	54	83	104	123	364
0500	102	141	174	193	610
0600	193	207	245	240	885
0700	229	203	231	241	904
0800	241	229	240	249	959
0900	213	214	196	183	806
1000	208	209	224	206	847
1100	233	215	190	223	861
1200	197	194	186	210	787
1300	214	196	198	173	781
1400	185	163	168	176	692
1500	161	175	146	173	655
1600	172	155	152	148	627
1700	168	160	131	163	622
1800	199	176	184	192	751
1900	173	186	95	114	568
2000	145	96	109	92	442
2100	95	99	93	98	385
2200	97	98	128	103	426
2300	70	44	47	52	213
24-Hour Totals:					13535

Peak Volume Information

	Hour	Volume
A.M.	800	959
P.M.	1245	818
Daily	800	959

Truck Percentage	8.10	NaN	8.10

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	15	10567	1856	26	229	96	64	64	524	39	0	0	55	0	0	1097	13535

Generated by SPS 5.0.49P

County: 86
Station: 3102
Description: I-95 SB OFF RAMP TO EB I-595 ON RAMP
Start Date: 11/04/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	39	58	46	42	185
0100	40	50	25	28	143
0200	25	7	21	20	73
0300	24	33	54	60	171
0400	88	92	134	137	451
0500	158	173	185	201	717
0600	183	196	255	240	874
0700	220	205	251	277	953
0800	232	258	259	245	994
0900	293	232	235	244	1004
1000	253	223	250	207	933
1100	171	188	245	234	838
1200	226	233	203	217	879
1300	222	183	204	204	813
1400	230	225	209	227	891
1500	214	202	183	204	803
1600	194	182	205	227	808
1700	203	174	140	163	680
1800	171	189	187	210	757
1900	166	171	142	155	634
2000	141	128	136	110	515
2100	99	107	120	104	430
2200	101	115	119	126	461
2300	81	88	85	107	361
24-Hour Totals:					15368

Peak Volume Information

	Hour	Volume
A.M.	815	1055
P.M.	1400	891
Daily	815	1055

Truck Percentage 7.13 NaN 7.13

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	16	12053	2203	33	238	83	58	71	503	47	3	0	60	0	0	1096	15368

Generated by SPS 5.0.49P

County: 86
Station: 3103
Description: I-595 EB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/02/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	155	136	110	92	493
0100	79	59	68	61	267
0200	57	57	39	47	200
0300	38	30	49	55	172
0400	40	52	80	82	254
0500	123	152	253	302	830
0600	325	419	519	524	1787
0700	433	462	429	429	1753
0800	543	586	435	451	2015
0900	392	427	363	383	1565
1000	389	404	378	428	1599
1100	478	506	363	349	1696
1200	321	458	520	425	1724
1300	474	516	333	341	1664
1400	361	438	496	532	1827
1500	508	552	572	551	2183
1600	506	525	379	373	1783
1700	351	325	401	410	1487
1800	329	344	374	422	1469
1900	404	403	400	372	1579
2000	336	338	298	271	1243
2100	305	270	241	280	1096
2200	279	354	220	222	1075
2300	221	190	149	139	699
24-Hour Totals:					30460

Peak Volume Information

	Hour	Volume
A.M.	800	2015
P.M.	1500	2183
Daily	1500	2183

Truck Percentage 9.16 NaN 9.16

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	258	21920	5492	144	797	367	652	396	286	139	7	2	0	0	0	2790	30460

Generated by SPS 5.0.49P

County: 86
Station: 3103
Description: I-595 EB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/03/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	132	102	87	71	392
0100	60	66	57	55	238
0200	51	35	46	36	168
0300	41	53	51	28	173
0400	32	54	88	108	282
0500	102	144	257	289	792
0600	326	427	508	574	1835
0700	571	531	448	458	2008
0800	485	430	434	424	1773
0900	407	389	360	370	1526
1000	353	448	522	498	1821
1100	426	460	465	432	1783
1200	362	424	451	463	1700
1300	484	471	444	449	1848
1400	437	493	531	489	1950
1500	426	477	497	495	1895
1600	472	417	350	312	1551
1700	312	343	352	339	1346
1800	353	326	339	395	1413
1900	418	456	413	369	1656
2000	347	342	323	319	1331
2100	326	261	262	220	1069
2200	207	201	184	168	760
2300	152	147	137	123	559
24-Hour Totals:					29869

Peak Volume Information

	Hour	Volume
A.M.	645	2124
P.M.	1400	1950
Daily	630	2184

Truck Percentage	9.11	NaN	9.11

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	216	21271	5660	163	775	333	606	418	290	128	7	2	0	0	0	2722	29869

Generated by SPS 5.0.49P

County: 86
Station: 3103
Description: I-595 EB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/04/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	116	102	85	73	376
0100	61	64	58	55	238
0200	48	42	44	40	174
0300	40	50	45	36	171
0400	55	83	94	117	349
0500	150	260	226	315	951
0600	317	375	449	522	1663
0700	569	573	537	481	2160
0800	571	569	561	561	2262
0900	569	455	368	353	1745
1000	373	328	355	337	1393
1100	366	472	498	560	1896
1200	461	321	324	315	1421
1300	376	467	507	376	1726
1400	376	380	336	343	1435
1500	367	416	443	533	1759
1600	530	381	381	349	1641
1700	344	381	399	358	1482
1800	325	344	380	443	1492
1900	472	493	425	395	1785
2000	377	355	312	331	1375
2100	278	322	349	368	1317
2200	375	295	280	203	1153
2300	190	145	179	153	667
24-Hour Totals:					30631

Peak Volume Information

	Hour	Volume
A.M.	800	2262
P.M.	1515	1922
Daily	800	2262

Truck Percentage	8.36	NaN	8.36

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	232	22669	5169	146	650	316	630	395	272	143	6	3	0	0	0	2561	30631

Generated by SPS 5.0.49P

County: 86
Station: 3104
Description: I-595 WB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/02/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	136	112	122	103	473
0100	94	69	37	21	221
0200	74	36	18	8	136
0300	11	18	20	24	73
0400	27	33	50	77	187
0500	75	67	111	107	360
0600	112	112	127	147	498
0700	158	151	168	140	617
0800	122	136	168	139	565
0900	161	182	188	160	691
1000	157	178	217	175	727
1100	167	226	218	198	809
1200	164	152	191	208	715
1300	238	223	212	204	877
1400	239	197	160	136	732
1500	171	163	152	168	654
1600	227	286	235	227	975
1700	244	268	221	211	944
1800	229	237	199	191	856
1900	215	124	121	139	599
2000	140	137	150	157	584
2100	128	124	115	111	478
2200	301	291	319	362	1273
2300	272	195	147	137	751
24-Hour Totals:					14795

Peak Volume Information

	Hour	Volume
A.M.	845	670
P.M.	1615	992
Daily	2200	1273

Truck Percentage	7.76	NaN	7.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	39	11863	1745	41	237	111	9	39	694	15	0	0	2	0	0	1148	14795

Generated by SPS 5.0.49P

County: 86
Station: 3104
Description: I-595 WB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/03/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	152	148	88	74	462
0100	71	55	45	24	195
0200	18	24	26	18	86
0300	26	24	19	19	88
0400	25	40	50	56	171
0500	78	68	112	94	352
0600	99	121	121	127	468
0700	121	165	138	132	556
0800	111	168	140	183	602
0900	159	189	186	169	703
1000	186	193	191	206	776
1100	177	225	200	213	815
1200	191	164	195	198	748
1300	222	187	230	217	856
1400	206	211	199	203	819
1500	200	167	203	237	807
1600	252	240	217	238	947
1700	231	257	240	233	961
1800	250	226	196	189	861
1900	178	214	155	173	720
2000	151	144	166	133	594
2100	152	111	125	144	532
2200	174	155	179	177	685
2300	225	209	184	215	833
24-Hour Totals:					14637

Peak Volume Information

	Hour	Volume
A.M.	845	717
P.M.	1715	980
Daily	1715	980

Truck Percentage	7.26	NaN	7.26

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	31	11751	1792	45	199	110	8	36	651	11	1	0	2	0	0	1063	14637

Generated by SPS 5.0.49P

County: 86
Station: 3104
Description: I-595 WB OFF RAMP TO I-95 NB ON RAMP
Start Date: 11/04/2021
Start Time: 0000

Direction: N

Time	1st	2nd	3rd	4th	Total
0000	171	154	106	136	567
0100	129	121	98	47	395
0200	63	40	37	27	167
0300	32	22	19	32	105
0400	49	66	83	120	318
0500	144	114	105	119	482
0600	105	133	144	149	531
0700	141	145	151	163	600
0800	141	148	141	165	595
0900	174	221	187	201	783
1000	184	247	213	225	869
1100	190	201	197	201	789
1200	214	201	219	216	850
1300	200	201	203	212	816
1400	181	221	200	230	832
1500	217	208	221	249	895
1600	233	266	271	256	1026
1700	259	250	211	226	946
1800	223	248	195	159	825
1900	219	175	174	180	748
2000	191	185	177	168	721
2100	172	144	138	176	630
2200	193	174	136	118	621
2300	150	157	150	135	592
24-Hour Totals:					15703

Peak Volume Information

	Hour	Volume
A.M.	845	747
P.M.	1615	1052
Daily	1615	1052

Truck Percentage	7.06	NaN	7.06

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
N	52	12606	1937	51	237	122	5	46	622	17	1	0	7	0	0	1108	15703

Generated by SPS 5.0.49P

County: 86
Station: 3105
Description: I-95 NB OFF RAMP TO WB I-595
Start Date: 11/02/2021
Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	96	85	74	63	318
0100	53	52	51	48	204
0200	37	36	36	36	145
0300	38	41	31	41	151
0400	37	48	62	79	226
0500	83	133	149	186	551
0600	233	282	358	390	1263
0700	398	451	490	502	1841
0800	497	508	481	471	1957
0900	455	410	382	400	1647
1000	369	350	374	356	1449
1100	372	419	420	425	1636
1200	393	356	383	384	1516
1300	419	447	449	398	1713
1400	400	425	443	439	1707
1500	444	444	529	523	1940
1600	556	498	527	502	2083
1700	538	562	552	514	2166
1800	436	457	475	440	1808
1900	404	436	314	287	1441
2000	287	267	245	223	1022
2100	214	217	212	196	839
2200	208	200	174	135	717
2300	140	139	136	117	532
24-Hour Totals:					28872

Peak Volume Information

	Hour	Volume
A.M.	730	1997
P.M.	1700	2166
Daily	1700	2166

Truck Percentage 7.58 NaN 7.58

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	178	23728	2775	100	440	280	580	298	269	119	9	3	90	0	3	2188	28872

Generated by SPS 5.0.49P

County: 86
Station: 3105
Description: I-95 NB OFF RAMP TO WB I-595
Start Date: 11/03/2021
Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	99	90	73	66	328
0100	53	49	49	45	196
0200	38	40	36	39	153
0300	39	37	32	45	153
0400	34	43	56	68	201
0500	77	105	157	188	527
0600	222	298	372	391	1283
0700	361	428	460	478	1727
0800	487	512	439	459	1897
0900	400	402	380	407	1589
1000	365	370	371	371	1477
1100	392	419	392	386	1589
1200	355	401	431	397	1584
1300	431	459	417	389	1696
1400	393	433	473	496	1795
1500	476	482	578	547	2083
1600	552	539	525	504	2120
1700	552	548	543	525	2168
1800	462	459	489	445	1855
1900	379	422	364	317	1482
2000	310	302	269	243	1124
2100	253	242	222	210	927
2200	203	233	178	157	771
2300	170	162	138	121	591
24-Hour Totals:					29316

Peak Volume Information

	Hour	Volume
A.M.	730	1937
P.M.	1530	2216
Daily	1530	2216

Truck Percentage	7.80	NaN	7.80

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	188	23844	2992	98	513	298	598	292	267	116	9	4	93	0	4	2288	29316

Generated by SPS 5.0.49P

County: 86
Station: 3105
Description: I-95 NB OFF RAMP TO WB I-595
Start Date: 11/04/2021
Start Time: 0000

Direction: W					
Time	1st	2nd	3rd	4th	Total
0000	101	88	76	64	329
0100	54	54	52	48	208
0200	39	34	36	36	145
0300	41	45	34	39	159
0400	33	44	60	77	214
0500	81	112	158	180	531
0600	220	291	361	397	1269
0700	394	433	461	485	1773
0800	464	469	461	449	1843
0900	411	389	388	403	1591
1000	359	383	407	398	1547
1100	383	421	421	398	1623
1200	369	416	443	442	1670
1300	463	460	460	453	1836
1400	425	468	511	498	1902
1500	461	470	557	532	2020
1600	540	491	525	493	2049
1700	530	552	477	461	2020
1800	437	462	474	441	1814
1900	389	430	376	325	1520
2000	327	310	289	254	1180
2100	259	246	230	207	942
2200	217	202	174	151	744
2300	152	149	137	117	555
24-Hour Totals:					29484

Peak Volume Information

	Hour	Volume
A.M.	730	1879
P.M.	1530	2120
Daily	1530	2120

Truck Percentage	8.04	NaN	8.04

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
W	210	23835	3067	116	511	306	639	292	273	126	8	3	96	0	2	2370	29484

Generated by SPS 5.0.49P

County: 86
Station: 3106
Description: I-95 NB OFF RAMP TO EB I-595
Start Date: 11/02/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	34	25	29	18	106
0100	13	23	8	10	54
0200	7	11	8	11	37
0300	18	15	15	13	61
0400	25	21	36	34	116
0500	59	69	75	106	309
0600	102	148	185	181	616
0700	161	183	238	191	773
0800	207	206	159	101	673
0900	122	136	130	122	510
1000	124	150	134	135	543
1100	142	133	135	136	546
1200	143	128	125	133	529
1300	123	131	119	140	513
1400	135	137	115	138	525
1500	132	128	107	127	494
1600	116	126	107	123	472
1700	100	107	87	87	381
1800	80	95	94	85	354
1900	66	68	70	63	267
2000	74	80	60	54	268
2100	64	61	50	64	239
2200	117	106	91	91	405
2300	51	35	17	24	127
24-Hour Totals:					8918

Peak Volume Information

	Hour	Volume
A.M.	730	842
P.M.	1330	531
Daily	730	842

Truck Percentage	9.52	NaN	9.52

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	18	6860	1191	44	152	96	28	46	309	66	0	0	108	0	0	849	8918

Generated by SPS 5.0.49P

County: 86
Station: 3106
Description: I-95 NB OFF RAMP TO EB I-595
Start Date: 11/03/2021
Start Time: 0000

Direction: E

Time	1st	2nd	3rd	4th	Total
0000	28	17	12	22	79
0100	7	10	6	10	33
0200	7	10	18	14	49
0300	13	11	22	19	65
0400	33	29	56	65	183
0500	71	55	98	106	330
0600	121	133	172	184	610
0700	152	175	204	200	731
0800	247	216	183	173	819
0900	144	177	152	139	612
1000	114	132	135	145	526
1100	150	143	139	145	577
1200	143	135	147	156	581
1300	118	131	140	137	526
1400	139	134	139	138	550
1500	133	153	130	123	539
1600	90	89	99	76	354
1700	100	87	83	79	349
1800	84	91	104	111	390
1900	96	94	123	77	390
2000	82	65	76	81	304
2100	59	65	69	58	251
2200	45	56	48	50	199
2300	41	54	37	33	165
24-Hour Totals:					9212

Peak Volume Information

	Hour	Volume
A.M.	730	867
P.M.	1200	581
Daily	730	867

Truck Percentage	9.25	NaN	9.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	12	7048	1300	57	160	75	34	30	310	68	0	0	118	0	0	852	9212

Generated by SPS 5.0.49P

County: 86
Station: 3106
Description: I-95 NB OFF RAMP TO EB I-595
Start Date: 11/04/2021
Start Time: 0000

Direction: E					
Time	1st	2nd	3rd	4th	Total
0000	23	22	23	11	79
0100	18	7	11	8	44
0200	12	16	14	17	59
0300	14	20	18	31	83
0400	25	29	61	65	180
0500	62	79	93	98	332
0600	93	119	174	205	591
0700	176	182	201	234	793
0800	220	196	183	217	816
0900	182	152	146	136	616
1000	122	147	139	146	554
1100	151	142	141	145	579
1200	146	134	140	149	569
1300	126	135	134	144	539
1400	141	140	132	142	555
1500	137	144	122	131	534
1600	105	112	107	104	428
1700	102	101	89	86	378
1800	85	96	101	100	382
1900	85	88	99	72	344
2000	81	75	71	72	299
2100	63	67	62	63	255
2200	83	81	73	74	311
2300	50	47	27	22	146
24-Hour Totals:					9466

Peak Volume Information

	Hour	Volume
A.M.	730	851
P.M.	1200	569
Daily	730	851

Truck Percentage	10.44	NaN	10.44

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	25	7160	1293	66	182	90	58	52	322	95	0	2	121	0	0	988	9466

Generated by SPS 5.0.49P

County: 86
Station: 3107
Description: I-595 EB OFF RAMP TO SB I-95
Start Date: 11/02/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	104	81	83	64	332
0100	68	55	55	54	232
0200	34	42	33	33	142
0300	25	32	38	45	140
0400	43	31	57	60	191
0500	60	114	157	207	538
0600	298	342	415	446	1501
0700	460	494	500	573	2027
0800	548	540	508	478	2074
0900	484	461	427	427	1799
1000	397	393	427	387	1604
1100	374	405	369	377	1525
1200	358	316	366	392	1432
1300	383	392	344	344	1463
1400	377	393	413	369	1552
1500	383	411	375	407	1576
1600	439	431	415	449	1734
1700	407	437	467	407	1718
1800	306	403	386	397	1492
1900	357	340	275	312	1284
2000	258	245	261	220	984
2100	216	213	217	187	833
2200	219	234	192	153	798
2300	139	181	165	145	630
24-Hour Totals:					27601

Peak Volume Information

	Hour	Volume
A.M.	745	2169
P.M.	1645	1760
Daily	745	2169

Truck Percentage 4.76 NaN 4.76

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	87	25757	444	21	190	197	487	152	216	47	3	0	0	0	0	1313	27601

Generated by SPS 5.0.49P

County: 86
Station: 3107
Description: I-595 EB OFF RAMP TO SB I-95
Start Date: 11/03/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	128	113	91	83	415
0100	72	69	61	59	261
0200	49	42	42	37	170
0300	33	33	38	45	149
0400	47	41	46	51	185
0500	61	110	155	227	553
0600	236	362	402	445	1445
0700	446	514	475	516	1951
0800	529	521	460	542	2052
0900	439	451	433	432	1755
1000	364	407	389	375	1535
1100	357	373	397	438	1565
1200	350	367	367	344	1428
1300	344	398	396	353	1491
1400	364	374	375	399	1512
1500	370	429	438	481	1718
1600	451	459	417	427	1754
1700	453	445	434	397	1729
1800	411	423	446	441	1721
1900	336	379	321	294	1330
2000	238	246	242	232	958
2100	227	242	253	228	950
2200	188	207	172	152	719
2300	146	157	130	122	555
24-Hour Totals:					27901

Peak Volume Information

	Hour	Volume
A.M.	800	2052
P.M.	1530	1829
Daily	800	2052

Truck Percentage	4.52	NaN	4.52

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	80	25969	591	15	183	175	500	141	199	44	2	2	0	0	0	1261	27901

Generated by SPS 5.0.49P

County: 86
Station: 3107
Description: I-595 EB OFF RAMP TO SB I-95
Start Date: 11/04/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	110	89	87	72	358
0100	69	58	59	51	237
0200	36	42	35	34	147
0300	31	38	45	46	160
0400	43	40	57	61	201
0500	101	143	161	209	614
0600	228	320	360	421	1329
0700	439	463	466	520	1888
0800	506	514	547	523	2090
0900	473	432	455	432	1792
1000	378	399	401	405	1583
1100	360	437	401	409	1607
1200	369	462	477	478	1786
1300	451	443	452	496	1842
1400	417	463	494	466	1840
1500	388	462	442	483	1775
1600	432	370	441	452	1695
1700	408	443	228	232	1311
1800	280	442	428	456	1606
1900	355	368	357	337	1417
2000	294	283	297	232	1106
2100	224	270	270	274	1038
2200	314	234	196	182	926
2300	148	154	136	120	558
24-Hour Totals:					28906

Peak Volume Information

	Hour	Volume
A.M.	800	2090
P.M.	1345	1870
Daily	800	2090

Truck Percentage	5.19	NaN	5.19

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	159	26636	610	28	205	230	634	129	208	63	3	1	0	0	0	1501	28906

Generated by SPS 5.0.49P

County: 86
Station: 3108
Description: I-595 WB OFF RAMP TO SB I-95
Start Date: 11/02/2021
Start Time: 0000

Direction: S					
Time	1st	2nd	3rd	4th	Total
0000	119	114	112	69	414
0100	83	74	53	38	248
0200	29	27	19	20	95
0300	15	22	15	17	69
0400	26	35	39	36	136
0500	56	48	48	68	220
0600	77	97	82	85	341
0700	139	138	100	115	492
0800	114	127	133	132	506
0900	113	159	156	162	590
1000	154	165	168	187	674
1100	153	188	188	179	708
1200	166	164	185	193	708
1300	161	166	171	160	658
1400	195	179	175	156	705
1500	170	186	195	193	744
1600	225	206	240	240	911
1700	218	240	227	186	871
1800	184	186	171	153	694
1900	139	116	122	112	489
2000	97	97	109	110	413
2100	96	91	101	83	371
2200	89	93	103	86	371
2300	91	91	90	83	355
24-Hour Totals:					11783

Peak Volume Information

	Hour	Volume
A.M.	845	560
P.M.	1630	938
Daily	1630	938

Truck Percentage 12.25 NaN 12.25

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	17	6005	4318	74	811	70	63	41	155	112	0	0	117	0	0	1443	11783

Generated by SPS 5.0.49P

County: 86
Station: 3108
Description: I-595 WB OFF RAMP TO SB I-95
Start Date: 11/03/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	96	92	97	84	369
0100	86	69	51	38	244
0200	32	26	22	19	99
0300	22	21	19	25	87
0400	34	43	44	50	171
0500	59	45	49	69	222
0600	62	78	93	96	329
0700	95	121	103	118	437
0800	114	150	142	126	532
0900	138	143	144	162	587
1000	183	154	185	165	687
1100	143	199	154	174	670
1200	183	144	209	164	700
1300	173	169	173	162	677
1400	178	200	194	189	761
1500	205	199	237	272	913
1600	236	192	214	232	874
1700	242	232	200	167	841
1800	184	168	201	197	750
1900	195	178	150	197	720
2000	135	109	104	100	448
2100	121	120	95	131	467
2200	121	115	91	89	416
2300	105	105	93	89	392
24-Hour Totals:					12393

Peak Volume Information

	Hour	Volume
A.M.	815	556
P.M.	1515	944
Daily	1515	944

Truck Percentage	12.29	NaN	12.29

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	16	6360	4494	79	828	93	63	72	146	86	0	0	156	0	0	1523	12393

Generated by SPS 5.0.49P

County: 86
Station: 3108
Description: I-595 WB OFF RAMP TO SB I-95
Start Date: 11/04/2021
Start Time: 0000

Direction: S

Time	1st	2nd	3rd	4th	Total
0000	96	78	77	65	316
0100	48	36	31	29	144
0200	19	15	11	12	57
0300	16	24	31	38	109
0400	42	49	51	50	192
0500	46	52	45	56	199
0600	60	75	91	93	319
0700	109	135	127	126	497
0800	148	128	142	136	554
0900	157	138	174	179	648
1000	165	187	199	172	723
1100	171	196	185	223	775
1200	195	226	215	186	822
1300	213	174	204	169	760
1400	211	214	202	188	815
1500	203	212	224	222	861
1600	218	230	241	230	919
1700	240	250	230	220	940
1800	235	209	250	217	911
1900	171	135	148	146	600
2000	137	125	151	160	573
2100	165	122	113	133	533
2200	144	125	139	122	530
2300	140	152	138	125	555
24-Hour Totals:					13352

Peak Volume Information

	Hour	Volume
A.M.	845	605
P.M.	1630	961
Daily	1630	961

Truck Percentage	11.77	NaN	11.77

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
S	29	6991	4761	78	827	116	83	59	165	88	0	0	155	0	0	1571	13352

Generated by SPS 5.0.49P

Appendix A-3
Express Lane 72-Hour Classification Counts

SURVEY DATE: 11/9/2021			Surveyor: Carlos		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	9	4			
12:15 AM	2	16			
12:30 AM	1	10			
12:45 AM	2	3			
1:00 AM	0	4			
1:15 AM	1	0			
1:30 AM	0	3			
1:45 AM	1	3			
2:00 AM	0	2			
2:15 AM	0	1			
2:30 AM	0	2			
2:45 AM	1	1			
3:00 AM	1	0			
3:15 AM	0	3			
3:30 AM	0	1			
3:45 AM	0	3			
4:00 AM	0	2			
4:15 AM	2	4			
4:30 AM	6	1			
4:45 AM	4	7			
5:00 AM	4	13			
5:15 AM	0	26			
5:30 AM	2	42			
5:45 AM	25	75			
6:00 AM	26	87			
6:15 AM	38	172			
6:30 AM	85	191			
6:45 AM	113	191	2		1
7:00 AM	117	204	2		
7:15 AM	148	250	4		
7:30 AM	219	233	1		
7:45 AM	163	273	1		1
8:00 AM	78	304			
8:15 AM	96	292			1
8:30 AM	115	264	1		
8:45 AM	110	248	1		
9:00 AM	87	141			
9:15 AM	78	164			1
9:30 AM	55	167	1		
9:45 AM	86	120			
10:00 AM	60	132	1		
10:15 AM	47	161	1		
10:30 AM	45	163			1
10:45 AM	54	127			
11:00 AM	38	159			
11:15 AM	39	143			
11:30 AM	59	172	1		
11:45 AM	53	182			

SURVEY DATE: 11/9/2021			Surveyor: Carlos		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	40	150			1
12:15 PM	46	191			1
12:30 PM	50	210			
12:45 PM	51	213	1		
1:00 PM	46	151			
1:15 PM	48	176			1
1:30 PM	68	114			
1:45 PM	76	101	1		
2:00 PM	70	265			
2:15 PM	82	214			1
2:30 PM	69	171			1
2:45 PM	91	134			
3:00 PM	67	137			2
3:15 PM	83	209			2
3:30 PM	89	224	2		1
3:45 PM	65	233	1		
4:00 PM	69	220	1		
4:15 PM	85	237			1
4:30 PM	80	260	1		2
4:45 PM	118	259	3		
5:00 PM	102	198	2		
5:15 PM	82	170	1		1
5:30 PM	92	208	1		1
5:45 PM	92	182	1		1
6:00 PM	85	200			2
6:15 PM	91	223	2		1
6:30 PM	14	268	1		1
6:45 PM	58	180	1		1
7:00 PM	145	156	1		
7:15 PM	66	155	3		2
7:30 PM	37	125	1		1
7:45 PM	30	138	1		
8:00 PM	31	124			
8:15 PM	32	95			
8:30 PM	29	71			
8:45 PM	23	73			
9:00 PM	17	90			1
9:15 PM	17	61			
9:30 PM	15	79			
9:45 PM	17	51			
10:00 PM	10	66			
10:15 PM	10	52	1		
10:30 PM	17	30			1
10:45 PM	12	40			
11:00 PM	10	34			
11:15 PM	6	25			1
11:30 PM	5	33			
11:45 PM	2	24			
Sum	**4,610**	**11,786**	**42**	**0**	**32**
Total Volume	**16,470**				

SURVEY DATE: 11/10/2021			Surveyor: Carlos		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	4	25			
12:15 AM	3	10			
12:30 AM	2	8			
12:45 AM	4	4			
1:00 AM	6	4			
1:15 AM	0	5			
1:30 AM	2	6			
1:45 AM	4	9			
2:00 AM	2	3			
2:15 AM	0	5			
2:30 AM	2	4			
2:45 AM	1	4			
3:00 AM	0	3			
3:15 AM	1	2			
3:30 AM	1	2			
3:45 AM	1	8			
4:00 AM	1	6			
4:15 AM	0	4			
4:30 AM	3	4			
4:45 AM	6	10			
5:00 AM	1	13			
5:15 AM	6	18			
5:30 AM	16	26			
5:45 AM	35	75	2		
6:00 AM	25	95	1		
6:15 AM	58	142	1		
6:30 AM	99	211	1		
6:45 AM	93	205	3		1
7:00 AM	128	205	2		1
7:15 AM	175	223	4		1
7:30 AM	183	269	2		2
7:45 AM	142	283			
8:00 AM	143	242			
8:15 AM	117	225			
8:30 AM	111	249	2		
8:45 AM	87	238			
9:00 AM	70	179			
9:15 AM	75	186	1		
9:30 AM	70	185	1		
9:45 AM	51	145	1		
10:00 AM	71	131	2		
10:15 AM	57	122			4
10:30 AM	43	165			
10:45 AM	46	150			
11:00 AM	45	128	1		
11:15 AM	42	166			2
11:30 AM	50	172	1		
11:45 AM	53	168	1		2

SURVEY DATE: 11/10/2021			Surveyor: Carlos		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	45	145	1		
12:15 PM	47	142			
12:30 PM	75	125			1
12:45 PM	78	145			
1:00 PM	60	248			
1:15 PM	48	236	2		
1:30 PM	54	237	2		
1:45 PM	50	206	3		
2:00 PM	55	173	1		
2:15 PM	74	235			
2:30 PM	93	230			
2:45 PM	79	227			
3:00 PM	98	187			
3:15 PM	90	183	1		1
3:30 PM	87	262	2		
3:45 PM	88	263		1	1
4:00 PM	77	237	1		
4:15 PM	96	239	2		1
4:30 PM	88	261			1
4:45 PM	73	251			
5:00 PM	102	235	5		
5:15 PM	83	242	2		
5:30 PM	100	197	1		
5:45 PM	74	200			
6:00 PM	85	208	1		1
6:15 PM	99	212	1		1
6:30 PM	106	271		1	
6:45 PM	89	259	2		1
7:00 PM	77	289	1		1
7:15 PM	92	229	1		1
7:30 PM	60	196	1		
7:45 PM	47	177			1
8:00 PM	112	109			1
8:15 PM	87	96			
8:30 PM	25	78			
8:45 PM	29	66			
9:00 PM	24	86			1
9:15 PM	20	78			1
9:30 PM	22	66			
9:45 PM	11	75			
10:00 PM	20	60			
10:15 PM	13	55			1
10:30 PM	15	66			1
10:45 PM	10	41			
11:00 PM	8	37			
11:15 PM	6	44			
11:30 PM	7	29			
11:45 PM	2	28			
Sum	**5,015**	**12,703**	**56**	**2**	**29**
Total Volume	**17,805**				

SURVEY DATE: 11/11/2021			Surveyor: Daniel		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	7	23			
12:15 AM	3	24			
12:30 AM	2	24			
12:45 AM	0	20			
1:00 AM	5	24			
1:15 AM	0	11			1
1:30 AM	1	10			
1:45 AM	1	4			
2:00 AM	0	6			
2:15 AM	2	5			
2:30 AM	0	3			
2:45 AM	3	7			
3:00 AM	0	3			
3:15 AM	0	3			
3:30 AM	2	4			
3:45 AM	0	5			
4:00 AM	3	5			
4:15 AM	0	12			
4:30 AM	2	7			
4:45 AM	4	11			
5:00 AM	4	7			
5:15 AM	6	23			
5:30 AM	16	39			
5:45 AM	27	82			
6:00 AM	23	95			
6:15 AM	59	155	1		
6:30 AM	59	196	1		1
6:45 AM	55	175	8		
7:00 AM	105	189			
7:15 AM	162	265	4		
7:30 AM	133	249	2		1
7:45 AM	120	229	1		
8:00 AM	114	255	1		
8:15 AM	96	215			
8:30 AM	92	241	3		
8:45 AM	71	209	3		
9:00 AM	82	181	2		
9:15 AM	78	178	1		1
9:30 AM	57	187			1
9:45 AM	54	201	3		1
10:00 AM	56	170	3		
10:15 AM	50	154	2		
10:30 AM	49	125	1		
10:45 AM	48	105			
11:00 AM	43	77	1		
11:15 AM	54	61			
11:30 AM	10	317	1		1
11:45 AM	46	234			

SURVEY DATE: 11/11/2021			Surveyor: Daniel		
LOCATION: I-95 EXPRESS LANES N of Ives Dairy Road, NORTHBOUND					
INGRESS					
TIME	**Cars NB EXP Lane On Ramp**	**Cars NB EXP Lane**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	39	207	1		
12:15 PM	54	199	1		
12:30 PM	44	172			2
12:45 PM	34	166	2		
1:00 PM	39	188	3		
1:15 PM	57	188	2		
1:30 PM	56	200	2		
1:45 PM	56	177	2		
2:00 PM	62	192	4		1
2:15 PM	73	180			
2:30 PM	99	232			1
2:45 PM	94	232	2		
3:00 PM	61	231	3		
3:15 PM	97	253	1		
3:30 PM	75	241	1		
3:45 PM	84	265	2		
4:00 PM	82	228			1
4:15 PM	80	261	1		1
4:30 PM	88	242	1		1
4:45 PM	73	233	3		
5:00 PM	83	217	2		
5:15 PM	93	205	2		1
5:30 PM	91	169	2		
5:45 PM	72	144	2		1
6:00 PM	60	199	1		1
6:15 PM	75	187	1		
6:30 PM	55	216	2		1
6:45 PM	57	180			
7:00 PM	54	174	1		1
7:15 PM	60	126	1		1
7:30 PM	50	141	1		1
7:45 PM	35	143	1		
8:00 PM	23	149			
8:15 PM	42	105			
8:30 PM	17	87	1		1
8:45 PM	12	97			
9:00 PM	16	100			2
9:15 PM	17	68			
9:30 PM	9	80			
9:45 PM	16	99			
10:00 PM	19	115			
10:15 PM	15	103			
10:30 PM	23	96			
10:45 PM	19	91			
11:00 PM	15	83			
11:15 PM	17	63			
11:30 PM	18	71			1
11:45 PM	15	57	1		
Sum	**4,229**	**12,677**	**87**	**0**	**25**
Total Volume	**17,018**				

SURVEY DATE: 11/9/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	15	4	1		
12:15 AM	13	7			
12:30 AM	9	6			
12:45 AM	7	3			
1:00 AM	3	1			
1:15 AM	3	2			
1:30 AM	6	1			
1:45 AM	6	1			
2:00 AM	2	1			
2:15 AM	3	0			
2:30 AM	3	1			
2:45 AM	4	0			
3:00 AM	2	1			
3:15 AM	4	3	1		
3:30 AM	3	0			
3:45 AM	5	2			
4:00 AM	5	2			
4:15 AM	13	0			
4:30 AM	12	2			
4:45 AM	15	0			
5:00 AM	21	2			
5:15 AM	37	2			
5:30 AM	59	16	1		
5:45 AM	126	14	1		
6:00 AM	162	17	2		
6:15 AM	150	25	2		
6:30 AM	331	43	2		1
6:45 AM	338	46	2		1
7:00 AM	347	68	2		
7:15 AM	380	66	1		
7:30 AM	325	90	2		
7:45 AM	312	98	1		
8:00 AM	407	92	2		2
8:15 AM	343	109	2		
8:30 AM	332	91	1		
8:45 AM	262	99	1		1
9:00 AM	273	78			
9:15 AM	323	76			1
9:30 AM	259	83			
9:45 AM	302	73	2		
10:00 AM	235	74			1
10:15 AM	267	72	1		
10:30 AM	256	77			
10:45 AM	193	88	1		2
11:00 AM	223	76			2
11:15 AM	238	70			1
11:30 AM	204	74	1		
11:45 AM	221	70			

SURVEY DATE: 11/9/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	165	71			
12:15 PM	208	62			1
12:30 PM	198	53	1		
12:45 PM	195	78	1		
1:00 PM	194	74			1
1:15 PM	195	70			1
1:30 PM	188	71			2
1:45 PM	173	63			2
2:00 PM	188	83			2
2:15 PM	265	64	1		1
2:30 PM	265	50	1		
2:45 PM	223	86	1		1
3:00 PM	268	77	3		1
3:15 PM	285	77	3		
3:30 PM	285	92	1		
3:45 PM	299	93	1		
4:00 PM	288	83	2		
4:15 PM	318	99	3		2
4:30 PM	319	98	3		2
4:45 PM	308	146	1		1
5:00 PM	287	142	3		2
5:15 PM	294	149	4		
5:30 PM	303	125	4		
5:45 PM	296	119			2
6:00 PM	300	153			
6:15 PM	291	138			
6:30 PM	276	142			
6:45 PM	373	140			
7:00 PM	255	124			
7:15 PM	236	89			
7:30 PM	178	90			
7:45 PM	161	58			
8:00 PM	115	61			
8:15 PM	93	57			
8:30 PM	111	52			
8:45 PM	82	39			
9:00 PM	61	26			
9:15 PM	7	2			
9:30 PM	0	3			
9:45 PM	40	8			
10:00 PM	64	24			
10:15 PM	56	24			
10:30 PM	61	27			
10:45 PM	20	25			
11:00 PM	28	24			
11:15 PM	28	10			
11:30 PM	23	14			
11:45 PM	7	10			
Sum	**15,932**	**5,291**	**62**	**0**	**33**
Total Volume	**21,318**				

SURVEY DATE: 11/10/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	17	4			
12:15 AM	17	9			
12:30 AM	12	2			
12:45 AM	5	3			
1:00 AM	6	2			
1:15 AM	7	2			
1:30 AM	6	1			
1:45 AM	5	1	1		
2:00 AM	5	2			
2:15 AM	3	3			
2:30 AM	2	2			
2:45 AM	2	4			
3:00 AM	3	3			
3:15 AM	5	1			
3:30 AM	6	1	1		
3:45 AM	7	2			
4:00 AM	11	3			
4:15 AM	11	3			
4:30 AM	8	3			
4:45 AM	6	4			
5:00 AM	22	4			
5:15 AM	41	3	1		
5:30 AM	28	2			
5:45 AM	50	11			
6:00 AM	159	22	2		2
6:15 AM	320	28	4		1
6:30 AM	328	37	1		1
6:45 AM	340	47	3		1
7:00 AM	353	65	2		1
7:15 AM	350	69	1		
7:30 AM	326	90	2		1
7:45 AM	295	103	1		
8:00 AM	366	77	2		1
8:15 AM	353	87	2		1
8:30 AM	323	149	2		1
8:45 AM	321	106	2		
9:00 AM	267	74	1		
9:15 AM	263	62			3
9:30 AM	229	97			
9:45 AM	183	107			1
10:00 AM	206	93			1
10:15 AM	227	78			2
10:30 AM	220	67			
10:45 AM	216	63			
11:00 AM	197	69			
11:15 AM	229	59	1		
11:30 AM	249	68	1		
11:45 AM	230	77			2

SURVEY DATE: 11/10/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	173	79	1		1
12:15 PM	239	62	1		4
12:30 PM	216	73			
12:45 PM	226	77			1
1:00 PM	206	55	1		1
1:15 PM	232	66			1
1:30 PM	230	66			
1:45 PM	185	51			
2:00 PM	245	40			1
2:15 PM	261	54	1		
2:30 PM	284	43	4		
2:45 PM	278	62	2		1
3:00 PM	279	52	4		1
3:15 PM	329	48	3		
3:30 PM	292	59	1		2
3:45 PM	320	58	5		
4:00 PM	309	87	4		
4:15 PM	298	128	5		
4:30 PM	270	185	1		
4:45 PM	297	158	3		2
5:00 PM	307	111	6		1
5:15 PM	286	145	1		
5:30 PM	310	135			1
5:45 PM	321	132	1		
6:00 PM	303	134			
6:15 PM	298	160	7		
6:30 PM	288	97	1		
6:45 PM	366	84			
7:00 PM	292	75			
7:15 PM	243	92			
7:30 PM	184	83			
7:45 PM	207	70	4		1
8:00 PM	110	52			
8:15 PM	100	48			
8:30 PM	112	43			
8:45 PM	61	44	1		
9:00 PM	66	33			
9:15 PM	76	25			
9:30 PM	55	34			
9:45 PM	65	31			1
10:00 PM	41	30			1
10:15 PM	49	26			
10:30 PM	55	15			
10:45 PM	3	26			
11:00 PM	44	14			
11:15 PM	11	30			
11:30 PM	22	16			
11:45 PM	6	5			
Sum	**16,285**	**5,162**	**87**	**0**	**39**
Total Volume	**21,573**				

SURVEY DATE: 11/11/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	20	8			
12:15 AM	19	6			
12:30 AM	13	7			
12:45 AM	6	5			
1:00 AM	5	3			
1:15 AM	8	5			
1:30 AM	9	2			
1:45 AM	4	2			
2:00 AM	2	2			
2:15 AM	7	1			
2:30 AM	3	4			
2:45 AM	4	3			
3:00 AM	4	4			
3:15 AM	6	2			
3:30 AM	1	2			
3:45 AM	7	0			
4:00 AM	7	2			
4:15 AM	12	4	1		
4:30 AM	14	3	1		
4:45 AM	15	1			
5:00 AM	23	1			
5:15 AM	48	3			
5:30 AM	72	11	1		
5:45 AM	111	14	2		
6:00 AM	175	24	3		
6:15 AM	255	35	4		
6:30 AM	309	54	2		1
6:45 AM	316	54	1		1
7:00 AM	319	42	2		
7:15 AM	324	69	2		3
7:30 AM	305	70	1		
7:45 AM	287	76	3		
8:00 AM	284	101	2		
8:15 AM	300	99	1		
8:30 AM	347	83	1		
8:45 AM	331	60	2		1
9:00 AM	265	83			
9:15 AM	299	52			
9:30 AM	286	61	1		1
9:45 AM	295	57			
10:00 AM	220	80			2
10:15 AM	188	79			
10:30 AM	197	82	2		
10:45 AM	178	66			
11:00 AM	212	73	2		1
11:15 AM	201	72			
11:30 AM	258	78	2		
11:45 AM	254	73	1		

SURVEY DATE: 11/11/2021			Surveyor: Lloyd		
LOCATION: I-95 EXPRESS LANES N of Ives dairy Road, SOUTHBOUND					
EGRESS					
TIME	**Cars SB Express Lane**	**Cars SB EXP Lane Off-Ramp**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	251	48			
12:15 PM	239	74	2		
12:30 PM	258	67	2		1
12:45 PM	251	73	2		1
1:00 PM	211	51	1		1
1:15 PM	239	71	1		1
1:30 PM	254	66	3		2
1:45 PM	164	71	1		
2:00 PM	169	90	5		
2:15 PM	286	70	4		
2:30 PM	278	62	5		1
2:45 PM	269	51	3		2
3:00 PM	272	72	10		
3:15 PM	313	65	3		1
3:30 PM	339	96	4		4
3:45 PM	312	98	0		1
4:00 PM	303	103	5		
4:15 PM	308	143	2		
4:30 PM	276	138	1		
4:45 PM	284	118	2		
5:00 PM	275	115			
5:15 PM	281	120	1		
5:30 PM	223	130			
5:45 PM	210	140			
6:00 PM	324	127			
6:15 PM	360	163	1		
6:30 PM	256	108			
6:45 PM	311	122			
7:00 PM	273	104			
7:15 PM	292	120	1		
7:30 PM	240	102			
7:45 PM	220	98			
8:00 PM	85	100			
8:15 PM	31	98			
8:30 PM	69	47	1		
8:45 PM	80	11			
9:00 PM	57	36			
9:15 PM	67	36			
9:30 PM	59	20			
9:45 PM	62	28			
10:00 PM	48	24			
10:15 PM	52	33	1		
10:30 PM	43	27			
10:45 PM	27	14	1		
11:00 PM	38	18	1		
11:15 PM	31	13	1		1
11:30 PM	31	12			
11:45 PM	13	6			2
Sum	**16,159**	**5,317**	**101**	**0**	**28**
Total Volume	**21,605**				

SURVEY DATE: 11/16/2021	Surveyor: Grettel			
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	20			
12:15 AM	20			
12:30 AM	15			1
12:45 AM	10			
1:00 AM	5			
1:15 AM	6			
1:30 AM	7	1		
1:45 AM	7	1		
2:00 AM	3			
2:15 AM	3			
2:30 AM	4			
2:45 AM	4			
3:00 AM	3			
3:15 AM	8			
3:30 AM	3			
3:45 AM	7	1		
4:00 AM	7			
4:15 AM	13			
4:30 AM	14			
4:45 AM	16			
5:00 AM	22			
5:15 AM	40			
5:30 AM	74	1		
5:45 AM	135	3		
6:00 AM	184			
6:15 AM	342	4		
6:30 AM	384	2		
6:45 AM	389	2		
7:00 AM	422	2		
7:15 AM	440	2		1
7:30 AM	413	2		1
7:45 AM	412	3		
8:00 AM	497	1		1
8:15 AM	442	2		
8:30 AM	415			
8:45 AM	350			
9:00 AM	341	1		1
9:15 AM	395			1
9:30 AM	332			1
9:45 AM	382			1
10:00 AM	305			
10:15 AM	356			
10:30 AM	335			
10:45 AM	279			
11:00 AM	290			
11:15 AM	298			1
11:30 AM	274			
11:45 AM	302			2

SURVEY DATE: 11/16/2021	Surveyor: Grettel		
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND			
INGRESS			
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	243	2		1
12:15 PM	266	1		2
12:30 PM	263	1		
12:45 PM	280			
1:00 PM	260	4		1
1:15 PM	263			1
1:30 PM	256			1
1:45 PM	230			
2:00 PM	275	1		2
2:15 PM	340	4		1
2:30 PM	320	2		1
2:45 PM	319	1		1
3:00 PM	348	5		2
3:15 PM	350	3		2
3:30 PM	390	3		2
3:45 PM	409	5		2
4:00 PM	386	4		1
4:15 PM	419	1		1
4:30 PM	419	2		
4:45 PM	440	2		
5:00 PM	419	5		
5:15 PM	456			2
5:30 PM	418			
5:45 PM	416	1		2
6:00 PM	449	2		
6:15 PM	419			2
6:30 PM	425			
6:45 PM	495	3		
7:00 PM	385	2		1
7:15 PM	331			1
7:30 PM	272	1		
7:45 PM	225	1		
8:00 PM	185			2
8:15 PM	147			
8:30 PM	156	1		1
8:45 PM	116			1
9:00 PM	85			1
9:15 PM	83			
9:30 PM	88			
9:45 PM	96	1		
10:00 PM	85	1		
10:15 PM	80			
10:30 PM	91			
10:45 PM	44	3		
11:00 PM	50			
11:15 PM	39			
11:30 PM	36			
11:45 PM	18			
Sum	**21,610**	**90**	**0**	**45**
Total Volume	**21,745**			

SURVEY DATE: 11/17/2021	Surveyor: Grettel			
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	22			
12:15 AM	27			
12:30 AM	15			
12:45 AM	8			
1:00 AM	8			
1:15 AM	9			
1:30 AM	7			
1:45 AM	0			
2:00 AM	0			
2:15 AM	6			
2:30 AM	4			
2:45 AM	6			
3:00 AM	6			
3:15 AM	6			
3:30 AM	8			
3:45 AM	10			
4:00 AM	14			
4:15 AM	14			
4:30 AM	11			
4:45 AM	10			
5:00 AM	25	1		
5:15 AM	45	2		1
5:30 AM	32			
5:45 AM	59	1		
6:00 AM	186	2		1
6:15 AM	346	2		1
6:30 AM	373	2		1
6:45 AM	378	5		2
7:00 AM	426	2		1
7:15 AM	439	3		1
7:30 AM	407	2		1
7:45 AM	403	5		2
8:00 AM	450	2		
8:15 AM	425	2		
8:30 AM	465	4		
8:45 AM	418			
9:00 AM	343	1		
9:15 AM	334	1		
9:30 AM	338	1		
9:45 AM	302	1		
10:00 AM	305			3
10:15 AM	310	1		1
10:30 AM	297	2		3
10:45 AM	288	2		2
11:00 AM	280	2		
11:15 AM	283	1		1
11:30 AM	319	2		
11:45 AM	298	3		1

SURVEY DATE: 11/17/2021		Surveyor: Grettel		
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	246			
12:15 PM	294	2		1
12:30 PM	291	1		
12:45 PM	301	1		
1:00 PM	285	2		1
1:15 PM	302	1		1
1:30 PM	300	1		1
1:45 PM	225			
2:00 PM	275			
2:15 PM	312	2		1
2:30 PM	330	2		2
2:45 PM	335	4		2
3:00 PM	325	2		
3:15 PM	394	4		
3:30 PM	367	5		
3:45 PM	365	6		
4:00 PM	401	3		1
4:15 PM	440	2		1
4:30 PM	441	2		2
4:45 PM	445	2		
5:00 PM	423	1		1
5:15 PM	419	1		1
5:30 PM	447			
5:45 PM	451			
6:00 PM	440	4		1
6:15 PM	448	2		
6:30 PM	399	3		
6:45 PM	442			
7:00 PM	355	2		1
7:15 PM	343	2		1
7:30 PM	260			3
7:45 PM	279	1		
8:00 PM	155			1
8:15 PM	149	1		1
8:30 PM	154			1
8:45 PM	102			1
9:00 PM	103			1
9:15 PM	105	1		2
9:30 PM	90			3
9:45 PM	96			
10:00 PM	71	1		
10:15 PM	73			1
10:30 PM	71			
10:45 PM	28	1		1
11:00 PM	57	2		
11:15 PM	41			
11:30 PM	37	2		
11:45 PM	11			
Sum	**21,488**	**118**	**0**	**55**
Total Volume	**21,661**			

SURVEY DATE: 11/18/2021	Surveyor: Grettel			
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	27			
12:15 AM	25			
12:30 AM	21			
12:45 AM	11			
1:00 AM	10			
1:15 AM	13			
1:30 AM	11	1		
1:45 AM	6			
2:00 AM	4			
2:15 AM	2			
2:30 AM	0			
2:45 AM	0			
3:00 AM	0			
3:15 AM	0			
3:30 AM	0			
3:45 AM	0			
4:00 AM	0			
4:15 AM	0			
4:30 AM	0			
4:45 AM	0			
5:00 AM	23	1		
5:15 AM	52			
5:30 AM	82			
5:45 AM	122	1		
6:00 AM	199	2		
6:15 AM	297	4		
6:30 AM	373	2		1
6:45 AM	359	1		1
7:00 AM	353	3		
7:15 AM	403	1		1
7:30 AM	386	2		
7:45 AM	379			
8:00 AM	402	2		
8:15 AM	405	2		1
8:30 AM	425	1		2
8:45 AM	386	2		
9:00 AM	343	3		
9:15 AM	356			1
9:30 AM	358			
9:45 AM	361	2		
10:00 AM	302			
10:15 AM	281	2		
10:30 AM	290	2		
10:45 AM	249	1		
11:00 AM	283	2		
11:15 AM	267	2		
11:30 AM	329	2		
11:45 AM	318	1		

SURVEY DATE: 11/18/2021		Surveyor: Grettel		
LOCATION: I-95 EXPRESS LANES S of I-595, SOUTHBOUND				
INGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	301			
12:15 PM	311	1		1
12:30 PM	320			1
12:45 PM	319			
1:00 PM	259	1		
1:15 PM	303	1		1
1:30 PM	318			
1:45 PM	230	3		
2:00 PM	253	2		
2:15 PM	357	3		2
2:30 PM	342	2		
2:45 PM	328	2		
3:00 PM	347	5		
3:15 PM	390	2		
3:30 PM	429	3		
3:45 PM	399	4		
4:00 PM	413	3		1
4:15 PM	454	1		
4:30 PM	414	2		
4:45 PM	415	4		
5:00 PM	407	1		
5:15 PM	416	1		
5:30 PM	360	1		
5:45 PM	358	2		
6:00 PM	461	2		
6:15 PM	511			
6:30 PM	370			
6:45 PM	420	1		
7:00 PM	385			
7:15 PM	418			
7:30 PM	329			
7:45 PM	315			
8:00 PM	189			
8:15 PM	123	1		
8:30 PM	118			2
8:45 PM	91	1		
9:00 PM	90	2		
9:15 PM	109			
9:30 PM	83			
9:45 PM	87	1		
10:00 PM	69			
10:15 PM	85			
10:30 PM	69			
10:45 PM	43			
11:00 PM	55			
11:15 PM	45	2		1
11:30 PM	41			
11:45 PM	20			
Sum	**21,482**	**96**	**0**	**16**
Total Volume	**21,594**			

SURVEY DATE: 11/9/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	13			
12:15 AM	18			
12:30 AM	11			
12:45 AM	5			
1:00 AM	4			
1:15 AM	1			
1:30 AM	3			
1:45 AM	4			
2:00 AM	2			
2:15 AM	1			
2:30 AM	2			
2:45 AM	2			
3:00 AM	1			
3:15 AM	3			
3:30 AM	1			
3:45 AM	3			
4:00 AM	2			
4:15 AM	6			
4:30 AM	7			
4:45 AM	11			
5:00 AM	17			
5:15 AM	25			
5:30 AM	45			
5:45 AM	96			
6:00 AM	109			
6:15 AM	218			
6:30 AM	264			
6:45 AM	297	1		
7:00 AM	311	3		
7:15 AM	403	5		
7:30 AM	454	2		
7:45 AM	427	1		
8:00 AM	380			
8:15 AM	392	1		
8:30 AM	370	2		
8:45 AM	357	1		
9:00 AM	237			
9:15 AM	247			
9:30 AM	227	1		
9:45 AM	209			
10:00 AM	195	1		
10:15 AM	201	1		
10:30 AM	217			
10:45 AM	186			
11:00 AM	202			
11:15 AM	184			
11:30 AM	231			
11:45 AM	224	1		

SURVEY DATE: 11/9/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	186			1
12:15 PM	245			1
12:30 PM	248			
12:45 PM	259	1		
1:00 PM	203			
1:15 PM	228			
1:30 PM	183			
1:45 PM	179			
2:00 PM	326	1		
2:15 PM	292			
2:30 PM	249			
2:45 PM	230			
3:00 PM	211			
3:15 PM	290			
3:30 PM	313	1		
3:45 PM	293	2		
4:00 PM	293			
4:15 PM	324	1		
4:30 PM	336	1		
4:45 PM	367	1		
5:00 PM	300	4		
5:15 PM	254	1		
5:30 PM	302	2		
5:45 PM	276	1		
6:00 PM	289			
6:15 PM	303	2		1
6:30 PM	292			
6:45 PM	240	2		
7:00 PM	298	1		
7:15 PM	224	2		
7:30 PM	170	1		1
7:45 PM	170	1		
8:00 PM	153			
8:15 PM	128			
8:30 PM	99			
8:45 PM	93			
9:00 PM	106			
9:15 PM	79			
9:30 PM	90			
9:45 PM	66			
10:00 PM	77	1		
10:15 PM	64	1		
10:30 PM	46			
10:45 PM	51			
11:00 PM	44			
11:15 PM	32	1		
11:30 PM	39			
11:45 PM	26			
Sum	**16,391**	**48**	**0**	**4**
Total Volume	**16,443**			

SURVEY DATE: 11/10/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	29			
12:15 AM	13			
12:30 AM	10			
12:45 AM	8			
1:00 AM	10			
1:15 AM	5			
1:30 AM	8			
1:45 AM	13			
2:00 AM	5			
2:15 AM	5			
2:30 AM	6			
2:45 AM	5			
3:00 AM	3			
3:15 AM	3			
3:30 AM	3			
3:45 AM	9			
4:00 AM	7			
4:15 AM	4			
4:30 AM	7			
4:45 AM	16			
5:00 AM	14			
5:15 AM	23			
5:30 AM	43			
5:45 AM	112	2		
6:00 AM	116			
6:15 AM	195			
6:30 AM	298			
6:45 AM	296			
7:00 AM	323			
7:15 AM	383			
7:30 AM	438			
7:45 AM	434			
8:00 AM	390			
8:15 AM	344			
8:30 AM	350			
8:45 AM	331			
9:00 AM	238			
9:15 AM	252			
9:30 AM	258			
9:45 AM	197			
10:00 AM	198			
10:15 AM	186			
10:30 AM	215			
10:45 AM	199			
11:00 AM	179			
11:15 AM	211			
11:30 AM	214			
11:45 AM	210			

SURVEY DATE: 11/10/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	195			
12:15 PM	195	1		
12:30 PM	198			
12:45 PM	220			
1:00 PM	317			
1:15 PM	274	2		
1:30 PM	285			
1:45 PM	258	3		
2:00 PM	229	2		
2:15 PM	308			
2:30 PM	313			
2:45 PM	311			
3:00 PM	277			
3:15 PM	264	2		
3:30 PM	336	2		
3:45 PM	358			
4:00 PM	305	1		
4:15 PM	336	1		
4:30 PM	355	1		1
4:45 PM	324			
5:00 PM	348	3		
5:15 PM	318	4		
5:30 PM	292	1		
5:45 PM	284			
6:00 PM	301			
6:15 PM	307	1		
6:30 PM	388	1		
6:45 PM	337			
7:00 PM	376	1		
7:15 PM	315	1		
7:30 PM	255	2		
7:45 PM	223			
8:00 PM	227			
8:15 PM	179			
8:30 PM	107			
8:45 PM	98			
9:00 PM	113			
9:15 PM	98			
9:30 PM	90			
9:45 PM	89			
10:00 PM	77			
10:15 PM	65			
10:30 PM	85			
10:45 PM	50			
11:00 PM	47			
11:15 PM	50			
11:30 PM	37			
11:45 PM	30			
Sum	**17,660**	**31**	**0**	**1**
Total Volume	**17,692**			

SURVEY DATE: 11/11/2021		Surveyor: Vivi		
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 AM	29			
12:15 AM	28			
12:30 AM	27			
12:45 AM	20			
1:00 AM	30			
1:15 AM	12			
1:30 AM	11			
1:45 AM	5			
2:00 AM	6			
2:15 AM	7			
2:30 AM	3			
2:45 AM	10			
3:00 AM	3			
3:15 AM	3			
3:30 AM	6			
3:45 AM	5			
4:00 AM	8			
4:15 AM	12			
4:30 AM	9			
4:45 AM	15			
5:00 AM	11			
5:15 AM	30			
5:30 AM	57			
5:45 AM	108			
6:00 AM	122	1		
6:15 AM	213			
6:30 AM	244	1		
6:45 AM	238	6		1
7:00 AM	295	2		
7:15 AM	409	2		
7:30 AM	379	1		
7:45 AM	352	2		
8:00 AM	372			
8:15 AM	311	1		
8:30 AM	322	2		
8:45 AM	277	3		
9:00 AM	253	2		
9:15 AM	245	2		
9:30 AM	249	1		2
9:45 AM	250	3		
10:00 AM	225	2		
10:15 AM	199	3		
10:30 AM	174	1		
10:45 AM	146			
11:00 AM	118	1		
11:15 AM	113			
11:30 AM	337	1		
11:45 AM	281			

SURVEY DATE: 11/11/2021	Surveyor: Vivi			
LOCATION: I-95 EXPRESS LANES S of I-595, NORTHBOUND				
EGRESS				
TIME	**Cars**	**Buses**	**Heavy Vehicles**	**MOTORCYCLES**
12:00 PM	248	1		
12:15 PM	254	1		
12:30 PM	217			
12:45 PM	193	1		
1:00 PM	221	3		
1:15 PM	243	2		
1:30 PM	246	2		
1:45 PM	227	2		
2:00 PM	247	2		
2:15 PM	242	2		
2:30 PM	333			1
2:45 PM	312	1		
3:00 PM	288	4		
3:15 PM	349			
3:30 PM	317	1		
3:45 PM	355	2		
4:00 PM	304			1
4:15 PM	336	1		
4:30 PM	325	1		
4:45 PM	301	2		1
5:00 PM	289	3		
5:15 PM	300	1		
5:30 PM	265	2		
5:45 PM	221	3		
6:00 PM	261	1		
6:15 PM	256			
6:30 PM	281	1		
6:45 PM	236	1		
7:00 PM	230			
7:15 PM	190	1		
7:30 PM	192	1		
7:45 PM	179	2		
8:00 PM	172			
8:15 PM	147			
8:30 PM	108	1		
8:45 PM	108			
9:00 PM	115			1
9:15 PM	85			
9:30 PM	87			
9:45 PM	115			
10:00 PM	134			
10:15 PM	121			
10:30 PM	120			
10:45 PM	108			
11:00 PM	99			
11:15 PM	79			
11:30 PM	90			
11:45 PM	70	1		
Sum	**16,795**	**83**	**0**	**7**
Total Volume	**16,885**			

Appendix A-4
Historical AADT Reports

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0027 - SR 818 /GRIFFIN RD - E OF I-95 W OF OLD GRIFFIN RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	33500 F	E 16500	W 17000	9.00	53.90	6.30
2019	35500 C	E 17500	W 18000	9.00	54.60	6.30
2018	31500 C	E 17000	W 14500	9.00	54.50	6.30
2017	34500 C	E 19000	W 15500	9.00	51.90	5.60
2016	30000 C	E 15500	W 14500	9.00	54.10	5.60
2015	30000 C	E 15500	W 14500	9.00	54.00	5.60
2014	29000 C	E 15500	W 13500	9.00	54.20	11.70
2013	28000 C	E 15000	W 13000	9.00	53.60	11.70
2012	29000 C	E 15500	W 13500	9.00	52.20	3.40
2011	26500 C	E 13000	W 13500	9.00	52.50	3.40
2010	27500 C	E 13500	W 14000	8.35	52.69	3.40
2009	29500 C	E 15000	W 14500	8.53	53.89	4.60
2008	28500 C	E 15000	W 13500	8.81	54.16	4.60
2007	29000 C	E 15000	W 14000	8.63	55.75	5.30
2006	28500 C	E 16000	W 12500	8.40	55.34	5.40
2005	27000 C	E 13500	W 13500	8.20	51.70	4.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 86 - BROWARD

SITE: 0032 - SR 848 / STIRLING RD - 700' E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	32500 C	E 15500	W 17000	9.00	53.90	3.90
2019	36500 C	E 19000	W 17500	9.00	54.60	3.90
2018	41000 C	E 21000	W 20000	9.00	54.50	1.40
2017	40000 C	E 20000	W 20000	9.00	51.90	1.40
2016	40500 C	E 20500	W 20000	9.00	54.10	1.40
2015	37500 C	E 17000	W 20500	9.00	54.00	2.50
2014	36500 C	E 17000	W 19500	9.00	54.20	2.50
2013	33500 C	E 16500	W 17000	9.00	53.60	2.50
2012	39000 C	E 18000	W 21000	9.00	52.20	1.40
2011	37500 C	E 17500	W 20000	9.00	52.50	1.40
2010	34000 C	E 17500	W 16500	8.35	52.69	1.40
2009	36500 C	E 17500	W 19000	8.53	53.89	4.10
2008	36000 C	E 17500	W 18500	8.81	54.16	4.10
2007	36000 C	E 18000	W 18000	8.63	55.75	4.70
2006	43500 C	E 23500	W 20000	8.40	55.34	3.50
2005	43500 C	E 22000	W 21500	8.20	51.70	3.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 0034 - SR 822 / SHERIDAN ST - E OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	40000 C	E 20000	W 20000	9.00	53.90	1.80
2019	46500 C	E 23500	W 23000	9.00	54.60	7.10
2018	44000 C	E 22000	W 22000	9.00	54.50	7.10
2017	47500 C	E 24500	W 23000	9.00	51.90	7.10
2016	47500 C	E 24000	W 23500	9.00	54.10	3.80
2015	40500 C	E 19500	W 21000	9.00	54.00	3.80
2014	45000 C	E 21000	W 24000	9.00	54.20	3.80
2013	45500 C	E 22500	W 23000	9.00	53.60	5.70
2012	41500 C	E 21000	W 20500	9.00	52.20	2.20
2011	40500 C	E 20500	W 20000	9.00	52.50	6.50
2010	42500 C	E 21000	W 21500	8.35	52.69	3.60
2009	44000 C	E 22500	W 21500	8.53	53.89	4.10
2008	43000 C	E 21500	W 21500	8.81	54.16	3.40
2007	42000 C	E 21000	W 21000	8.63	55.75	3.40
2006	44500 C	E 22000	W 22500	8.40	55.34	3.40
2005	45000 C	E 22000	W 23000	8.20	51.70	4.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 0076 - SR 818 / GRIFFIN RD - W OF SR 9/I 95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	37000 C	E 18500	W 18500	9.00	53.90	5.10
2019	38000 C	E 19500	W 18500	9.00	54.60	3.90
2018	35000 C	E 18000	W 17000	9.00	54.50	5.70
2017	37000 C	E 18000	W 19000	9.00	51.90	4.50
2016	34000 C	E 17000	W 17000	9.00	54.10	5.70
2015	32000 C	E 16000	W 16000	9.00	54.00	5.80
2014	32000 C	E 16000	W 16000	9.00	54.20	7.60
2013	32000 C	E 16000	W 16000	9.00	53.60	6.50
2012	33500 C	E 17000	W 16500	9.00	52.20	6.00
2011	31500 C	E 15000	W 16500	9.00	52.50	5.00
2010	28500 C	E 14000	W 14500	8.35	52.69	5.00
2009	30500 C	E 15000	W 15500	8.53	53.89	5.10
2008	33500 C	E 17500	W 16000	8.81	54.16	4.70
2007	40500 C	E 20500	W 20000	8.63	55.75	5.10
2006	42500 C	E 21500	W 21000	8.40	55.34	5.40
2005	40500 C	E 20000	W 20500	8.20	51.70	4.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 0092 - SR 848 / STIRLING RD - W OF SR 9/I-95

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	44000 C	E 21500	W 22500	9.00	53.90	3.00
2019	51500 C	E 26500	W 25000	9.00	54.60	3.10
2018	52000 C	E 26000	W 26000	9.00	54.50	3.10
2017	48000 C	E 22000	W 26000	9.00	51.90	3.10
2016	51000 C	E 26000	W 25000	9.00	54.10	4.30
2015	49500 C	E 24500	W 25000	9.00	54.00	4.30
2014	50000 C	E 24000	W 26000	9.00	54.20	4.30
2013	48500 C	E 24000	W 24500	9.00	53.60	3.80
2012	48000 C	E 24000	W 24000	9.00	52.20	4.40
2011	41000 C	E 20000	W 21000	9.00	52.50	4.40
2010	45000 C	E 22500	W 22500	8.35	52.69	4.40
2009	46000 C	E 21500	W 24500	8.53	53.89	4.00
2008	50000 C	E 25500	W 24500	8.81	54.16	4.00
2007	48500 C	E 23500	W 25000	8.63	55.75	3.10
2006	48500 C	E 24000	W 24500	8.40	55.34	2.80
2005	48000 C	E 24000	W 24000	8.20	51.70	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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COUNTY: 86 - BROWARD

SITE: 0133 - SR 848 / STIRLING RD - W OF RAVENSWOOD RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	42500 F	E 21000	W 21500	9.00	53.90	3.50
2019	44500 C	E 22000	W 22500	9.00	54.60	3.50
2018	41500 C	E 21000	W 20500	9.00	54.50	3.20
2017	41500 C	E 21500	W 20000	9.00	51.90	3.20
2016	44500 C	E 21500	W 23000	9.00	54.10	3.20
2015	41000 C	E 20500	W 20500	9.00	54.00	3.60
2014	42500 C	E 21500	W 21000	9.00	54.20	3.00
2013	42500 C	E 21000	W 21500	9.00	53.60	3.00
2012	40000 C	E 21000	W 19000	9.00	52.20	3.00
2011	44000 C	E 21500	W 22500	9.00	52.50	1.50
2010	45000 C	E 22000	W 23000	8.35	52.69	1.50
2009	47500 C	E 22500	W 25000	8.53	53.89	1.50
2008	43500 C	E 21000	W 22500	8.81	54.16	4.00
2007	38000 C	E 18500	W 19500	8.63	55.75	4.00
2006	43500 C	E 21500	W 22000	8.40	55.34	3.30
2005	44000 C	E 21500	W 22500	8.20	51.70	3.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
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COUNTY: 86 - BROWARD

SITE: 0331 - SR9/I95,.1 M N OF SR858/HALLANDALE BCH BLV,BROWARD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	222567 C	N 112845	S 109722	8.00	51.80	5.20
2019	267587 C	N 136319	S 131268	8.00	51.90	4.50
2018	266838 C	N 135391	S 131447	9.00	51.50	4.50
2017	261347 C	N 131981	S 129366	9.00	51.40	4.60
2016	256163 C	N 129080	S 127083	8.00	58.50	5.90
2015	248000 E	0	0	8.00	50.70	5.90
2014	246000 E			8.00	50.90	5.60
2013	244000 S	0	0	8.00	51.00	5.20
2012	241000 F	N 0	S 0	8.00	51.00	5.50
2011	238626 C	N 119835	S 118791	8.00	51.00	5.50
2010	239351 C	N 119590	S 119761	7.16	50.49	5.50
2009	236138 C	N 117967	S 118171	7.32	50.60	5.40
2008	233796 C	N 116153	S 117643	7.27	51.34	5.60
2007	240760 C	N 120076	S 120684	7.06	50.89	4.60
2006	241144 C	N 120340	S 120804	7.10	50.81	5.80
2005	252000 F	N	S	8.80	55.40	6.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
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2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 0631 - OLD GRIFFIN RD - EAST OF SR-818/GRIFFIN ROAD (DUMMY SITE FROM EB 867319)

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	5100	C	E 5100		0	9.00	99.90	8.80
2019	6600	T	0		0	9.00	99.90	5.50
2018	6600	S	0		0	9.00	99.90	6.00
2017	6600	F	0		0	9.00	99.90	6.20
2016	6600	C	E 6600		0	9.00	99.90	2.90
2015	5300	V	0		0	9.00	99.90	3.40
2014	5200	R				9.00	99.90	7.40
2013	5200	T	0		0	9.00	99.90	7.60
2012	5200	S	0		0	9.00	99.90	5.90
2011	5200	F	0		0	9.00	99.90	6.30
2010	5200	C	E 5200		0	8.35	99.99	9.30

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 86 - BROWARD

SITE: 1487 - SR 9/I-95 - S OF SR 858/HALLANDALE BCH BLVD (EXPRESS LANES)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	27500 F	N 12000	S 15500	9.00	51.80	8.00
2019	29000 C	N 12500	S 16500	9.00	51.90	10.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 2454 - SR 9/I-95 - S OF SR 822/SHERIDAN ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	222000 C	N 114000	S 108000	8.00	51.80	8.00
2019	253000 C	N 128000	S 125000	8.00	51.90	10.00
2018	307000 C	N 151000	S 156000	9.00	51.50	7.40
2017	285000 C	N 140000	S 145000	9.00	51.40	4.60
2016	287000 C	N 146000	S 141000	8.00	58.50	5.90
2014	275000 S	N 132000	S 143000	8.00	50.90	5.60
2013	273000 F	N 131000	S 142000	8.00	50.60	5.20
2012	273000 C	N 131000	S 142000	8.00	50.70	6.50
2011	264000 C	N 133000	S 131000	8.00	50.80	6.80
2010	273000 C	N 136000	S 137000	7.47	50.42	5.70
2009	266000 C	N 123000	S 143000	7.63	50.58	5.60
2008	270000 C	N 135000	S 135000	7.59	51.31	5.70
2007	275000 C	N 136000	S 139000	7.35	50.95	5.10
2006	277000 C	N 137000	S 140000	7.10	50.81	5.90
2005	269000 C	N 135000	S 134000	8.80	55.40	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
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COUNTY: 86 - BROWARD

SITE: 2455 - SR 9 / I-95 - S OF SR 848/STIRLING RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	218000 C	N 113000	S 105000	8.00	51.80	8.00
2019	251000 C	N 127000	S 124000	8.00	51.90	10.00
2018	292000 C	N 145000	S 147000	9.00	51.50	7.40
2017	283000 C	N 141000	S 142000	9.00	51.40	4.60
2016	288000 C	N 138000	S 150000	8.00	58.50	5.90
2014	276000 S	N 138000	S 138000	8.00	50.90	5.60
2013	274000 F	N 137000	S 137000	8.00	50.60	5.20
2012	274000 C	N 137000	S 137000	8.00	50.70	6.50
2011	253000 C	N 115000	S 138000	8.00	50.80	6.80
2010	277000 C	N 140000	S 137000	7.47	50.42	5.70
2009	281000 C	N 139000	S 142000	7.63	50.58	5.60
2008	281000 C	N 140000	S 141000	7.59	51.31	5.70
2007	277000 C	N 137000	S 140000	7.35	50.95	5.10
2006	282000 C	N 137000	S 145000	7.10	50.81	5.90
2005	289000 C	N 145000	S 144000	8.80	55.40	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 2456 - SR 9 / I-95 - S OF SR 818/GRIFFIN RD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	217000 C	N 108000	S 109000	8.00	51.80	8.00
2019	217500 C	N 95500	S 122000	8.00	51.90	10.00
2018	271000 C	N 125000	S 146000	9.00	51.50	7.40
2017	271000 C	N 130000	S 141000	9.00	51.40	4.60
2016	267000 C	N 127000	S 140000	8.00	58.50	5.90
2014	270000 S	N 135000	S 135000	8.00	50.90	5.60
2013	268000 F	N 134000	S 134000	8.00	50.60	5.20
2012	268000 C	N 134000	S 134000	8.00	50.70	6.50
2011	256000 C	N 123000	S 133000	8.00	50.80	6.80
2010	278000 C	N 138000	S 140000	7.47	50.42	5.70
2009	277000 C	N 139000	S 138000	7.63	50.58	5.60
2008	265000 C	N 131000	S 134000	7.59	51.31	5.70
2007	275000 C	N 135000	S 140000	7.35	50.95	5.10
2006	286000 C	N 139000	S 147000	7.10	50.81	5.90
2005	283000 C	N 140000	S 143000	8.80	55.40	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 2458 - SR 9 / I-95 - S OF SR 862/I-595

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	201500 F	N 122000	S 79500	9.00	51.80	8.00
2019	213000 C	N 129000	S 84000	9.00	51.90	10.00
2018	280000 C	N 147000	S 133000	9.00	51.50	7.40
2017	272000 C	N 140000	S 132000	9.00	51.40	4.60
2016	306000 C	N 152000	S 154000	8.00	58.50	5.90
2015	325000 S	N 176000	S 149000	8.00	50.70	5.90
2014	319000 F	N 173000	S 146000	8.00	50.90	5.60
2013	317000 C	N 172000	S 145000	8.00	50.60	5.20
2012	281000 C	N 131000	S 150000	8.00	50.70	6.50
2011	279000 C	N 138000	S 141000	8.00	50.80	6.80
2010	261000 C	N 130000	S 131000	7.47	50.42	5.70
2009	270000 C	N 134000	S 136000	7.63	50.58	5.60
2008	306000 C	N 154000	S 152000	7.59	51.31	5.70
2007	309000 C	N 154000	S 155000	7.35	50.95	5.10
2006	282000 F	N 140000	S 142000	7.10	50.81	5.90
2005	282000 C	N 140000	S 142000	8.80	55.40	12.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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COUNTY: 86 - BROWARD

SITE: 2487 - SR 9/I-95 - S OF SR 858/HALLANDALE BCH BLVD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	197000 C	N 101000	S 96000	8.00	51.80	8.00
2019	240000 C	N 113000	S 127000	8.00	51.90	10.00
2018	263000 C	N 133000	S 130000	9.00	51.50	7.40
2017	243000 C	N 122000	S 121000	9.00	51.40	4.60
2016	258000 C	N 129000	S 129000	8.00	58.50	5.90
2014	229000 S	N 118000	S 111000	8.00	50.90	5.60
2013	227000 F	N 117000	S 110000	8.00	50.60	5.20
2012	227000 C	N 117000	S 110000	8.00	50.70	6.50
2011	230000 C	N 115000	S 115000	8.00	50.80	6.80
2010	235000 C	N 113000	S 122000	7.47	50.42	5.70
2009	232000 C	N 110000	S 122000	7.63	50.58	5.60
2008	251000 C	N 124000	S 127000	7.59	51.31	5.70
2007	232000 C	N 113000	S 119000	7.35	50.95	5.10
2006	238000 C	N 121000	S 117000	7.10	50.81	6.60
2005	225000 C	N 112000	S 113000	8.80	55.40	6.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5173 - SR 822 / SHERIDAN ST - W OF I-95 500' W OF CSX R/R

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	47000 F	E 25000	W 22000	9.00	53.90	2.70
2019	49500 C	E 26500	W 23000	9.00	54.60	2.70
2018	50500 C	E 26500	W 24000	9.00	54.50	2.90
2017	44000 C	E 20000	W 24000	9.00	51.90	2.90
2016	52500 C	E 26500	W 26000	9.00	54.10	2.90
2015	44500 C	E 21500	W 23000	9.00	54.00	4.10
2014	47500 C	E 23000	W 24500	9.00	54.20	4.10
2013	46000 C	E 20000	W 26000	9.00	53.60	4.10
2012	50500 C	E 24500	W 26000	9.00	52.20	3.40
2011	48000 C	E 23500	W 24500	9.00	52.50	3.40
2010	45500 C	E 23000	W 22500	8.35	52.69	3.40
2009	43500 C	E 19000	W 24500	8.53	53.89	4.50
2008	48500 C	E 24500	W 24000	8.81	54.16	4.50
2007	51000 C	E 26000	W 25000	8.63	55.75	3.60
2006	51500 C	E 25000	W 26500	8.40	55.34	1.70
2005	49500 C	E 26000	W 23500	8.20	51.70	1.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 5299 - SR 818 / GRIFFIN RD - W OF US 1

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	18700 C	E 9600	W 9100	9.00	53.90	4.80
2019	19800 C	E 9800	W 10000	9.00	54.60	5.40
2018	19800 C	E 10500	W 9300	9.00	54.50	5.40
2017	21000 C	E 10500	W 10500	9.00	51.90	5.40
2016	18500 C	E 9800	W 8700	9.00	54.10	16.00
2015	16100 C	E 7800	W 8300	9.00	54.00	16.00
2014	14900 C	E 6900	W 8000	9.00	54.20	16.00
2013	15100 C	E 8300	W 6800	9.00	53.60	6.50
2012	16800 C	E 8800	W 8000	9.00	52.20	6.00
2011	17900 C	E 9200	W 8700	9.00	52.50	5.00
2010	17400 C	E 8300	W 9100	8.35	52.69	5.00
2009	17700 C	E 8800	W 8900	8.53	53.89	5.10
2008	17600 C	E 8700	W 8900	8.81	54.16	4.60
2007	14900 C	E 7400	W 7500	8.63	55.75	4.50
2006	15100 C	E 7300	W 7800	8.40	55.34	5.40
2005	14300 C	E 7000	W 7300	8.20	51.70	5.40

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 8124 - RAVENSWOOD ROAD, S OF GRIFFIN ROAD (SIS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	14600 C	N 7900	S 6700	9.00	53.90	4.60
2019	17600 F	N 9100	S 8500	9.00	54.60	4.30
2018	17600 C	N 9100	S 8500	9.00	54.50	4.30
2017	19200 C	N 9300	S 9900	9.00	51.90	3.80
2016	18800 C	N 9600	S 9200	9.00	54.10	10.60
2015	18200 C	N 9300	S 8900	9.00	54.00	3.60
2014	17700 C	N 8500	S 9200	9.00	54.20	7.80
2013	16800 C	N 8400	S 8400	9.00	53.60	8.30
2012	15100 C	N 7400	S 7700	9.00	52.20	4.30
2011	14700 C	N 7500	S 7200	9.00	52.50	9.50
2010	14600 C	N 7600	S 7000	8.35	52.69	9.50
2009	13300 C	N 6700	S 6600	8.53	53.89	4.50
2008	10200 C	N 5100	S 5100	8.81	54.16	10.60
2007	14900 C	N 7300	S 7600	8.63	55.75	4.50
2006	12000 C	N 0	S 0	8.40	55.34	5.50
2005	13500 C	N	S	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2020 HISTORICAL AADT REPORT

COUNTY: 86 - BROWARD

SITE: 9349 - N 29 AVENUE, S OF STIRLING ROAD

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2020	6900 C	N 3500	S 3400	9.00	53.90	7.80
2019	7900 C	N 4100	S 3800	9.00	54.60	5.50
2018	10600 T	N 5700	S 4900	9.00	54.50	6.00
2017	10600 S	N 5700	S 4900	9.00	51.90	6.20
2016	10600 F	N 5700	S 4900	9.00	54.10	2.90
2015	10400 C	N 5600	S 4800	9.00	54.00	3.40
2014	8100 T	N 4100	S 4000	9.00	54.20	7.40
2013	8100 S	N 4100	S 4000	9.00	53.60	7.60
2012	8100 F	N 4100	S 4000	9.00	52.20	5.90
2011	8100 C	N 4100	S 4000	9.00	52.50	6.30
2010	9200 F	N 4600	S 4600	8.35	52.69	9.30
2009	9200 C	N 4600	S 4600	8.53	53.89	5.30
2008	10100 C	N 4900	S 5200	8.81	54.16	6.50
2007	11500 C	N 5700	S 5800	8.63	55.75	4.80
2006	9800 C	N 5000	S 4800	8.40	55.34	2.90
2005	10900 C	N 5400	S 5500	8.20	51.70	0.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix A-5
2019 Weekly Axle Factor Category Report

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8610 SR5,DADE - I-595	8611 SR 844, US1 - A1A	8612 SR 842, SR 817 - US1	8613 SR 870, SR 817 - US1
1	01/01/2019 - 01/05/2019	0.98	0.99	1.00	0.98
2	01/06/2019 - 01/12/2019	0.98	0.99	1.00	0.98
3	01/13/2019 - 01/19/2019	0.98	0.99	1.00	0.98
4	01/20/2019 - 01/26/2019	0.98	0.99	1.00	0.98
5	01/27/2019 - 02/02/2019	0.98	0.99	1.00	0.98
6	02/03/2019 - 02/09/2019	0.98	0.99	1.00	0.98
7	02/10/2019 - 02/16/2019	0.98	0.99	1.00	0.98
8	02/17/2019 - 02/23/2019	0.98	0.99	1.00	0.98
9	02/24/2019 - 03/02/2019	0.98	0.99	1.00	0.98
10	03/03/2019 - 03/09/2019	0.98	0.99	0.99	0.98
11	03/10/2019 - 03/16/2019	0.98	0.99	0.99	0.98
12	03/17/2019 - 03/23/2019	0.98	0.99	0.99	0.98
13	03/24/2019 - 03/30/2019	0.98	0.99	0.99	0.98
14	03/31/2019 - 04/06/2019	0.98	0.99	0.99	0.98
15	04/07/2019 - 04/13/2019	0.98	0.99	0.99	0.98
16	04/14/2019 - 04/20/2019	0.98	0.99	0.99	0.98
17	04/21/2019 - 04/27/2019	0.98	0.99	0.99	0.98
18	04/28/2019 - 05/04/2019	0.98	0.99	0.99	0.98
19	05/05/2019 - 05/11/2019	0.98	0.99	0.99	0.98
20	05/12/2019 - 05/18/2019	0.98	0.99	0.99	0.98
21	05/19/2019 - 05/25/2019	0.98	0.99	0.99	0.98
22	05/26/2019 - 06/01/2019	0.98	0.99	0.99	0.98
23	06/02/2019 - 06/08/2019	0.98	0.99	0.99	0.98
24	06/09/2019 - 06/15/2019	0.98	0.99	0.99	0.98
25	06/16/2019 - 06/22/2019	0.98	0.99	0.99	0.98
26	06/23/2019 - 06/29/2019	0.98	0.99	0.99	0.98
27	06/30/2019 - 07/06/2019	0.98	0.99	0.99	0.98
28	07/07/2019 - 07/13/2019	0.98	0.99	0.99	0.98
29	07/14/2019 - 07/20/2019	0.98	0.99	0.99	0.98
30	07/21/2019 - 07/27/2019	0.98	0.99	0.99	0.98
31	07/28/2019 - 08/03/2019	0.98	0.99	0.99	0.98
32	08/04/2019 - 08/10/2019	0.98	0.99	0.99	0.98
33	08/11/2019 - 08/17/2019	0.98	0.99	0.99	0.98
34	08/18/2019 - 08/24/2019	0.98	0.99	0.99	0.98
35	08/25/2019 - 08/31/2019	0.98	0.99	1.00	0.98
36	09/01/2019 - 09/07/2019	0.98	0.99	1.00	0.98
37	09/08/2019 - 09/14/2019	0.98	0.99	1.00	0.98
38	09/15/2019 - 09/21/2019	0.98	0.99	1.00	0.98
39	09/22/2019 - 09/28/2019	0.98	0.99	1.00	0.98
40	09/29/2019 - 10/05/2019	0.98	0.99	1.00	0.98
41	10/06/2019 - 10/12/2019	0.98	0.99	1.00	0.98
42	10/13/2019 - 10/19/2019	0.98	0.99	1.00	0.98
43	10/20/2019 - 10/26/2019	0.98	0.99	1.00	0.98
44	10/27/2019 - 11/02/2019	0.98	0.99	1.00	0.98
45	11/03/2019 - 11/09/2019	0.98	0.99	1.00	0.98
46	11/10/2019 - 11/16/2019	0.98	0.99	1.00	0.98
47	11/17/2019 - 11/23/2019	0.98	0.99	1.00	0.98
48	11/24/2019 - 11/30/2019	0.98	0.99	1.00	0.98
49	12/01/2019 - 12/07/2019	0.98	0.99	1.00	0.98
50	12/08/2019 - 12/14/2019	0.98	0.99	1.00	0.98
51	12/15/2019 - 12/21/2019	0.98	0.99	1.00	0.98
52	12/22/2019 - 12/28/2019	0.98	0.99	1.00	0.98
53	12/29/2019 - 12/31/2019	0.98	0.99	1.00	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8614 SR 869, SW 10TH ST	8615 SR818,FLAMINGO-SR 7	8616 SR 848, SR 817-US 1	8617 SR 824, SR 817-US 1
1	01/01/2019 - 01/05/2019	0.95	0.99	0.99	0.99
2	01/06/2019 - 01/12/2019	0.95	0.99	0.99	0.99
3	01/13/2019 - 01/19/2019	0.95	0.99	0.99	0.99
4	01/20/2019 - 01/26/2019	0.96	0.99	0.99	0.99
5	01/27/2019 - 02/02/2019	0.96	0.99	0.99	0.99
6	02/03/2019 - 02/09/2019	0.97	0.99	0.99	0.99
7	02/10/2019 - 02/16/2019	0.97	0.99	0.99	0.99
8	02/17/2019 - 02/23/2019	0.97	0.99	0.99	0.99
9	02/24/2019 - 03/02/2019	0.97	0.99	0.99	0.99
10	03/03/2019 - 03/09/2019	0.97	0.99	0.99	0.99
11	03/10/2019 - 03/16/2019	0.97	0.99	0.99	0.99
12	03/17/2019 - 03/23/2019	0.97	0.99	0.99	0.99
13	03/24/2019 - 03/30/2019	0.97	0.99	0.99	0.99
14	03/31/2019 - 04/06/2019	0.97	0.99	0.99	0.99
15	04/07/2019 - 04/13/2019	0.97	0.99	0.99	0.99
16	04/14/2019 - 04/20/2019	0.97	0.99	0.99	0.99
17	04/21/2019 - 04/27/2019	0.97	0.99	0.99	0.99
18	04/28/2019 - 05/04/2019	0.97	0.99	0.99	0.99
19	05/05/2019 - 05/11/2019	0.96	0.99	0.99	0.99
20	05/12/2019 - 05/18/2019	0.96	0.99	0.99	0.99
21	05/19/2019 - 05/25/2019	0.96	0.99	0.99	0.99
22	05/26/2019 - 06/01/2019	0.96	0.99	0.99	0.99
23	06/02/2019 - 06/08/2019	0.96	0.99	0.99	0.99
24	06/09/2019 - 06/15/2019	0.96	0.99	0.99	0.99
25	06/16/2019 - 06/22/2019	0.96	0.99	0.99	0.99
26	06/23/2019 - 06/29/2019	0.96	0.99	0.99	0.99
27	06/30/2019 - 07/06/2019	0.96	0.99	0.99	0.99
28	07/07/2019 - 07/13/2019	0.96	0.99	0.99	0.99
29	07/14/2019 - 07/20/2019	0.96	0.99	0.99	0.99
30	07/21/2019 - 07/27/2019	0.96	0.99	0.99	0.99
31	07/28/2019 - 08/03/2019	0.96	0.99	0.99	0.99
32	08/04/2019 - 08/10/2019	0.96	0.99	0.99	0.99
33	08/11/2019 - 08/17/2019	0.96	0.99	0.99	0.99
34	08/18/2019 - 08/24/2019	0.96	0.99	0.99	0.99
35	08/25/2019 - 08/31/2019	0.96	0.99	0.99	0.99
36	09/01/2019 - 09/07/2019	0.96	0.99	0.99	0.99
37	09/08/2019 - 09/14/2019	0.96	0.99	0.99	0.99
38	09/15/2019 - 09/21/2019	0.96	0.99	0.99	0.99
39	09/22/2019 - 09/28/2019	0.96	0.99	0.99	0.99
40	09/29/2019 - 10/05/2019	0.96	0.99	0.99	0.99
41	10/06/2019 - 10/12/2019	0.96	0.99	0.99	0.99
42	10/13/2019 - 10/19/2019	0.95	0.99	0.99	0.99
43	10/20/2019 - 10/26/2019	0.95	0.99	0.99	0.99
44	10/27/2019 - 11/02/2019	0.95	0.99	0.99	0.99
45	11/03/2019 - 11/09/2019	0.95	0.99	0.99	0.99
46	11/10/2019 - 11/16/2019	0.95	0.99	0.99	0.99
47	11/17/2019 - 11/23/2019	0.95	0.99	0.99	0.99
48	11/24/2019 - 11/30/2019	0.95	0.99	0.99	0.99
49	12/01/2019 - 12/07/2019	0.95	0.99	0.99	0.99
50	12/08/2019 - 12/14/2019	0.95	0.99	0.99	0.99
51	12/15/2019 - 12/21/2019	0.95	0.99	0.99	0.99
52	12/22/2019 - 12/28/2019	0.95	0.99	0.99	0.99
53	12/29/2019 - 12/31/2019	0.95	0.99	0.99	0.99

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8618 SR 5, I595	8619 SR 834, SR 817- US 1 - SR 870	8620 SR A1A, DADE - SR 5	8621 SR 814, SR 7 - US 1
1	01/01/2019 - 01/05/2019	0.99	0.98	1.00	0.98
2	01/06/2019 - 01/12/2019	0.99	0.98	1.00	0.98
3	01/13/2019 - 01/19/2019	0.99	0.98	1.00	0.98
4	01/20/2019 - 01/26/2019	0.99	0.98	1.00	0.98
5	01/27/2019 - 02/02/2019	0.99	0.98	1.00	0.98
6	02/03/2019 - 02/09/2019	0.99	0.98	1.00	0.98
7	02/10/2019 - 02/16/2019	0.99	0.98	1.00	0.99
8	02/17/2019 - 02/23/2019	0.99	0.98	1.00	0.99
9	02/24/2019 - 03/02/2019	0.99	0.98	1.00	0.99
10	03/03/2019 - 03/09/2019	0.99	0.98	1.00	0.99
11	03/10/2019 - 03/16/2019	0.99	0.98	1.00	0.99
12	03/17/2019 - 03/23/2019	0.99	0.98	1.00	0.99
13	03/24/2019 - 03/30/2019	0.99	0.98	1.00	0.99
14	03/31/2019 - 04/06/2019	0.99	0.98	1.00	0.99
15	04/07/2019 - 04/13/2019	0.99	0.98	1.00	0.99
16	04/14/2019 - 04/20/2019	0.99	0.98	1.00	0.99
17	04/21/2019 - 04/27/2019	0.99	0.98	1.00	0.99
18	04/28/2019 - 05/04/2019	0.99	0.98	1.00	0.99
19	05/05/2019 - 05/11/2019	0.99	0.98	1.00	0.99
20	05/12/2019 - 05/18/2019	0.99	0.98	1.00	0.99
21	05/19/2019 - 05/25/2019	0.99	0.98	1.00	0.99
22	05/26/2019 - 06/01/2019	0.99	0.98	1.00	0.99
23	06/02/2019 - 06/08/2019	0.99	0.98	1.00	0.99
24	06/09/2019 - 06/15/2019	0.99	0.98	1.00	0.99
25	06/16/2019 - 06/22/2019	0.99	0.98	1.00	0.99
26	06/23/2019 - 06/29/2019	0.99	0.98	1.00	0.99
27	06/30/2019 - 07/06/2019	0.99	0.98	1.00	0.99
28	07/07/2019 - 07/13/2019	0.99	0.98	1.00	0.99
29	07/14/2019 - 07/20/2019	0.99	0.98	1.00	0.99
30	07/21/2019 - 07/27/2019	0.99	0.98	1.00	0.99
31	07/28/2019 - 08/03/2019	0.99	0.98	1.00	0.99
32	08/04/2019 - 08/10/2019	0.99	0.98	1.00	0.99
33	08/11/2019 - 08/17/2019	0.99	0.98	1.00	0.99
34	08/18/2019 - 08/24/2019	0.99	0.98	1.00	0.99
35	08/25/2019 - 08/31/2019	0.99	0.98	1.00	0.99
36	09/01/2019 - 09/07/2019	0.99	0.98	1.00	0.99
37	09/08/2019 - 09/14/2019	0.99	0.98	1.00	0.99
38	09/15/2019 - 09/21/2019	0.99	0.98	1.00	0.99
39	09/22/2019 - 09/28/2019	0.99	0.98	1.00	0.99
40	09/29/2019 - 10/05/2019	0.99	0.98	1.00	0.99
41	10/06/2019 - 10/12/2019	0.99	0.98	1.00	0.99
42	10/13/2019 - 10/19/2019	0.99	0.98	1.00	0.99
43	10/20/2019 - 10/26/2019	0.99	0.98	1.00	0.99
44	10/27/2019 - 11/02/2019	0.99	0.98	1.00	0.98
45	11/03/2019 - 11/09/2019	0.99	0.98	1.00	0.98
46	11/10/2019 - 11/16/2019	0.99	0.98	1.00	0.98
47	11/17/2019 - 11/23/2019	0.99	0.98	1.00	0.98
48	11/24/2019 - 11/30/2019	0.99	0.98	1.00	0.98
49	12/01/2019 - 12/07/2019	0.99	0.98	1.00	0.98
50	12/08/2019 - 12/14/2019	0.99	0.98	1.00	0.98
51	12/15/2019 - 12/21/2019	0.99	0.98	1.00	0.98
52	12/22/2019 - 12/28/2019	0.99	0.98	1.00	0.98
53	12/29/2019 - 12/31/2019	0.99	0.98	1.00	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8622 SR 845, SR838-PB.CO.	8623 SR 816, SR 817- US 1	8624 SR84, 1WAY WB	8625 SR84, 1WAY EB
1	01/01/2019 - 01/05/2019	0.95	0.99	1.00	0.99
2	01/06/2019 - 01/12/2019	0.95	0.99	1.00	0.99
3	01/13/2019 - 01/19/2019	0.95	0.99	1.00	0.99
4	01/20/2019 - 01/26/2019	0.95	0.99	1.00	0.99
5	01/27/2019 - 02/02/2019	0.96	0.99	1.00	0.99
6	02/03/2019 - 02/09/2019	0.96	0.99	1.00	0.99
7	02/10/2019 - 02/16/2019	0.96	0.99	1.00	0.99
8	02/17/2019 - 02/23/2019	0.96	0.99	1.00	0.99
9	02/24/2019 - 03/02/2019	0.97	0.99	1.00	0.99
10	03/03/2019 - 03/09/2019	0.97	0.98	1.00	0.99
11	03/10/2019 - 03/16/2019	0.97	0.98	1.00	0.99
12	03/17/2019 - 03/23/2019	0.97	0.98	1.00	0.99
13	03/24/2019 - 03/30/2019	0.97	0.98	1.00	0.99
14	03/31/2019 - 04/06/2019	0.97	0.98	1.00	0.99
15	04/07/2019 - 04/13/2019	0.97	0.98	1.00	0.99
16	04/14/2019 - 04/20/2019	0.97	0.98	1.00	0.99
17	04/21/2019 - 04/27/2019	0.96	0.98	1.00	0.99
18	04/28/2019 - 05/04/2019	0.96	0.98	1.00	0.99
19	05/05/2019 - 05/11/2019	0.96	0.98	1.00	0.99
20	05/12/2019 - 05/18/2019	0.96	0.98	1.00	0.99
21	05/19/2019 - 05/25/2019	0.96	0.98	1.00	0.99
22	05/26/2019 - 06/01/2019	0.96	0.98	1.00	0.99
23	06/02/2019 - 06/08/2019	0.96	0.98	1.00	0.99
24	06/09/2019 - 06/15/2019	0.96	0.98	1.00	0.99
25	06/16/2019 - 06/22/2019	0.96	0.98	1.00	0.99
26	06/23/2019 - 06/29/2019	0.96	0.98	1.00	0.99
27	06/30/2019 - 07/06/2019	0.96	0.98	1.00	0.99
28	07/07/2019 - 07/13/2019	0.95	0.98	1.00	0.99
29	07/14/2019 - 07/20/2019	0.95	0.98	1.00	0.99
30	07/21/2019 - 07/27/2019	0.95	0.98	1.00	0.99
31	07/28/2019 - 08/03/2019	0.95	0.98	1.00	0.99
32	08/04/2019 - 08/10/2019	0.95	0.98	1.00	0.99
33	08/11/2019 - 08/17/2019	0.95	0.98	1.00	0.99
34	08/18/2019 - 08/24/2019	0.95	0.98	1.00	0.99
35	08/25/2019 - 08/31/2019	0.95	0.99	1.00	0.99
36	09/01/2019 - 09/07/2019	0.95	0.99	1.00	0.99
37	09/08/2019 - 09/14/2019	0.95	0.99	1.00	0.99
38	09/15/2019 - 09/21/2019	0.95	0.99	1.00	0.99
39	09/22/2019 - 09/28/2019	0.95	0.99	1.00	0.99
40	09/29/2019 - 10/05/2019	0.95	0.99	1.00	0.99
41	10/06/2019 - 10/12/2019	0.95	0.99	1.00	0.99
42	10/13/2019 - 10/19/2019	0.95	0.99	1.00	0.99
43	10/20/2019 - 10/26/2019	0.95	0.99	1.00	0.99
44	10/27/2019 - 11/02/2019	0.95	0.99	1.00	0.99
45	11/03/2019 - 11/09/2019	0.95	0.99	1.00	0.99
46	11/10/2019 - 11/16/2019	0.95	0.99	1.00	0.99
47	11/17/2019 - 11/23/2019	0.95	0.99	1.00	0.99
48	11/24/2019 - 11/30/2019	0.95	0.99	1.00	0.99
49	12/01/2019 - 12/07/2019	0.95	0.99	1.00	0.99
50	12/08/2019 - 12/14/2019	0.95	0.99	1.00	0.99
51	12/15/2019 - 12/21/2019	0.95	0.99	1.00	0.99
52	12/22/2019 - 12/28/2019	0.95	0.99	1.00	0.99
53	12/29/2019 - 12/31/2019	0.95	0.99	1.00	0.99

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8626 SR84, SR 7 - MIAMI RD.	8627 SR 736, SR 7 - US 1	8628 SR 817, DADE CO-PALM	8629 SR25/US27, DADE - PA
1	01/01/2019 - 01/05/2019	0.98	0.98	0.99	0.83
2	01/06/2019 - 01/12/2019	0.98	0.98	0.99	0.83
3	01/13/2019 - 01/19/2019	0.98	0.98	0.99	0.83
4	01/20/2019 - 01/26/2019	0.98	0.98	0.99	0.83
5	01/27/2019 - 02/02/2019	0.98	0.99	0.99	0.83
6	02/03/2019 - 02/09/2019	0.98	0.99	0.99	0.84
7	02/10/2019 - 02/16/2019	0.98	0.99	0.99	0.84
8	02/17/2019 - 02/23/2019	0.98	0.99	0.99	0.84
9	02/24/2019 - 03/02/2019	0.98	0.99	0.99	0.84
10	03/03/2019 - 03/09/2019	0.98	0.99	0.99	0.85
11	03/10/2019 - 03/16/2019	0.98	0.99	0.99	0.85
12	03/17/2019 - 03/23/2019	0.98	0.99	0.99	0.85
13	03/24/2019 - 03/30/2019	0.98	0.99	0.99	0.85
14	03/31/2019 - 04/06/2019	0.98	0.99	0.99	0.86
15	04/07/2019 - 04/13/2019	0.98	0.99	0.99	0.86
16	04/14/2019 - 04/20/2019	0.98	0.99	0.99	0.86
17	04/21/2019 - 04/27/2019	0.98	0.99	0.99	0.86
18	04/28/2019 - 05/04/2019	0.98	0.99	0.99	0.86
19	05/05/2019 - 05/11/2019	0.98	0.99	0.99	0.87
20	05/12/2019 - 05/18/2019	0.98	0.99	0.99	0.87
21	05/19/2019 - 05/25/2019	0.98	0.99	0.99	0.87
22	05/26/2019 - 06/01/2019	0.98	0.99	0.99	0.87
23	06/02/2019 - 06/08/2019	0.98	0.99	0.99	0.88
24	06/09/2019 - 06/15/2019	0.98	0.99	0.99	0.88
25	06/16/2019 - 06/22/2019	0.98	0.99	0.99	0.88
26	06/23/2019 - 06/29/2019	0.98	0.99	0.99	0.88
27	06/30/2019 - 07/06/2019	0.98	0.99	0.99	0.88
28	07/07/2019 - 07/13/2019	0.98	0.99	0.99	0.89
29	07/14/2019 - 07/20/2019	0.98	0.99	0.99	0.89
30	07/21/2019 - 07/27/2019	0.98	0.99	0.99	0.89
31	07/28/2019 - 08/03/2019	0.98	0.98	0.99	0.89
32	08/04/2019 - 08/10/2019	0.98	0.98	0.99	0.90
33	08/11/2019 - 08/17/2019	0.98	0.98	0.99	0.90
34	08/18/2019 - 08/24/2019	0.98	0.98	0.99	0.90
35	08/25/2019 - 08/31/2019	0.98	0.98	0.99	0.90
36	09/01/2019 - 09/07/2019	0.98	0.98	0.99	0.91
37	09/08/2019 - 09/14/2019	0.98	0.98	0.99	0.91
38	09/15/2019 - 09/21/2019	0.98	0.98	0.99	0.91
39	09/22/2019 - 09/28/2019	0.98	0.98	0.99	0.90
40	09/29/2019 - 10/05/2019	0.98	0.98	0.99	0.90
41	10/06/2019 - 10/12/2019	0.98	0.98	0.99	0.89
42	10/13/2019 - 10/19/2019	0.98	0.98	0.99	0.89
43	10/20/2019 - 10/26/2019	0.98	0.98	0.99	0.88
44	10/27/2019 - 11/02/2019	0.98	0.98	0.99	0.88
45	11/03/2019 - 11/09/2019	0.98	0.98	0.99	0.87
46	11/10/2019 - 11/16/2019	0.98	0.98	0.99	0.87
47	11/17/2019 - 11/23/2019	0.98	0.98	0.99	0.86
48	11/24/2019 - 11/30/2019	0.98	0.98	0.99	0.86
49	12/01/2019 - 12/07/2019	0.98	0.98	0.99	0.85
50	12/08/2019 - 12/14/2019	0.98	0.98	0.99	0.85
51	12/15/2019 - 12/21/2019	0.98	0.98	0.99	0.84
52	12/22/2019 - 12/28/2019	0.98	0.98	0.99	0.84
53	12/29/2019 - 12/31/2019	0.98	0.98	0.99	0.83

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8630	8631	8632	8635
		I-595, I-95 - US 1	SR823,DADE - BROW BL	I595, I-75 - I-95	SR 818, SR 7 - US 1
1	01/01/2019 - 01/05/2019	0.93	1.00	0.96	0.98
2	01/06/2019 - 01/12/2019	0.93	1.00	0.96	0.98
3	01/13/2019 - 01/19/2019	0.93	1.00	0.96	0.98
4	01/20/2019 - 01/26/2019	0.93	1.00	0.96	0.98
5	01/27/2019 - 02/02/2019	0.93	1.00	0.96	0.98
6	02/03/2019 - 02/09/2019	0.93	1.00	0.96	0.98
7	02/10/2019 - 02/16/2019	0.93	1.00	0.96	0.98
8	02/17/2019 - 02/23/2019	0.93	1.00	0.96	0.98
9	02/24/2019 - 03/02/2019	0.93	1.00	0.95	0.98
10	03/03/2019 - 03/09/2019	0.93	1.00	0.95	0.99
11	03/10/2019 - 03/16/2019	0.93	1.00	0.94	0.99
12	03/17/2019 - 03/23/2019	0.93	1.00	0.94	0.99
13	03/24/2019 - 03/30/2019	0.93	1.00	0.95	0.99
14	03/31/2019 - 04/06/2019	0.93	1.00	0.95	0.99
15	04/07/2019 - 04/13/2019	0.93	1.00	0.96	0.99
16	04/14/2019 - 04/20/2019	0.93	1.00	0.96	0.99
17	04/21/2019 - 04/27/2019	0.93	1.00	0.96	0.99
18	04/28/2019 - 05/04/2019	0.93	1.00	0.96	0.99
19	05/05/2019 - 05/11/2019	0.93	1.00	0.96	0.99
20	05/12/2019 - 05/18/2019	0.93	1.00	0.96	0.99
21	05/19/2019 - 05/25/2019	0.93	1.00	0.96	0.99
22	05/26/2019 - 06/01/2019	0.93	1.00	0.96	0.99
23	06/02/2019 - 06/08/2019	0.93	1.00	0.96	0.99
24	06/09/2019 - 06/15/2019	0.93	1.00	0.96	0.99
25	06/16/2019 - 06/22/2019	0.93	1.00	0.96	0.99
26	06/23/2019 - 06/29/2019	0.93	1.00	0.96	0.99
27	06/30/2019 - 07/06/2019	0.93	1.00	0.96	0.99
28	07/07/2019 - 07/13/2019	0.93	1.00	0.96	0.99
29	07/14/2019 - 07/20/2019	0.93	1.00	0.96	0.99
30	07/21/2019 - 07/27/2019	0.93	1.00	0.96	0.99
31	07/28/2019 - 08/03/2019	0.93	1.00	0.96	0.99
32	08/04/2019 - 08/10/2019	0.93	1.00	0.96	0.99
33	08/11/2019 - 08/17/2019	0.93	1.00	0.96	0.99
34	08/18/2019 - 08/24/2019	0.93	1.00	0.96	0.99
35	08/25/2019 - 08/31/2019	0.93	1.00	0.96	0.98
36	09/01/2019 - 09/07/2019	0.93	1.00	0.96	0.98
37	09/08/2019 - 09/14/2019	0.93	1.00	0.96	0.98
38	09/15/2019 - 09/21/2019	0.93	1.00	0.96	0.98
39	09/22/2019 - 09/28/2019	0.93	1.00	0.96	0.98
40	09/29/2019 - 10/05/2019	0.93	1.00	0.96	0.98
41	10/06/2019 - 10/12/2019	0.93	1.00	0.96	0.98
42	10/13/2019 - 10/19/2019	0.93	1.00	0.96	0.98
43	10/20/2019 - 10/26/2019	0.93	1.00	0.96	0.98
44	10/27/2019 - 11/02/2019	0.93	1.00	0.96	0.98
45	11/03/2019 - 11/09/2019	0.93	1.00	0.96	0.98
46	11/10/2019 - 11/16/2019	0.93	1.00	0.96	0.98
47	11/17/2019 - 11/23/2019	0.93	1.00	0.96	0.98
48	11/24/2019 - 11/30/2019	0.93	1.00	0.96	0.98
49	12/01/2019 - 12/07/2019	0.93	1.00	0.96	0.98
50	12/08/2019 - 12/14/2019	0.93	1.00	0.96	0.98
51	12/15/2019 - 12/21/2019	0.93	1.00	0.96	0.98
52	12/22/2019 - 12/28/2019	0.93	1.00	0.96	0.98
53	12/29/2019 - 12/31/2019	0.93	1.00	0.96	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8636 ICWW BR.XINGS N.BROW	8637 SR820,US27-160 AVE	8638 SR820,160 AVE-US 1	8639 SR 838, SR 817-US 1
1	01/01/2019 - 01/05/2019	0.98	0.98	0.99	0.98
2	01/06/2019 - 01/12/2019	0.98	0.98	0.99	0.98
3	01/13/2019 - 01/19/2019	0.98	0.98	0.99	0.98
4	01/20/2019 - 01/26/2019	0.98	0.98	0.99	0.98
5	01/27/2019 - 02/02/2019	0.98	0.98	0.99	0.98
6	02/03/2019 - 02/09/2019	0.98	0.98	0.99	0.98
7	02/10/2019 - 02/16/2019	0.98	0.98	0.99	0.98
8	02/17/2019 - 02/23/2019	0.98	0.98	0.99	0.98
9	02/24/2019 - 03/02/2019	0.98	0.98	0.99	0.98
10	03/03/2019 - 03/09/2019	0.98	0.98	0.99	0.98
11	03/10/2019 - 03/16/2019	0.98	0.98	0.99	0.98
12	03/17/2019 - 03/23/2019	0.98	0.98	0.99	0.98
13	03/24/2019 - 03/30/2019	0.98	0.98	0.99	0.98
14	03/31/2019 - 04/06/2019	0.98	0.98	0.99	0.98
15	04/07/2019 - 04/13/2019	0.98	0.98	0.99	0.98
16	04/14/2019 - 04/20/2019	0.98	0.98	0.99	0.98
17	04/21/2019 - 04/27/2019	0.98	0.98	0.99	0.98
18	04/28/2019 - 05/04/2019	0.98	0.98	0.99	0.98
19	05/05/2019 - 05/11/2019	0.98	0.98	0.99	0.98
20	05/12/2019 - 05/18/2019	0.98	0.98	0.99	0.98
21	05/19/2019 - 05/25/2019	0.98	0.98	0.99	0.98
22	05/26/2019 - 06/01/2019	0.98	0.98	0.99	0.98
23	06/02/2019 - 06/08/2019	0.98	0.98	0.99	0.98
24	06/09/2019 - 06/15/2019	0.98	0.98	0.99	0.98
25	06/16/2019 - 06/22/2019	0.98	0.98	0.99	0.98
26	06/23/2019 - 06/29/2019	0.98	0.98	0.99	0.98
27	06/30/2019 - 07/06/2019	0.98	0.98	0.99	0.98
28	07/07/2019 - 07/13/2019	0.98	0.98	0.99	0.98
29	07/14/2019 - 07/20/2019	0.98	0.98	0.99	0.98
30	07/21/2019 - 07/27/2019	0.98	0.98	0.99	0.98
31	07/28/2019 - 08/03/2019	0.98	0.98	0.99	0.98
32	08/04/2019 - 08/10/2019	0.98	0.98	0.99	0.98
33	08/11/2019 - 08/17/2019	0.98	0.98	0.99	0.98
34	08/18/2019 - 08/24/2019	0.98	0.98	0.99	0.98
35	08/25/2019 - 08/31/2019	0.98	0.98	0.99	0.98
36	09/01/2019 - 09/07/2019	0.98	0.98	0.99	0.98
37	09/08/2019 - 09/14/2019	0.98	0.98	0.99	0.98
38	09/15/2019 - 09/21/2019	0.98	0.98	0.99	0.98
39	09/22/2019 - 09/28/2019	0.98	0.98	0.99	0.98
40	09/29/2019 - 10/05/2019	0.98	0.98	0.99	0.98
41	10/06/2019 - 10/12/2019	0.98	0.98	0.99	0.98
42	10/13/2019 - 10/19/2019	0.98	0.98	0.99	0.98
43	10/20/2019 - 10/26/2019	0.98	0.98	0.99	0.98
44	10/27/2019 - 11/02/2019	0.98	0.98	0.99	0.98
45	11/03/2019 - 11/09/2019	0.98	0.98	0.99	0.98
46	11/10/2019 - 11/16/2019	0.98	0.98	0.99	0.98
47	11/17/2019 - 11/23/2019	0.98	0.98	0.99	0.98
48	11/24/2019 - 11/30/2019	0.98	0.98	0.99	0.98
49	12/01/2019 - 12/07/2019	0.98	0.98	0.99	0.98
50	12/08/2019 - 12/14/2019	0.98	0.98	0.99	0.98
51	12/15/2019 - 12/21/2019	0.98	0.98	0.99	0.98
52	12/22/2019 - 12/28/2019	0.98	0.98	0.99	0.98
53	12/29/2019 - 12/31/2019	0.98	0.98	0.99	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8640 SR7/441,DADE -SR 736	8641 SR7/441,SR736-PALBC.	8643 SR 810, SR 7 - US 1	8644 SR 811, SR838-PB.CO.
1	01/01/2019 - 01/05/2019	0.98	0.99	0.99	0.98
2	01/06/2019 - 01/12/2019	0.98	0.99	0.99	0.98
3	01/13/2019 - 01/19/2019	0.98	0.99	0.99	0.98
4	01/20/2019 - 01/26/2019	0.98	0.99	0.99	0.98
5	01/27/2019 - 02/02/2019	0.98	0.99	0.99	0.98
6	02/03/2019 - 02/09/2019	0.98	0.99	0.99	0.98
7	02/10/2019 - 02/16/2019	0.98	0.99	0.99	0.98
8	02/17/2019 - 02/23/2019	0.98	0.99	0.99	0.98
9	02/24/2019 - 03/02/2019	0.98	0.99	0.99	0.98
10	03/03/2019 - 03/09/2019	0.98	0.99	0.99	0.98
11	03/10/2019 - 03/16/2019	0.98	0.99	0.99	0.98
12	03/17/2019 - 03/23/2019	0.98	0.99	0.99	0.98
13	03/24/2019 - 03/30/2019	0.98	0.99	0.99	0.98
14	03/31/2019 - 04/06/2019	0.98	0.99	0.99	0.98
15	04/07/2019 - 04/13/2019	0.98	0.99	0.99	0.98
16	04/14/2019 - 04/20/2019	0.98	0.99	0.99	0.98
17	04/21/2019 - 04/27/2019	0.98	0.99	0.99	0.98
18	04/28/2019 - 05/04/2019	0.98	0.99	0.99	0.98
19	05/05/2019 - 05/11/2019	0.98	0.99	0.99	0.98
20	05/12/2019 - 05/18/2019	0.98	0.99	0.99	0.98
21	05/19/2019 - 05/25/2019	0.98	0.99	0.99	0.98
22	05/26/2019 - 06/01/2019	0.98	0.99	0.99	0.98
23	06/02/2019 - 06/08/2019	0.98	0.99	0.99	0.98
24	06/09/2019 - 06/15/2019	0.98	0.99	0.99	0.98
25	06/16/2019 - 06/22/2019	0.98	0.99	0.99	0.98
26	06/23/2019 - 06/29/2019	0.98	0.99	0.99	0.98
27	06/30/2019 - 07/06/2019	0.98	0.99	0.99	0.98
28	07/07/2019 - 07/13/2019	0.98	0.99	0.99	0.98
29	07/14/2019 - 07/20/2019	0.98	0.99	0.99	0.98
30	07/21/2019 - 07/27/2019	0.98	0.99	0.99	0.98
31	07/28/2019 - 08/03/2019	0.98	0.99	0.99	0.98
32	08/04/2019 - 08/10/2019	0.98	0.99	0.99	0.98
33	08/11/2019 - 08/17/2019	0.98	0.99	0.99	0.98
34	08/18/2019 - 08/24/2019	0.98	0.99	0.99	0.98
35	08/25/2019 - 08/31/2019	0.98	0.99	0.99	0.98
36	09/01/2019 - 09/07/2019	0.98	0.99	0.99	0.98
37	09/08/2019 - 09/14/2019	0.98	0.99	0.99	0.98
38	09/15/2019 - 09/21/2019	0.98	0.99	0.99	0.98
39	09/22/2019 - 09/28/2019	0.98	0.99	0.99	0.98
40	09/29/2019 - 10/05/2019	0.98	0.99	0.99	0.98
41	10/06/2019 - 10/12/2019	0.98	0.99	0.99	0.98
42	10/13/2019 - 10/19/2019	0.98	0.99	0.99	0.98
43	10/20/2019 - 10/26/2019	0.98	0.99	0.99	0.98
44	10/27/2019 - 11/02/2019	0.98	0.99	0.99	0.98
45	11/03/2019 - 11/09/2019	0.98	0.99	0.99	0.98
46	11/10/2019 - 11/16/2019	0.98	0.99	0.99	0.98
47	11/17/2019 - 11/23/2019	0.98	0.99	0.99	0.98
48	11/24/2019 - 11/30/2019	0.98	0.99	0.99	0.98
49	12/01/2019 - 12/07/2019	0.98	0.99	0.99	0.98
50	12/08/2019 - 12/14/2019	0.98	0.99	0.99	0.98
51	12/15/2019 - 12/21/2019	0.98	0.99	0.99	0.98
52	12/22/2019 - 12/28/2019	0.98	0.99	0.99	0.98
53	12/29/2019 - 12/31/2019	0.98	0.99	0.99	0.98

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8645 BROWARD CO. ROADS	8646 SR858, SR 7 - US 1	8647 SR822, US 441-US 1	8649 A1A,US1@17ST-SR 814
1	01/01/2019 - 01/05/2019	1.00	0.99	0.99	0.99
2	01/06/2019 - 01/12/2019	1.00	0.99	0.99	0.99
3	01/13/2019 - 01/19/2019	1.00	0.98	0.99	0.99
4	01/20/2019 - 01/26/2019	1.00	0.98	0.99	0.99
5	01/27/2019 - 02/02/2019	1.00	0.99	0.99	0.99
6	02/03/2019 - 02/09/2019	1.00	0.99	0.99	0.99
7	02/10/2019 - 02/16/2019	1.00	0.99	0.98	0.99
8	02/17/2019 - 02/23/2019	1.00	0.99	0.98	0.99
9	02/24/2019 - 03/02/2019	0.99	0.99	0.98	0.99
10	03/03/2019 - 03/09/2019	0.99	0.99	0.98	0.98
11	03/10/2019 - 03/16/2019	0.98	0.99	0.98	0.98
12	03/17/2019 - 03/23/2019	0.98	0.99	0.98	0.98
13	03/24/2019 - 03/30/2019	0.99	0.99	0.98	0.98
14	03/31/2019 - 04/06/2019	0.99	0.99	0.98	0.98
15	04/07/2019 - 04/13/2019	1.00	0.99	0.97	0.98
16	04/14/2019 - 04/20/2019	1.00	0.99	0.97	0.98
17	04/21/2019 - 04/27/2019	1.00	0.99	0.97	0.98
18	04/28/2019 - 05/04/2019	1.00	0.99	0.97	0.98
19	05/05/2019 - 05/11/2019	1.00	0.99	0.97	0.98
20	05/12/2019 - 05/18/2019	1.00	0.99	0.97	0.98
21	05/19/2019 - 05/25/2019	1.00	0.99	0.97	0.98
22	05/26/2019 - 06/01/2019	1.00	0.99	0.96	0.98
23	06/02/2019 - 06/08/2019	1.00	0.99	0.96	0.98
24	06/09/2019 - 06/15/2019	1.00	0.99	0.96	0.98
25	06/16/2019 - 06/22/2019	1.00	0.99	0.96	0.98
26	06/23/2019 - 06/29/2019	1.00	0.99	0.96	0.98
27	06/30/2019 - 07/06/2019	1.00	0.99	0.96	0.98
28	07/07/2019 - 07/13/2019	1.00	0.99	0.96	0.98
29	07/14/2019 - 07/20/2019	1.00	0.99	0.96	0.98
30	07/21/2019 - 07/27/2019	1.00	0.99	0.95	0.98
31	07/28/2019 - 08/03/2019	1.00	0.99	0.95	0.98
32	08/04/2019 - 08/10/2019	1.00	0.99	0.95	0.99
33	08/11/2019 - 08/17/2019	1.00	0.99	0.95	0.99
34	08/18/2019 - 08/24/2019	1.00	0.99	0.95	0.99
35	08/25/2019 - 08/31/2019	1.00	0.99	0.95	0.99
36	09/01/2019 - 09/07/2019	1.00	0.99	0.96	0.99
37	09/08/2019 - 09/14/2019	1.00	0.99	0.96	0.99
38	09/15/2019 - 09/21/2019	1.00	0.99	0.96	0.99
39	09/22/2019 - 09/28/2019	1.00	0.99	0.96	0.99
40	09/29/2019 - 10/05/2019	1.00	0.99	0.96	0.99
41	10/06/2019 - 10/12/2019	1.00	0.99	0.97	0.99
42	10/13/2019 - 10/19/2019	1.00	0.99	0.97	0.99
43	10/20/2019 - 10/26/2019	1.00	0.99	0.97	0.99
44	10/27/2019 - 11/02/2019	1.00	0.99	0.97	0.99
45	11/03/2019 - 11/09/2019	1.00	0.99	0.97	0.99
46	11/10/2019 - 11/16/2019	1.00	0.99	0.98	0.99
47	11/17/2019 - 11/23/2019	1.00	0.99	0.98	0.99
48	11/24/2019 - 11/30/2019	1.00	0.99	0.98	0.99
49	12/01/2019 - 12/07/2019	1.00	0.99	0.98	0.99
50	12/08/2019 - 12/14/2019	1.00	0.99	0.98	0.99
51	12/15/2019 - 12/21/2019	1.00	0.99	0.99	0.99
52	12/22/2019 - 12/28/2019	1.00	0.99	0.99	0.99
53	12/29/2019 - 12/31/2019	1.00	0.98	0.99	0.99

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8650 AIA, SR 814 - PB.CO.	8651 SR 5, SR 870- PB.CO.	8652 ICWW BR.XINGS S.BROW	8655 SR 849/31 AV POMPANO
1	01/01/2019 - 01/05/2019	1.00	1.00	1.00	0.81
2	01/06/2019 - 01/12/2019	1.00	1.00	1.00	0.85
3	01/13/2019 - 01/19/2019	1.00	1.00	1.00	0.88
4	01/20/2019 - 01/26/2019	1.00	1.00	1.00	0.86
5	01/27/2019 - 02/02/2019	1.00	1.00	1.00	0.84
6	02/03/2019 - 02/09/2019	1.00	1.00	1.00	0.81
7	02/10/2019 - 02/16/2019	1.00	1.00	1.00	0.79
8	02/17/2019 - 02/23/2019	1.00	1.00	1.00	0.80
9	02/24/2019 - 03/02/2019	1.00	1.00	1.00	0.80
10	03/03/2019 - 03/09/2019	1.00	1.00	1.00	0.81
11	03/10/2019 - 03/16/2019	1.00	0.99	1.00	0.81
12	03/17/2019 - 03/23/2019	1.00	0.99	1.00	0.81
13	03/24/2019 - 03/30/2019	1.00	0.99	0.99	0.80
14	03/31/2019 - 04/06/2019	1.00	0.99	0.99	0.80
15	04/07/2019 - 04/13/2019	1.00	0.99	0.98	0.79
16	04/14/2019 - 04/20/2019	1.00	0.99	0.98	0.79
17	04/21/2019 - 04/27/2019	1.00	0.99	0.99	0.79
18	04/28/2019 - 05/04/2019	1.00	0.99	0.99	0.80
19	05/05/2019 - 05/11/2019	1.00	0.99	1.00	0.80
20	05/12/2019 - 05/18/2019	1.00	0.99	1.00	0.80
21	05/19/2019 - 05/25/2019	1.00	0.99	1.00	0.80
22	05/26/2019 - 06/01/2019	1.00	0.99	1.00	0.81
23	06/02/2019 - 06/08/2019	1.00	0.99	1.00	0.81
24	06/09/2019 - 06/15/2019	1.00	0.99	1.00	0.81
25	06/16/2019 - 06/22/2019	1.00	0.99	1.00	0.81
26	06/23/2019 - 06/29/2019	1.00	0.98	1.00	0.81
27	06/30/2019 - 07/06/2019	1.00	0.98	1.00	0.81
28	07/07/2019 - 07/13/2019	1.00	0.98	1.00	0.81
29	07/14/2019 - 07/20/2019	1.00	0.98	1.00	0.81
30	07/21/2019 - 07/27/2019	1.00	0.98	1.00	0.83
31	07/28/2019 - 08/03/2019	1.00	0.98	1.00	0.86
32	08/04/2019 - 08/10/2019	1.00	0.98	1.00	0.88
33	08/11/2019 - 08/17/2019	1.00	0.98	1.00	0.90
34	08/18/2019 - 08/24/2019	1.00	0.98	1.00	0.88
35	08/25/2019 - 08/31/2019	1.00	0.98	1.00	0.86
36	09/01/2019 - 09/07/2019	1.00	0.98	1.00	0.85
37	09/08/2019 - 09/14/2019	1.00	0.98	1.00	0.83
38	09/15/2019 - 09/21/2019	1.00	0.99	1.00	0.81
39	09/22/2019 - 09/28/2019	1.00	0.99	1.00	0.81
40	09/29/2019 - 10/05/2019	1.00	0.99	1.00	0.80
41	10/06/2019 - 10/12/2019	1.00	0.99	1.00	0.80
42	10/13/2019 - 10/19/2019	1.00	0.99	1.00	0.79
43	10/20/2019 - 10/26/2019	1.00	0.99	1.00	0.80
44	10/27/2019 - 11/02/2019	1.00	0.99	1.00	0.80
45	11/03/2019 - 11/09/2019	1.00	0.99	1.00	0.81
46	11/10/2019 - 11/16/2019	1.00	0.99	1.00	0.81
47	11/17/2019 - 11/23/2019	1.00	0.99	1.00	0.81
48	11/24/2019 - 11/30/2019	1.00	1.00	1.00	0.81
49	12/01/2019 - 12/07/2019	1.00	1.00	1.00	0.81
50	12/08/2019 - 12/14/2019	1.00	1.00	1.00	0.81
51	12/15/2019 - 12/21/2019	1.00	1.00	1.00	0.81
52	12/22/2019 - 12/28/2019	1.00	1.00	1.00	0.85
53	12/29/2019 - 12/31/2019	1.00	1.00	1.00	0.88

2019 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 86 - BROWARD

WEEK	DATES	8675 I75, DADE CO-I595	8676 I75, I595-COLLIER CO	8695 I-95,DADE- PB.CO.
1	01/01/2019 - 01/05/2019	0.97	0.91	0.97
2	01/06/2019 - 01/12/2019	0.97	0.89	0.98
3	01/13/2019 - 01/19/2019	0.97	0.87	0.98
4	01/20/2019 - 01/26/2019	0.97	0.88	0.98
5	01/27/2019 - 02/02/2019	0.97	0.89	0.98
6	02/03/2019 - 02/09/2019	0.97	0.89	0.98
7	02/10/2019 - 02/16/2019	0.97	0.90	0.98
8	02/17/2019 - 02/23/2019	0.97	0.91	0.98
9	02/24/2019 - 03/02/2019	0.97	0.91	0.98
10	03/03/2019 - 03/09/2019	0.97	0.92	0.98
11	03/10/2019 - 03/16/2019	0.97	0.92	0.98
12	03/17/2019 - 03/23/2019	0.97	0.92	0.98
13	03/24/2019 - 03/30/2019	0.97	0.91	0.98
14	03/31/2019 - 04/06/2019	0.97	0.91	0.98
15	04/07/2019 - 04/13/2019	0.97	0.90	0.98
16	04/14/2019 - 04/20/2019	0.97	0.90	0.98
17	04/21/2019 - 04/27/2019	0.97	0.90	0.98
18	04/28/2019 - 05/04/2019	0.97	0.90	0.98
19	05/05/2019 - 05/11/2019	0.97	0.90	0.98
20	05/12/2019 - 05/18/2019	0.97	0.90	0.98
21	05/19/2019 - 05/25/2019	0.97	0.90	0.98
22	05/26/2019 - 06/01/2019	0.97	0.91	0.98
23	06/02/2019 - 06/08/2019	0.97	0.91	0.98
24	06/09/2019 - 06/15/2019	0.97	0.91	0.98
25	06/16/2019 - 06/22/2019	0.97	0.91	0.98
26	06/23/2019 - 06/29/2019	0.97	0.91	0.98
27	06/30/2019 - 07/06/2019	0.97	0.91	0.97
28	07/07/2019 - 07/13/2019	0.97	0.91	0.97
29	07/14/2019 - 07/20/2019	0.97	0.91	0.97
30	07/21/2019 - 07/27/2019	0.97	0.91	0.97
31	07/28/2019 - 08/03/2019	0.97	0.91	0.97
32	08/04/2019 - 08/10/2019	0.97	0.90	0.97
33	08/11/2019 - 08/17/2019	0.97	0.90	0.97
34	08/18/2019 - 08/24/2019	0.97	0.90	0.97
35	08/25/2019 - 08/31/2019	0.97	0.90	0.97
36	09/01/2019 - 09/07/2019	0.97	0.90	0.97
37	09/08/2019 - 09/14/2019	0.97	0.90	0.97
38	09/15/2019 - 09/21/2019	0.97	0.90	0.97
39	09/22/2019 - 09/28/2019	0.97	0.90	0.97
40	09/29/2019 - 10/05/2019	0.97	0.90	0.97
41	10/06/2019 - 10/12/2019	0.97	0.90	0.97
42	10/13/2019 - 10/19/2019	0.97	0.90	0.97
43	10/20/2019 - 10/26/2019	0.97	0.90	0.97
44	10/27/2019 - 11/02/2019	0.97	0.91	0.97
45	11/03/2019 - 11/09/2019	0.97	0.91	0.97
46	11/10/2019 - 11/16/2019	0.97	0.91	0.97
47	11/17/2019 - 11/23/2019	0.97	0.91	0.97
48	11/24/2019 - 11/30/2019	0.97	0.91	0.97
49	12/01/2019 - 12/07/2019	0.97	0.91	0.97
50	12/08/2019 - 12/14/2019	0.97	0.91	0.97
51	12/15/2019 - 12/21/2019	0.97	0.91	0.97
52	12/22/2019 - 12/28/2019	0.97	0.89	0.98
53	12/29/2019 - 12/31/2019	0.97	0.87	0.98

Appendix A-6
2019 Peak Season Factor Category Report

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8600 EAST-A1A TO US1

MOCF: 0.88

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.96	1.09
2	01/06/2019 - 01/12/2019	0.96	1.09
3	01/13/2019 - 01/19/2019	0.96	1.09
4	01/20/2019 - 01/26/2019	0.94	1.07
* 5	01/27/2019 - 02/02/2019	0.92	1.05
* 6	02/03/2019 - 02/09/2019	0.89	1.01
* 7	02/10/2019 - 02/16/2019	0.87	0.99
* 8	02/17/2019 - 02/23/2019	0.87	0.99
* 9	02/24/2019 - 03/02/2019	0.86	0.98
*10	03/03/2019 - 03/09/2019	0.86	0.98
*11	03/10/2019 - 03/16/2019	0.85	0.97
*12	03/17/2019 - 03/23/2019	0.86	0.98
*13	03/24/2019 - 03/30/2019	0.87	0.99
*14	03/31/2019 - 04/06/2019	0.89	1.01
*15	04/07/2019 - 04/13/2019	0.90	1.02
*16	04/14/2019 - 04/20/2019	0.91	1.03
*17	04/21/2019 - 04/27/2019	0.93	1.06
18	04/28/2019 - 05/04/2019	0.95	1.08
19	05/05/2019 - 05/11/2019	0.97	1.10
20	05/12/2019 - 05/18/2019	1.00	1.14
21	05/19/2019 - 05/25/2019	1.01	1.15
22	05/26/2019 - 06/01/2019	1.03	1.17
23	06/02/2019 - 06/08/2019	1.05	1.19
24	06/09/2019 - 06/15/2019	1.07	1.22
25	06/16/2019 - 06/22/2019	1.06	1.20
26	06/23/2019 - 06/29/2019	1.06	1.20
27	06/30/2019 - 07/06/2019	1.06	1.20
28	07/07/2019 - 07/13/2019	1.06	1.20
29	07/14/2019 - 07/20/2019	1.06	1.20
30	07/21/2019 - 07/27/2019	1.09	1.24
31	07/28/2019 - 08/03/2019	1.11	1.26
32	08/04/2019 - 08/10/2019	1.14	1.30
33	08/11/2019 - 08/17/2019	1.17	1.33
34	08/18/2019 - 08/24/2019	1.17	1.33
35	08/25/2019 - 08/31/2019	1.18	1.34
36	09/01/2019 - 09/07/2019	1.18	1.34
37	09/08/2019 - 09/14/2019	1.19	1.35
38	09/15/2019 - 09/21/2019	1.19	1.35
39	09/22/2019 - 09/28/2019	1.17	1.33
40	09/29/2019 - 10/05/2019	1.16	1.32
41	10/06/2019 - 10/12/2019	1.14	1.30
42	10/13/2019 - 10/19/2019	1.13	1.28
43	10/20/2019 - 10/26/2019	1.10	1.25
44	10/27/2019 - 11/02/2019	1.08	1.23
45	11/03/2019 - 11/09/2019	1.05	1.19
46	11/10/2019 - 11/16/2019	1.03	1.17
47	11/17/2019 - 11/23/2019	1.01	1.15
48	11/24/2019 - 11/30/2019	1.00	1.14
49	12/01/2019 - 12/07/2019	0.99	1.13
50	12/08/2019 - 12/14/2019	0.97	1.10
51	12/15/2019 - 12/21/2019	0.96	1.09
52	12/22/2019 - 12/28/2019	0.96	1.09
53	12/29/2019 - 12/31/2019	0.96	1.09

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8601 CEN.-W OF US1 TO SR7

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.00	1.03
3	01/13/2019 - 01/19/2019	1.01	1.04
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.98	1.01
*16	04/14/2019 - 04/20/2019	0.98	1.01
*17	04/21/2019 - 04/27/2019	0.99	1.02
*18	04/28/2019 - 05/04/2019	0.99	1.02
19	05/05/2019 - 05/11/2019	1.00	1.03
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.04	1.07
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.02	1.05
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.03	1.06
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.02	1.05
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.00	1.03
53	12/29/2019 - 12/31/2019	1.01	1.04

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8630 WEST-W OF US441

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.04
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.02	1.05
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.97	1.00
*12	03/17/2019 - 03/23/2019	0.97	1.00
*13	03/24/2019 - 03/30/2019	0.97	1.00
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	1.00	1.03
21	05/19/2019 - 05/25/2019	1.01	1.04
22	05/26/2019 - 06/01/2019	1.02	1.05
23	06/02/2019 - 06/08/2019	1.02	1.05
24	06/09/2019 - 06/15/2019	1.03	1.06
25	06/16/2019 - 06/22/2019	1.04	1.07
26	06/23/2019 - 06/29/2019	1.04	1.07
27	06/30/2019 - 07/06/2019	1.05	1.08
28	07/07/2019 - 07/13/2019	1.05	1.08
29	07/14/2019 - 07/20/2019	1.06	1.09
30	07/21/2019 - 07/27/2019	1.05	1.08
31	07/28/2019 - 08/03/2019	1.04	1.07
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.01	1.04
34	08/18/2019 - 08/24/2019	1.01	1.04
35	08/25/2019 - 08/31/2019	1.02	1.05
36	09/01/2019 - 09/07/2019	1.02	1.05
37	09/08/2019 - 09/14/2019	1.03	1.06
38	09/15/2019 - 09/21/2019	1.03	1.06
39	09/22/2019 - 09/28/2019	1.02	1.05
40	09/29/2019 - 10/05/2019	1.01	1.04
41	10/06/2019 - 10/12/2019	1.00	1.03
42	10/13/2019 - 10/19/2019	0.98	1.01
43	10/20/2019 - 10/26/2019	0.99	1.02
44	10/27/2019 - 11/02/2019	0.99	1.02
45	11/03/2019 - 11/09/2019	0.99	1.02
46	11/10/2019 - 11/16/2019	0.99	1.02
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.01	1.04
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.02	1.05

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8659 BROWARD I595

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.00	1.03
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.02	1.05
4	01/20/2019 - 01/26/2019	1.01	1.04
5	01/27/2019 - 02/02/2019	1.00	1.03
* 6	02/03/2019 - 02/09/2019	0.98	1.01
* 7	02/10/2019 - 02/16/2019	0.97	1.00
* 8	02/17/2019 - 02/23/2019	0.97	1.00
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.96	0.99
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.98	1.01
*18	04/28/2019 - 05/04/2019	0.98	1.01
19	05/05/2019 - 05/11/2019	0.99	1.02
20	05/12/2019 - 05/18/2019	0.99	1.02
21	05/19/2019 - 05/25/2019	1.00	1.03
22	05/26/2019 - 06/01/2019	1.01	1.04
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.03	1.06
28	07/07/2019 - 07/13/2019	1.03	1.06
29	07/14/2019 - 07/20/2019	1.03	1.06
30	07/21/2019 - 07/27/2019	1.03	1.06
31	07/28/2019 - 08/03/2019	1.03	1.06
32	08/04/2019 - 08/10/2019	1.02	1.05
33	08/11/2019 - 08/17/2019	1.02	1.05
34	08/18/2019 - 08/24/2019	1.03	1.06
35	08/25/2019 - 08/31/2019	1.03	1.06
36	09/01/2019 - 09/07/2019	1.04	1.07
37	09/08/2019 - 09/14/2019	1.04	1.07
38	09/15/2019 - 09/21/2019	1.05	1.08
39	09/22/2019 - 09/28/2019	1.04	1.07
40	09/29/2019 - 10/05/2019	1.03	1.06
41	10/06/2019 - 10/12/2019	1.01	1.04
42	10/13/2019 - 10/19/2019	1.00	1.03
43	10/20/2019 - 10/26/2019	1.00	1.03
44	10/27/2019 - 11/02/2019	1.00	1.03
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.00	1.03
50	12/08/2019 - 12/14/2019	1.00	1.03
51	12/15/2019 - 12/21/2019	1.00	1.03
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.02	1.05

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8675 BROWARD I75 URBAN

MOCF: 2.00

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.00	0.00
2	01/06/2019 - 01/12/2019	0.00	0.00
3	01/13/2019 - 01/19/2019	0.00	0.00
4	01/20/2019 - 01/26/2019	0.00	0.00
5	01/27/2019 - 02/02/2019	0.00	0.00
6	02/03/2019 - 02/09/2019	0.00	0.00
7	02/10/2019 - 02/16/2019	0.00	0.00
8	02/17/2019 - 02/23/2019	0.00	0.00
9	02/24/2019 - 03/02/2019	0.00	0.00
10	03/03/2019 - 03/09/2019	0.00	0.00
11	03/10/2019 - 03/16/2019	0.00	0.00
12	03/17/2019 - 03/23/2019	0.00	0.00
13	03/24/2019 - 03/30/2019	0.00	0.00
14	03/31/2019 - 04/06/2019	0.00	0.00
15	04/07/2019 - 04/13/2019	0.00	0.00
16	04/14/2019 - 04/20/2019	0.00	0.00
17	04/21/2019 - 04/27/2019	0.00	0.00
18	04/28/2019 - 05/04/2019	0.00	0.00
19	05/05/2019 - 05/11/2019	0.00	0.00
20	05/12/2019 - 05/18/2019	0.00	0.00
21	05/19/2019 - 05/25/2019	0.00	0.00
22	05/26/2019 - 06/01/2019	0.00	0.00
23	06/02/2019 - 06/08/2019	0.00	0.00
24	06/09/2019 - 06/15/2019	0.00	0.00
25	06/16/2019 - 06/22/2019	0.00	0.00
26	06/23/2019 - 06/29/2019	0.00	0.00
27	06/30/2019 - 07/06/2019	0.00	0.00
28	07/07/2019 - 07/13/2019	0.00	0.00
29	07/14/2019 - 07/20/2019	0.00	0.00
30	07/21/2019 - 07/27/2019	0.00	0.00
31	07/28/2019 - 08/03/2019	0.00	0.00
32	08/04/2019 - 08/10/2019	0.00	0.00
33	08/11/2019 - 08/17/2019	0.00	0.00
34	08/18/2019 - 08/24/2019	0.00	0.00
35	08/25/2019 - 08/31/2019	0.00	0.00
36	09/01/2019 - 09/07/2019	0.00	0.00
37	09/08/2019 - 09/14/2019	0.00	0.00
38	09/15/2019 - 09/21/2019	0.00	0.00
39	09/22/2019 - 09/28/2019	0.00	0.00
40	09/29/2019 - 10/05/2019	0.00	0.00
41	10/06/2019 - 10/12/2019	0.00	0.00
*42	10/13/2019 - 10/19/2019	0.00	0.00
*43	10/20/2019 - 10/26/2019	0.00	0.00
*44	10/27/2019 - 11/02/2019	0.00	0.00
*45	11/03/2019 - 11/09/2019	0.00	0.00
*46	11/10/2019 - 11/16/2019	0.00	0.00
*47	11/17/2019 - 11/23/2019	0.00	0.00
*48	11/24/2019 - 11/30/2019	0.00	0.00
*49	12/01/2019 - 12/07/2019	0.00	0.00
*50	12/08/2019 - 12/14/2019	0.00	0.00
*51	12/15/2019 - 12/21/2019	0.00	0.00
*52	12/22/2019 - 12/28/2019	0.00	0.00
*53	12/29/2019 - 12/31/2019	0.00	0.00

* PEAK SEASON

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8676 BROWARD I75 RURAL

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	0.94	0.99
2	01/06/2019 - 01/12/2019	0.98	1.03
3	01/13/2019 - 01/19/2019	1.02	1.07
4	01/20/2019 - 01/26/2019	1.01	1.06
5	01/27/2019 - 02/02/2019	0.99	1.04
6	02/03/2019 - 02/09/2019	0.98	1.03
* 7	02/10/2019 - 02/16/2019	0.96	1.01
* 8	02/17/2019 - 02/23/2019	0.95	1.00
* 9	02/24/2019 - 03/02/2019	0.94	0.99
*10	03/03/2019 - 03/09/2019	0.92	0.97
*11	03/10/2019 - 03/16/2019	0.91	0.96
*12	03/17/2019 - 03/23/2019	0.92	0.97
*13	03/24/2019 - 03/30/2019	0.94	0.99
*14	03/31/2019 - 04/06/2019	0.95	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.02
*16	04/14/2019 - 04/20/2019	0.98	1.03
*17	04/21/2019 - 04/27/2019	0.98	1.03
*18	04/28/2019 - 05/04/2019	0.98	1.03
*19	05/05/2019 - 05/11/2019	0.98	1.03
20	05/12/2019 - 05/18/2019	0.98	1.03
21	05/19/2019 - 05/25/2019	0.99	1.04
22	05/26/2019 - 06/01/2019	1.01	1.06
23	06/02/2019 - 06/08/2019	1.02	1.07
24	06/09/2019 - 06/15/2019	1.03	1.08
25	06/16/2019 - 06/22/2019	1.02	1.07
26	06/23/2019 - 06/29/2019	1.01	1.06
27	06/30/2019 - 07/06/2019	1.00	1.05
28	07/07/2019 - 07/13/2019	0.99	1.04
29	07/14/2019 - 07/20/2019	0.98	1.03
30	07/21/2019 - 07/27/2019	1.00	1.05
31	07/28/2019 - 08/03/2019	1.03	1.08
32	08/04/2019 - 08/10/2019	1.05	1.11
33	08/11/2019 - 08/17/2019	1.07	1.13
34	08/18/2019 - 08/24/2019	1.09	1.15
35	08/25/2019 - 08/31/2019	1.11	1.17
36	09/01/2019 - 09/07/2019	1.12	1.18
37	09/08/2019 - 09/14/2019	1.14	1.20
38	09/15/2019 - 09/21/2019	1.16	1.22
39	09/22/2019 - 09/28/2019	1.14	1.20
40	09/29/2019 - 10/05/2019	1.12	1.18
41	10/06/2019 - 10/12/2019	1.10	1.16
42	10/13/2019 - 10/19/2019	1.08	1.14
43	10/20/2019 - 10/26/2019	1.05	1.11
44	10/27/2019 - 11/02/2019	1.03	1.08
45	11/03/2019 - 11/09/2019	1.00	1.05
46	11/10/2019 - 11/16/2019	0.97	1.02
47	11/17/2019 - 11/23/2019	0.96	1.01
48	11/24/2019 - 11/30/2019	0.96	1.01
49	12/01/2019 - 12/07/2019	0.95	1.00
50	12/08/2019 - 12/14/2019	0.95	1.00
51	12/15/2019 - 12/21/2019	0.94	0.99
52	12/22/2019 - 12/28/2019	0.98	1.03
53	12/29/2019 - 12/31/2019	1.02	1.07

* PEAK SEASON

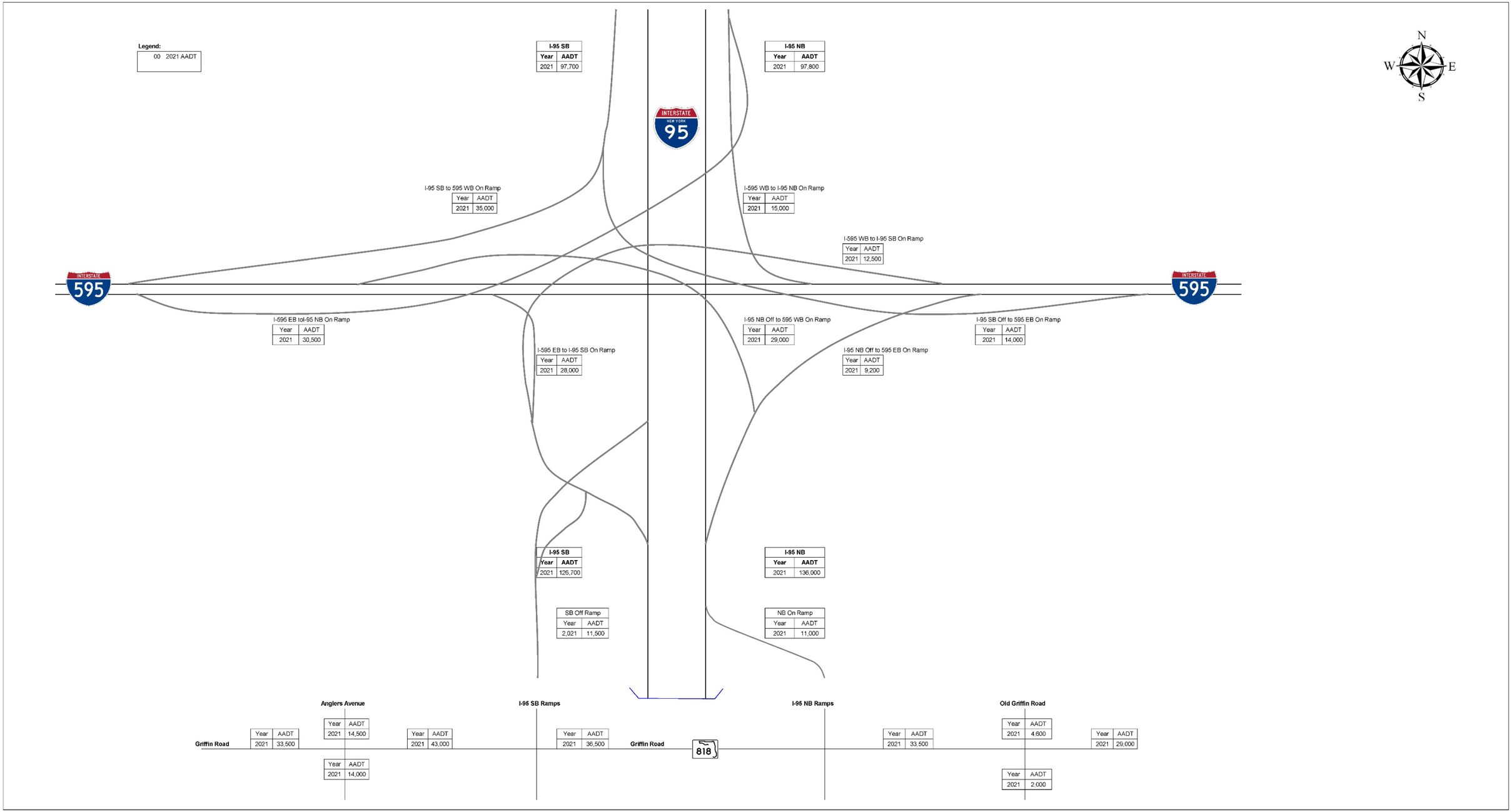
2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
CATEGORY: 8695 BROWARD I95

MOCF: 0.97

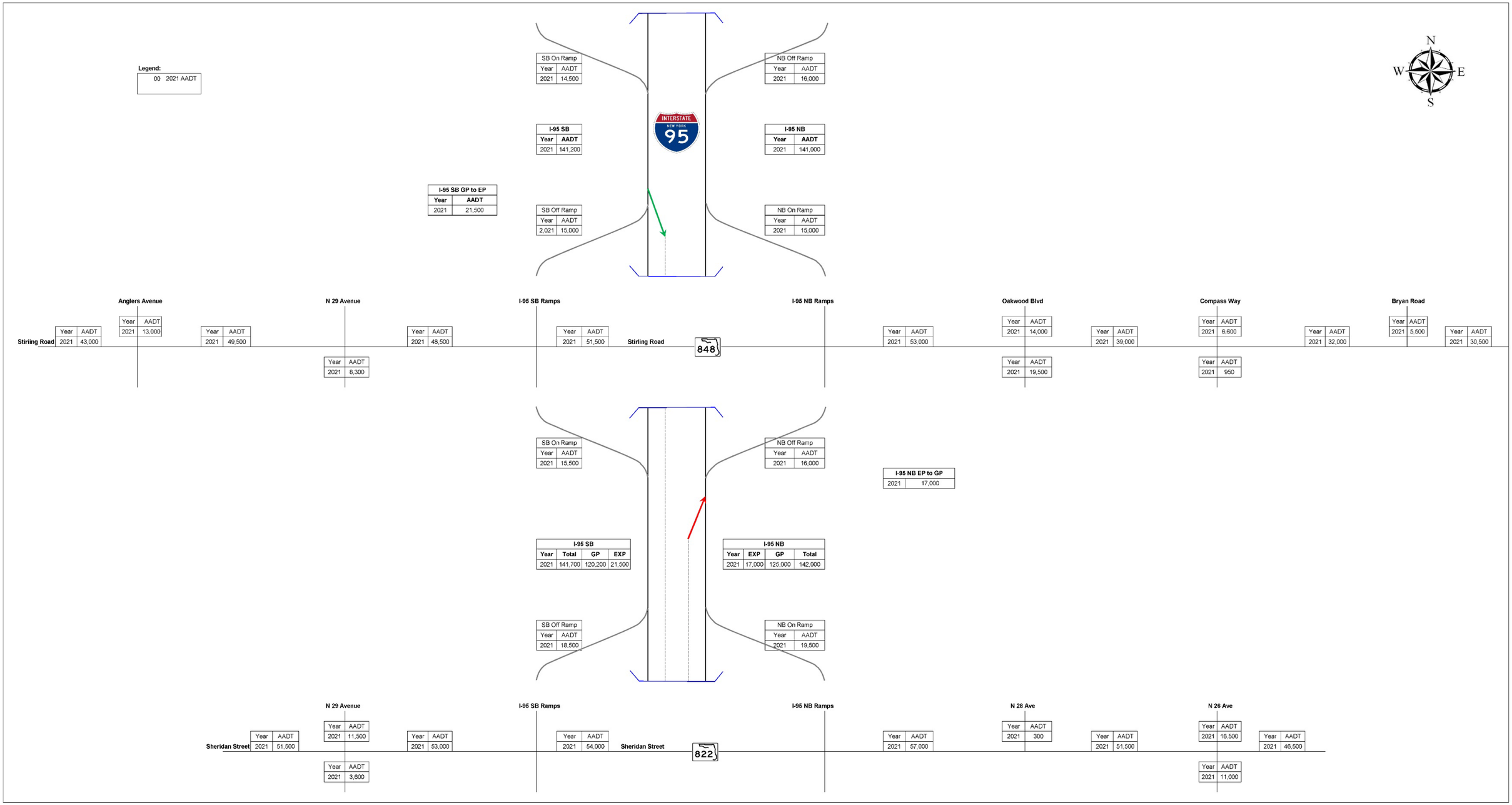
WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.01	1.04
2	01/06/2019 - 01/12/2019	1.01	1.04
3	01/13/2019 - 01/19/2019	1.00	1.03
4	01/20/2019 - 01/26/2019	1.00	1.03
5	01/27/2019 - 02/02/2019	0.99	1.02
6	02/03/2019 - 02/09/2019	0.99	1.02
7	02/10/2019 - 02/16/2019	0.98	1.01
* 8	02/17/2019 - 02/23/2019	0.98	1.01
* 9	02/24/2019 - 03/02/2019	0.97	1.00
*10	03/03/2019 - 03/09/2019	0.97	1.00
*11	03/10/2019 - 03/16/2019	0.96	0.99
*12	03/17/2019 - 03/23/2019	0.96	0.99
*13	03/24/2019 - 03/30/2019	0.96	0.99
*14	03/31/2019 - 04/06/2019	0.97	1.00
*15	04/07/2019 - 04/13/2019	0.97	1.00
*16	04/14/2019 - 04/20/2019	0.97	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.00
*18	04/28/2019 - 05/04/2019	0.98	1.01
*19	05/05/2019 - 05/11/2019	0.98	1.01
*20	05/12/2019 - 05/18/2019	0.98	1.01
21	05/19/2019 - 05/25/2019	0.99	1.02
22	05/26/2019 - 06/01/2019	1.00	1.03
23	06/02/2019 - 06/08/2019	1.01	1.04
24	06/09/2019 - 06/15/2019	1.02	1.05
25	06/16/2019 - 06/22/2019	1.02	1.05
26	06/23/2019 - 06/29/2019	1.02	1.05
27	06/30/2019 - 07/06/2019	1.01	1.04
28	07/07/2019 - 07/13/2019	1.01	1.04
29	07/14/2019 - 07/20/2019	1.01	1.04
30	07/21/2019 - 07/27/2019	1.02	1.05
31	07/28/2019 - 08/03/2019	1.02	1.05
32	08/04/2019 - 08/10/2019	1.03	1.06
33	08/11/2019 - 08/17/2019	1.03	1.06
34	08/18/2019 - 08/24/2019	1.04	1.07
35	08/25/2019 - 08/31/2019	1.04	1.07
36	09/01/2019 - 09/07/2019	1.05	1.08
37	09/08/2019 - 09/14/2019	1.05	1.08
38	09/15/2019 - 09/21/2019	1.06	1.09
39	09/22/2019 - 09/28/2019	1.05	1.08
40	09/29/2019 - 10/05/2019	1.04	1.07
41	10/06/2019 - 10/12/2019	1.02	1.05
42	10/13/2019 - 10/19/2019	1.01	1.04
43	10/20/2019 - 10/26/2019	1.01	1.04
44	10/27/2019 - 11/02/2019	1.01	1.04
45	11/03/2019 - 11/09/2019	1.00	1.03
46	11/10/2019 - 11/16/2019	1.00	1.03
47	11/17/2019 - 11/23/2019	1.00	1.03
48	11/24/2019 - 11/30/2019	1.00	1.03
49	12/01/2019 - 12/07/2019	1.01	1.04
50	12/08/2019 - 12/14/2019	1.01	1.04
51	12/15/2019 - 12/21/2019	1.01	1.04
52	12/22/2019 - 12/28/2019	1.01	1.04
53	12/29/2019 - 12/31/2019	1.00	1.03

* PEAK SEASON

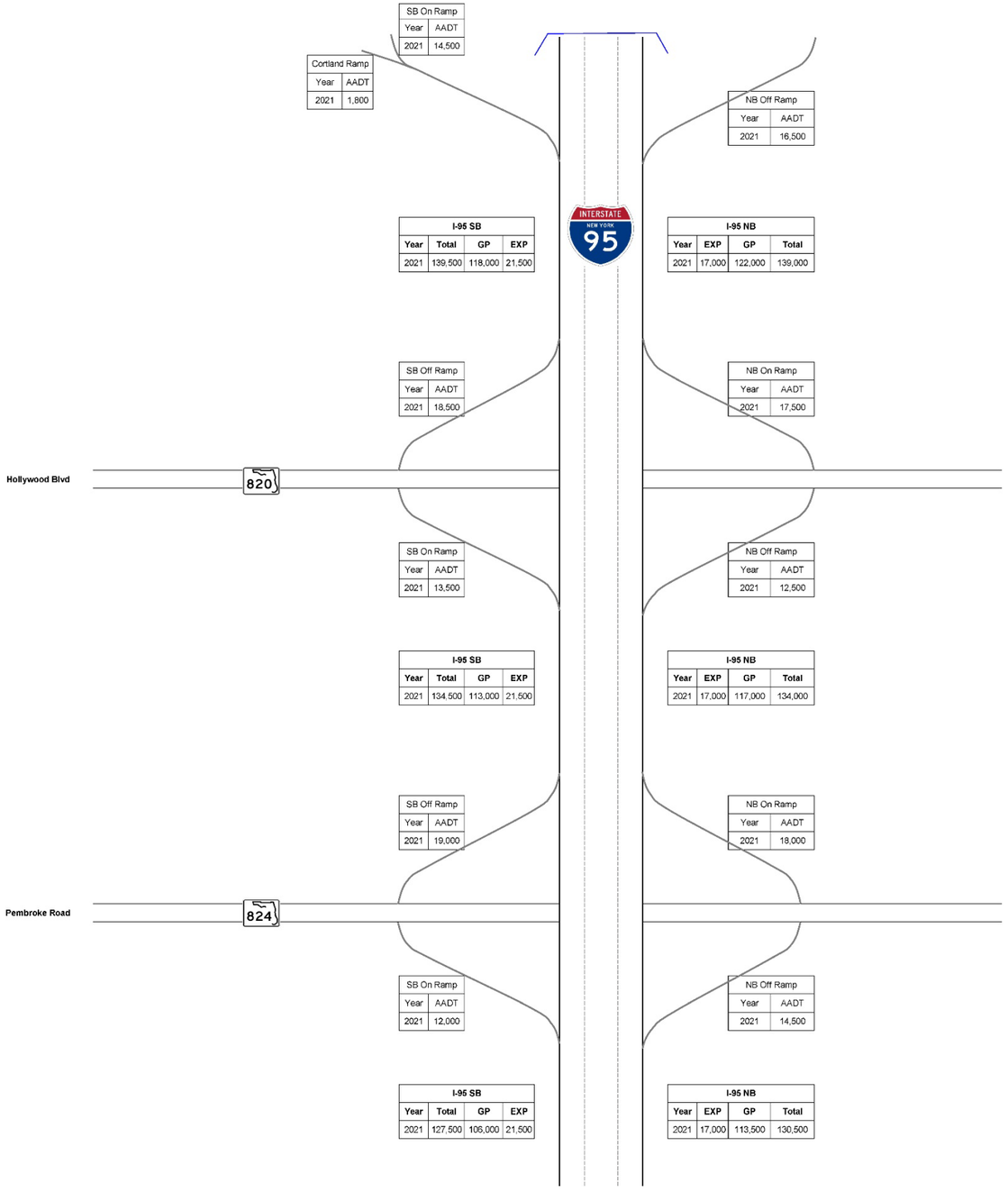
Appendix A-7
Base Year (2021) Unbalanced AADTs



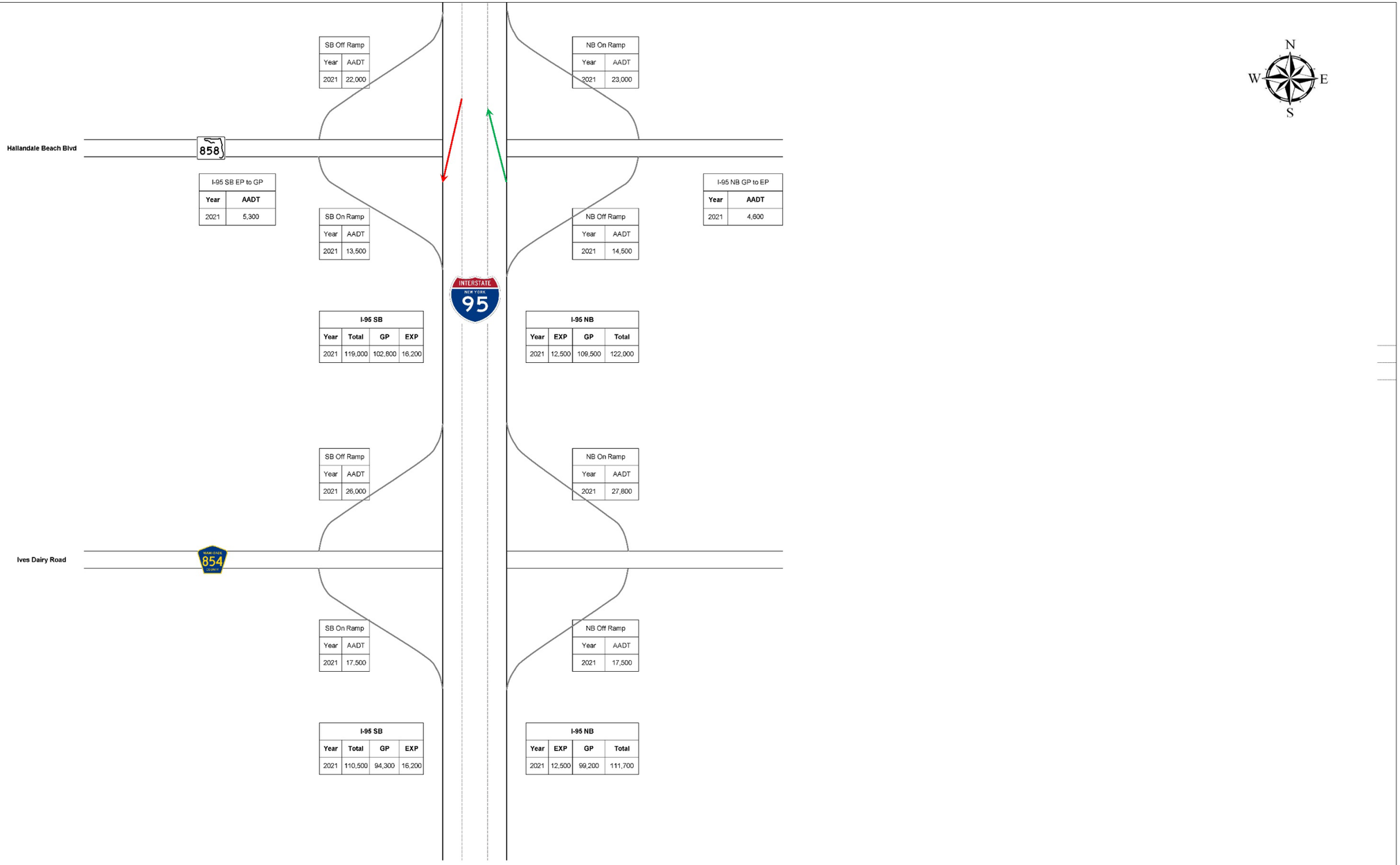
Appendix A-7. Base Year (2021) Unbalanced AADTs



Appendix A-7. Base Year (2021) Unbalanced AADTs (Cont'd)

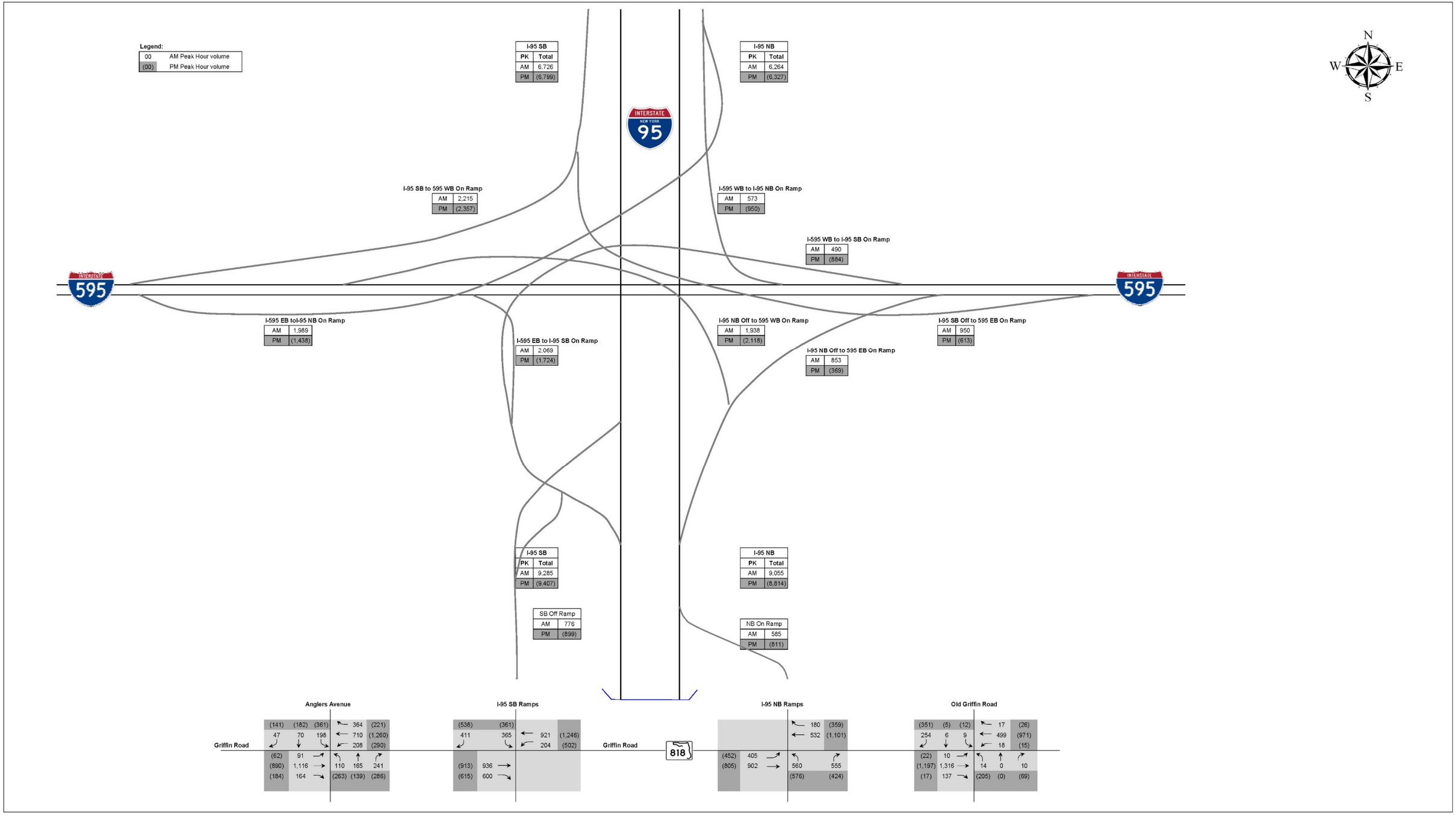


Appendix A-7. Base Year (2021) Unbalanced AADTs (Cont'd)

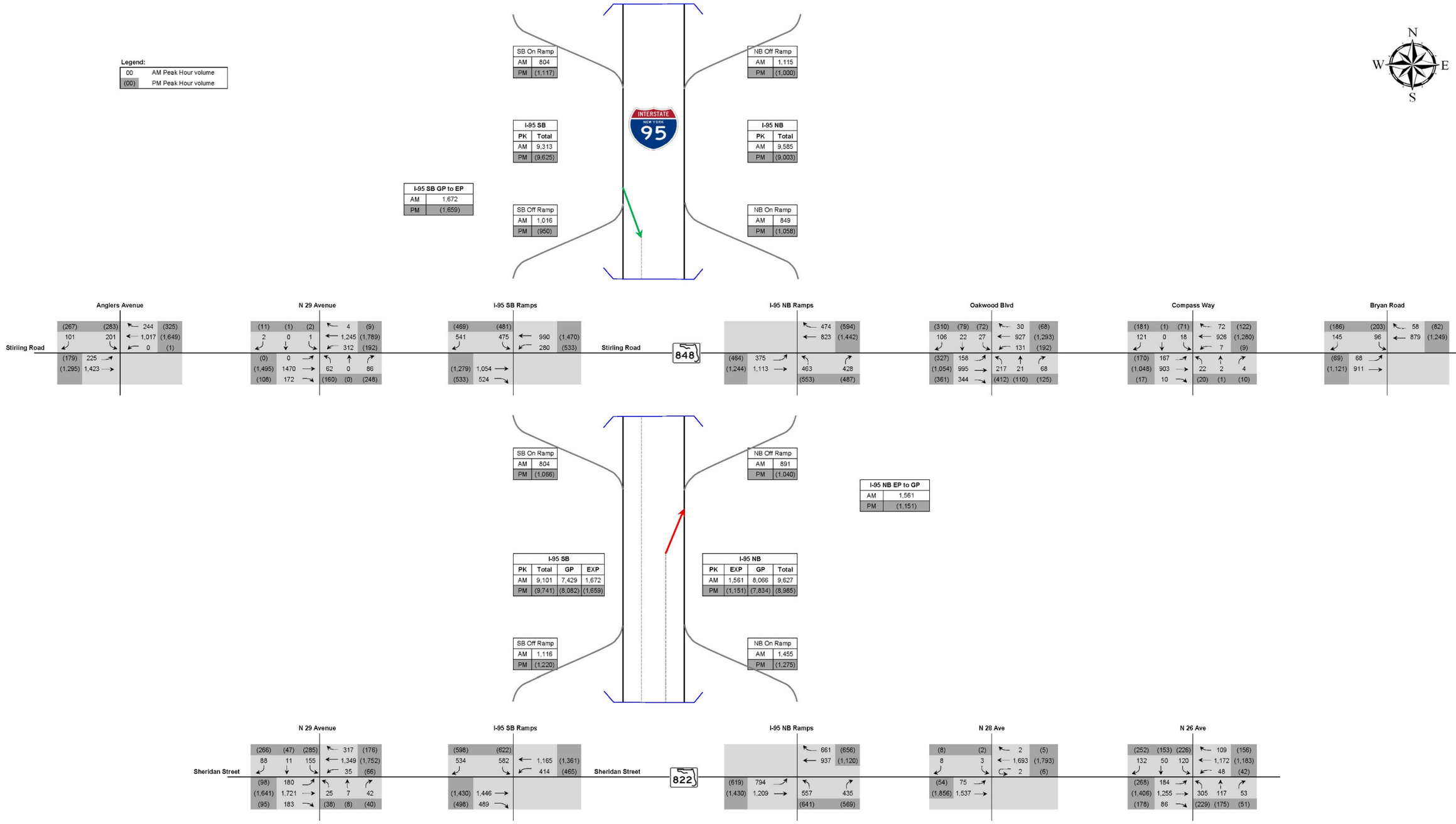


Appendix A-7. Base Year (2021) Unbalanced AADTs (Cont'd)

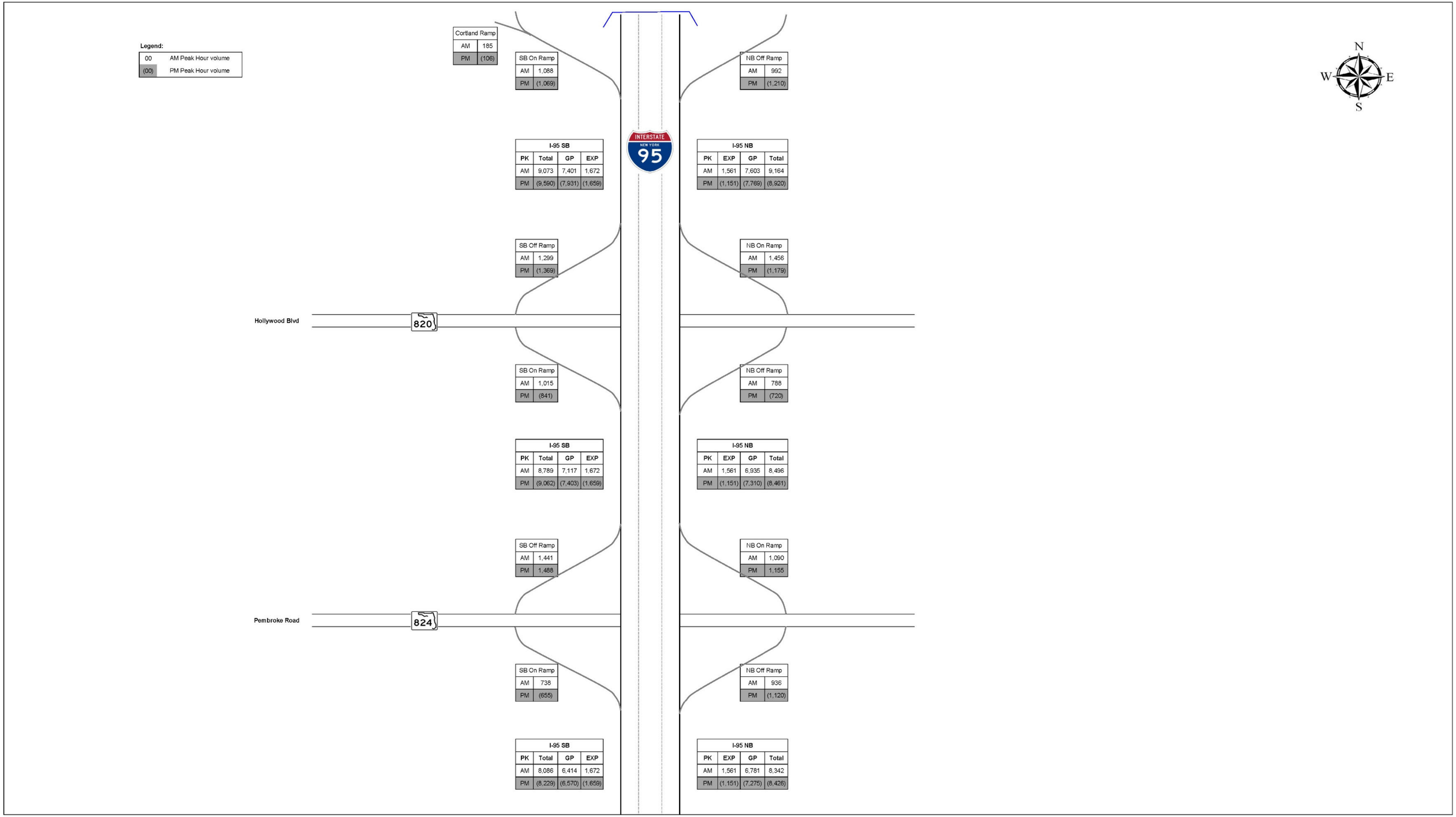
Appendix A-8
Base Year (2021) Unbalanced Peak Hour Volumes



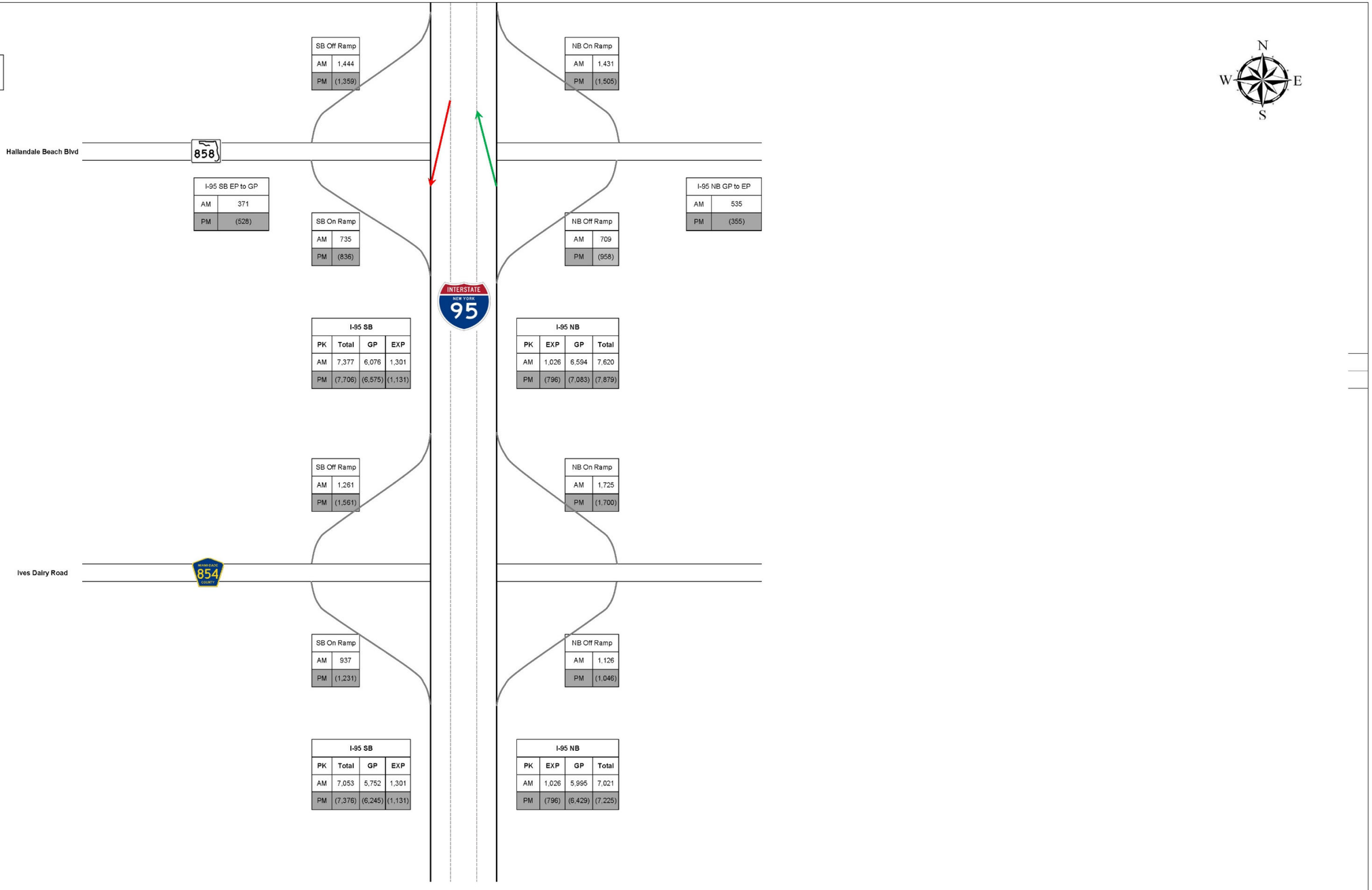
Appendix A-8. Base Year (2021) Unbalanced Peak Hour Volumes



Appendix A-8. Base Year (2021) Unbalanced Peak Hour Volumes (Cont'd)



Appendix A-8. Base Year (2021) Unbalanced Peak Hour Volumes (Cont'd)

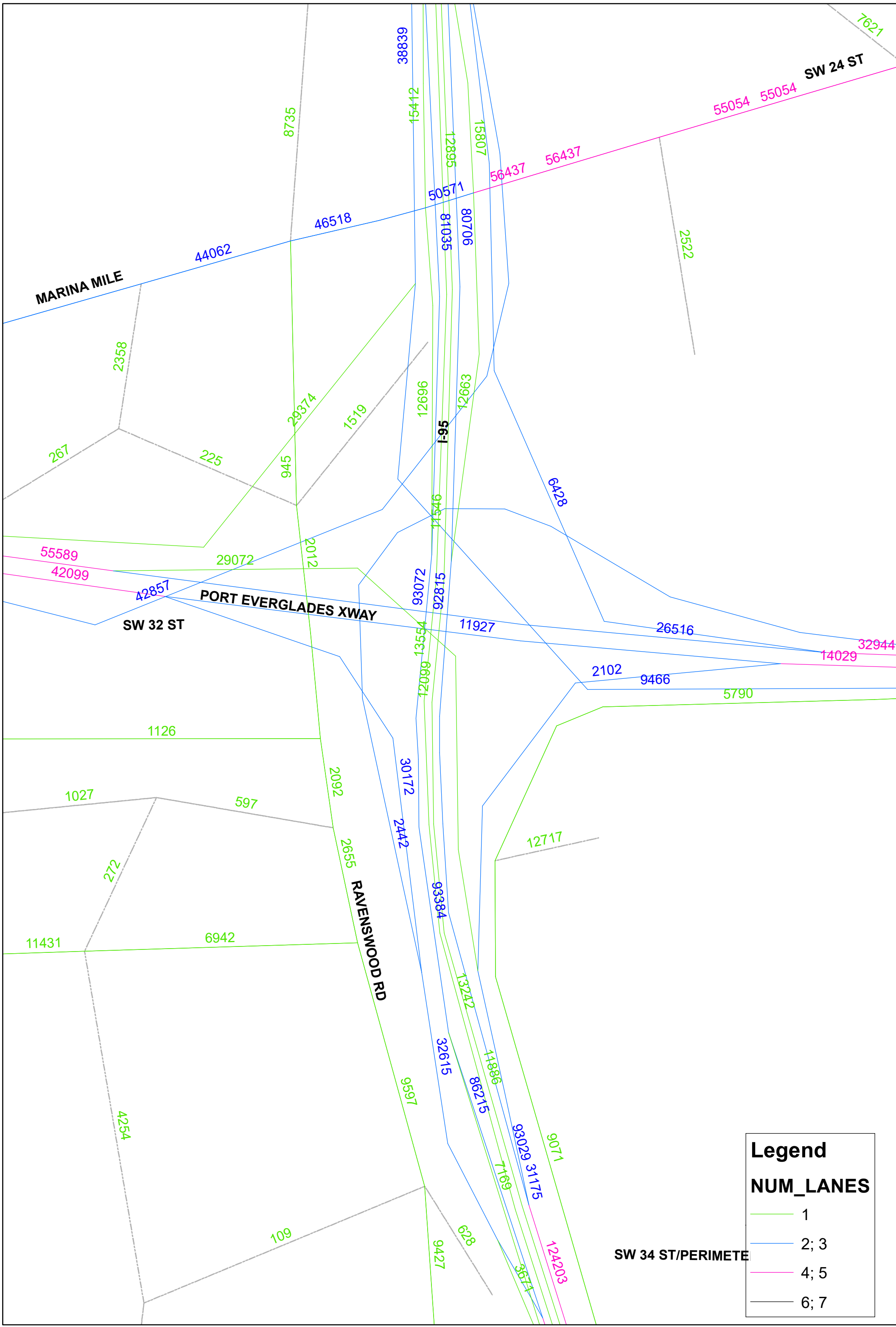


Appendix A-8. Base Year (2021) Unbalanced Peak Hour Volumes (Cont'd)

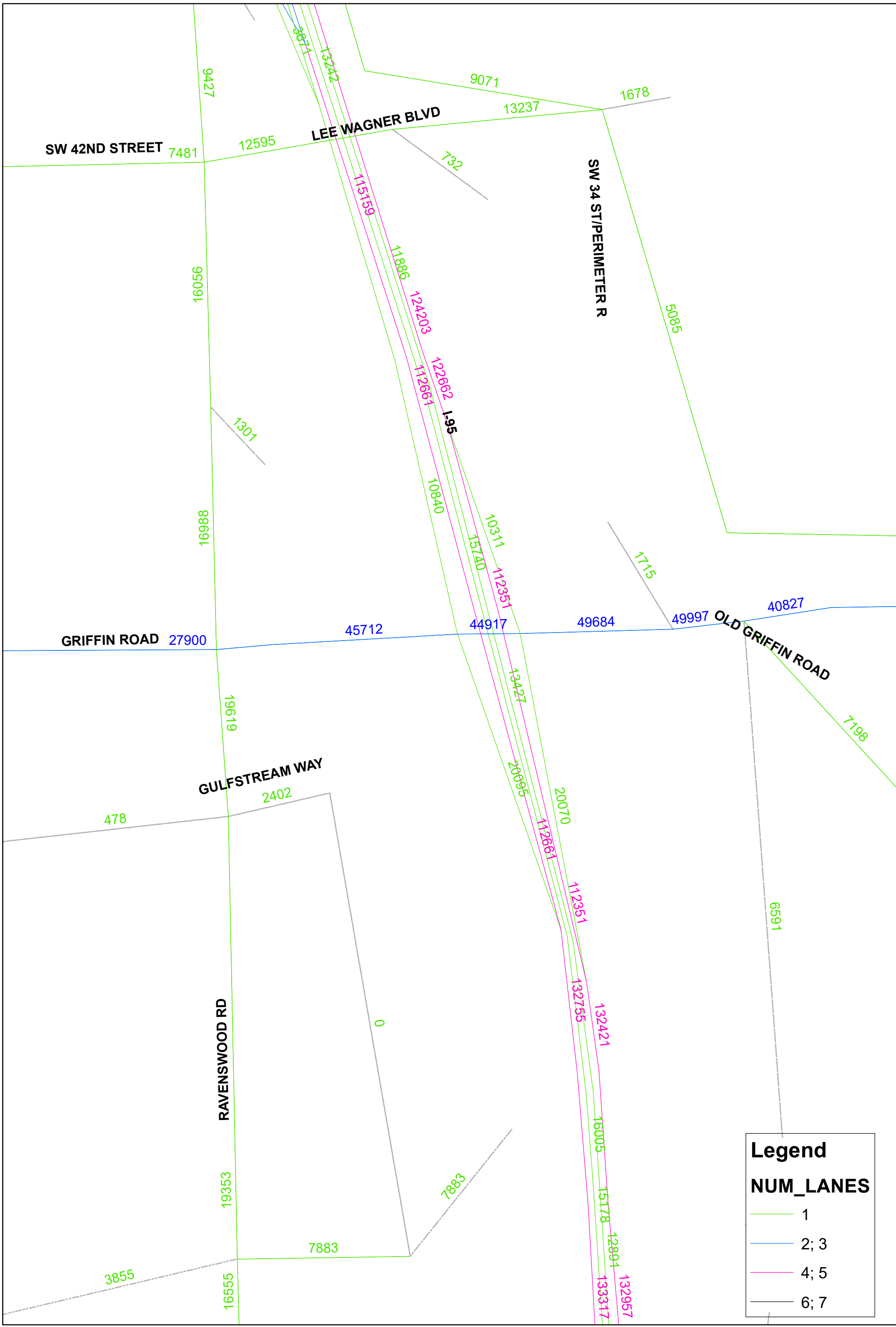
APPENDIX B
SERPM 8 (VERSION 8.513) DATA

Appendix B-1
2015 Model Volumes

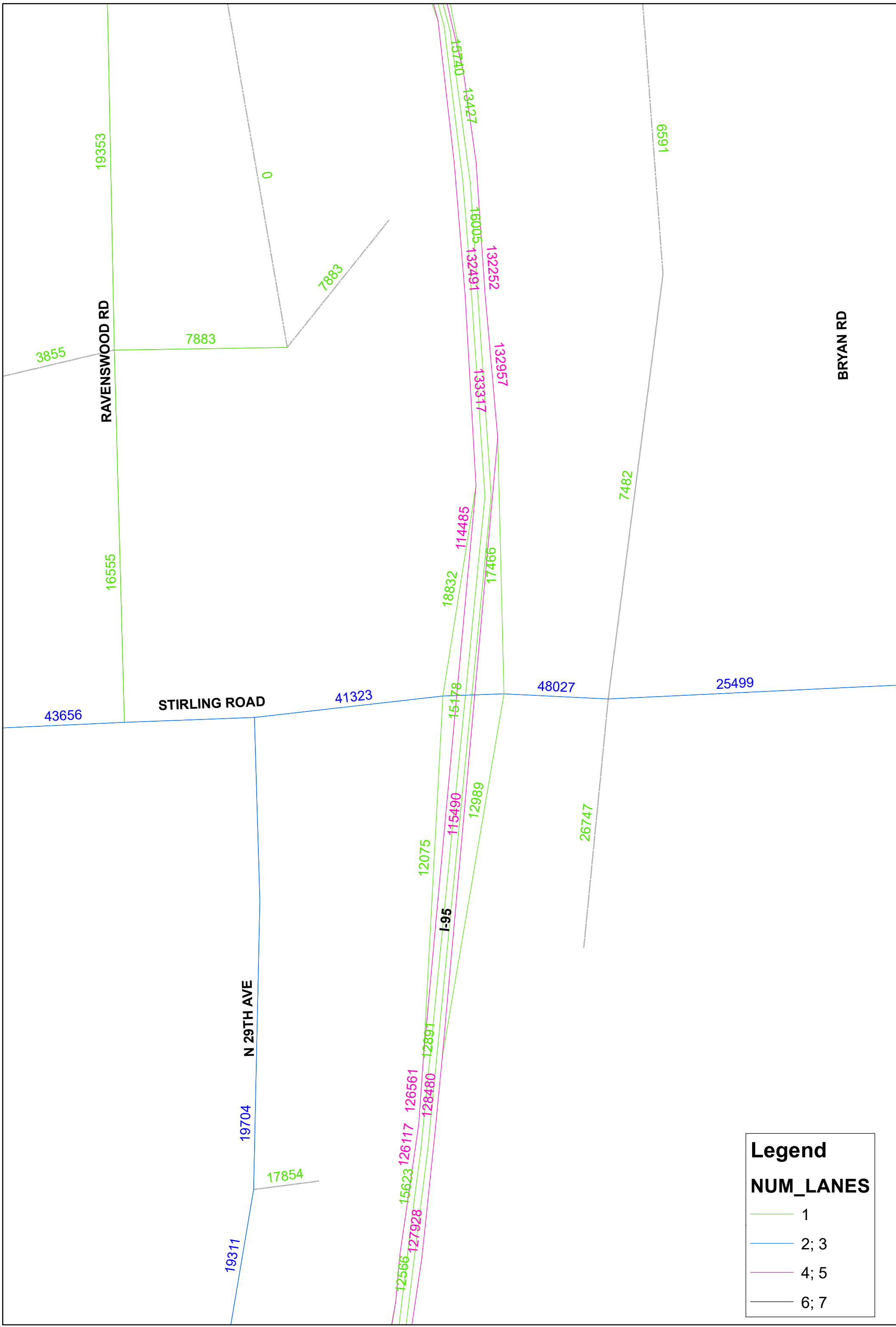
SERPM 2015 Model



SERPM 2015 Model



SERPM 2015 Model



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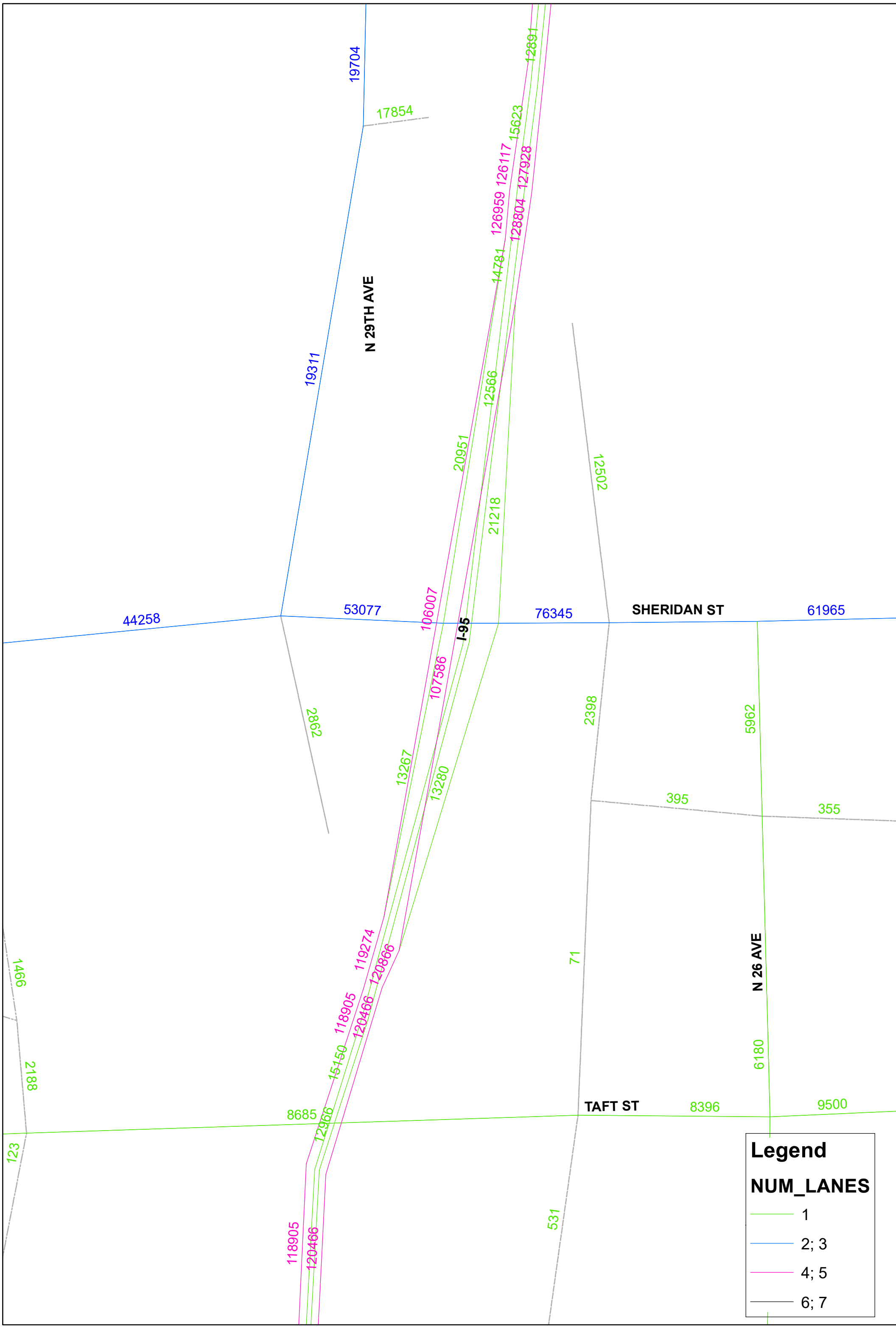

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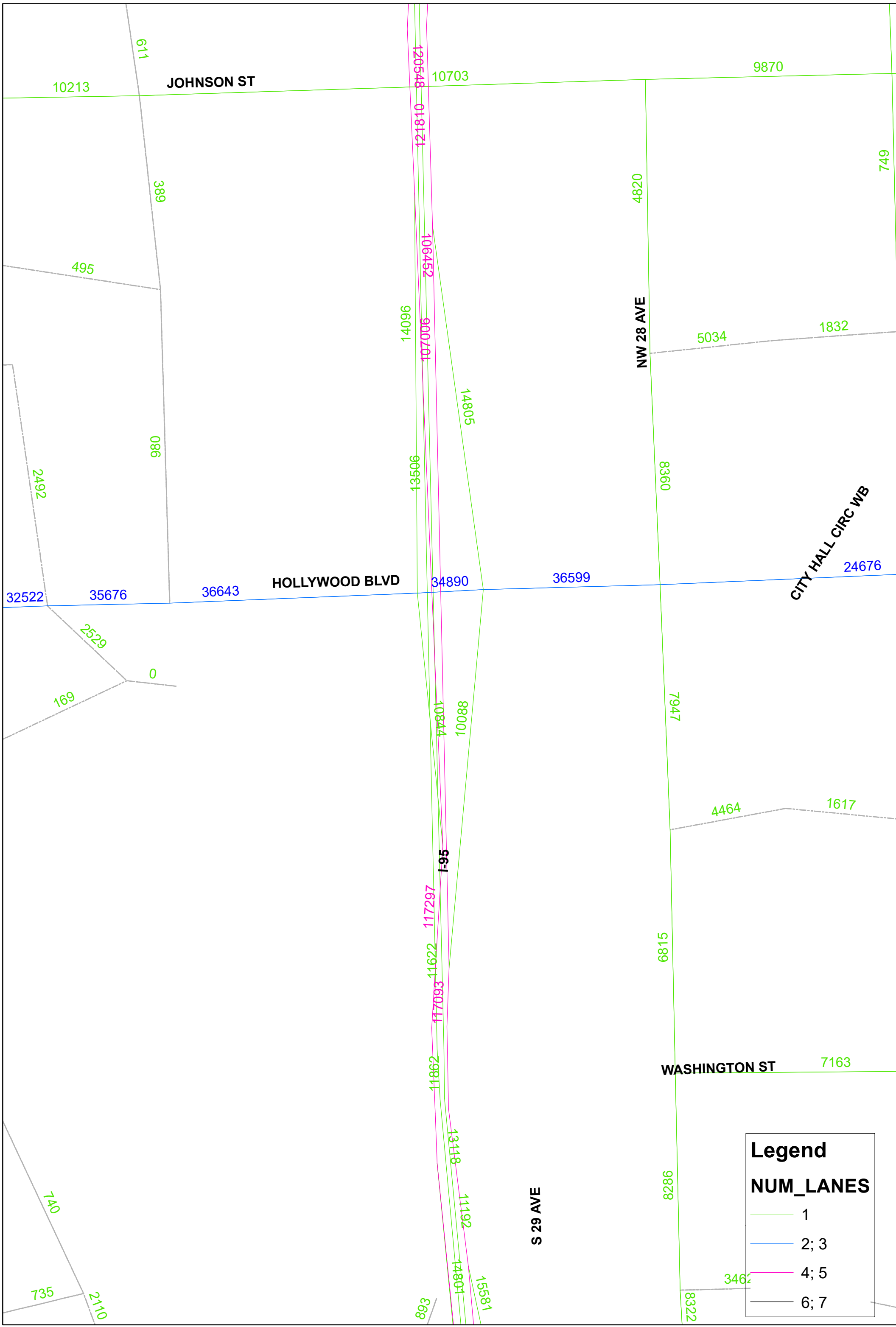

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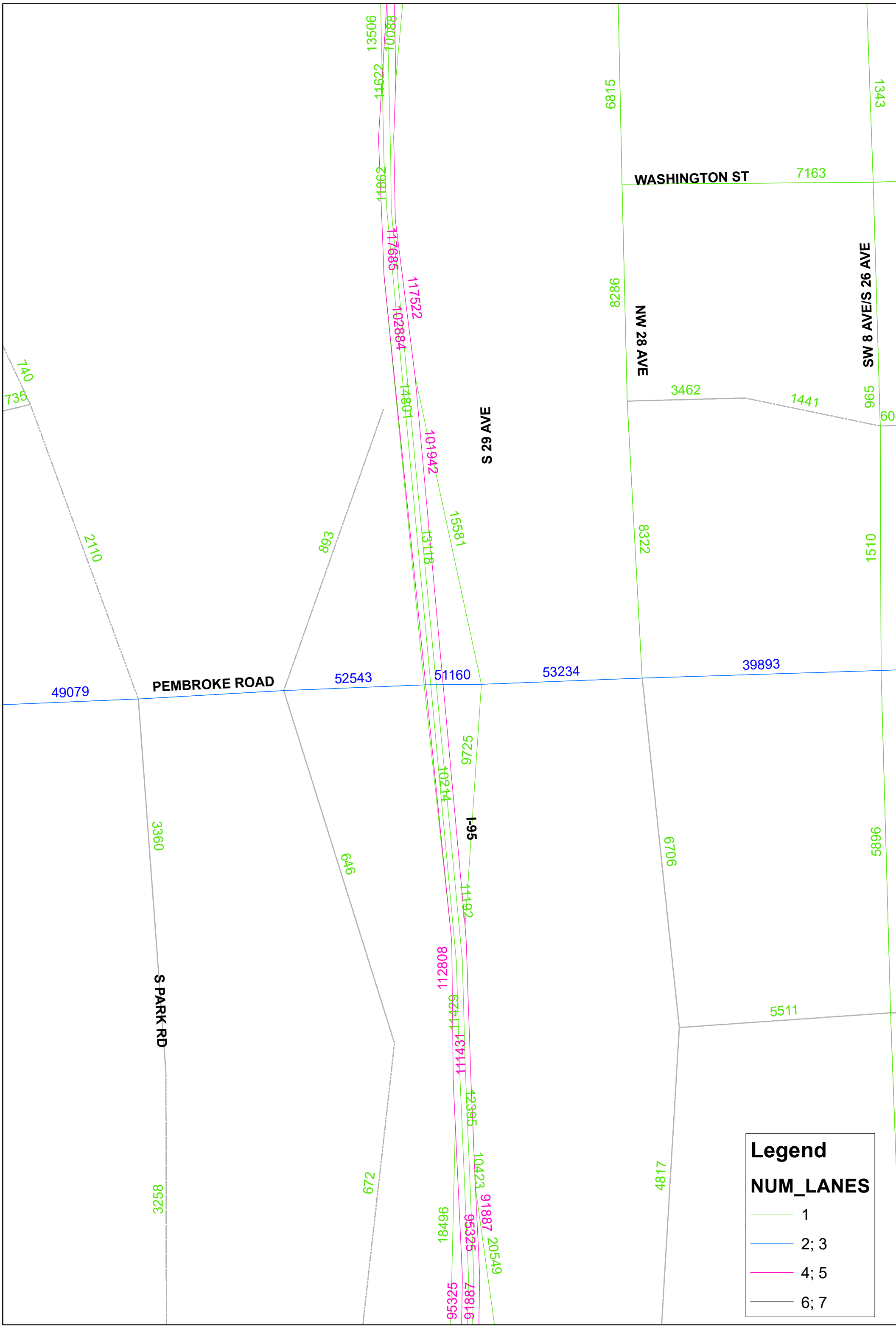

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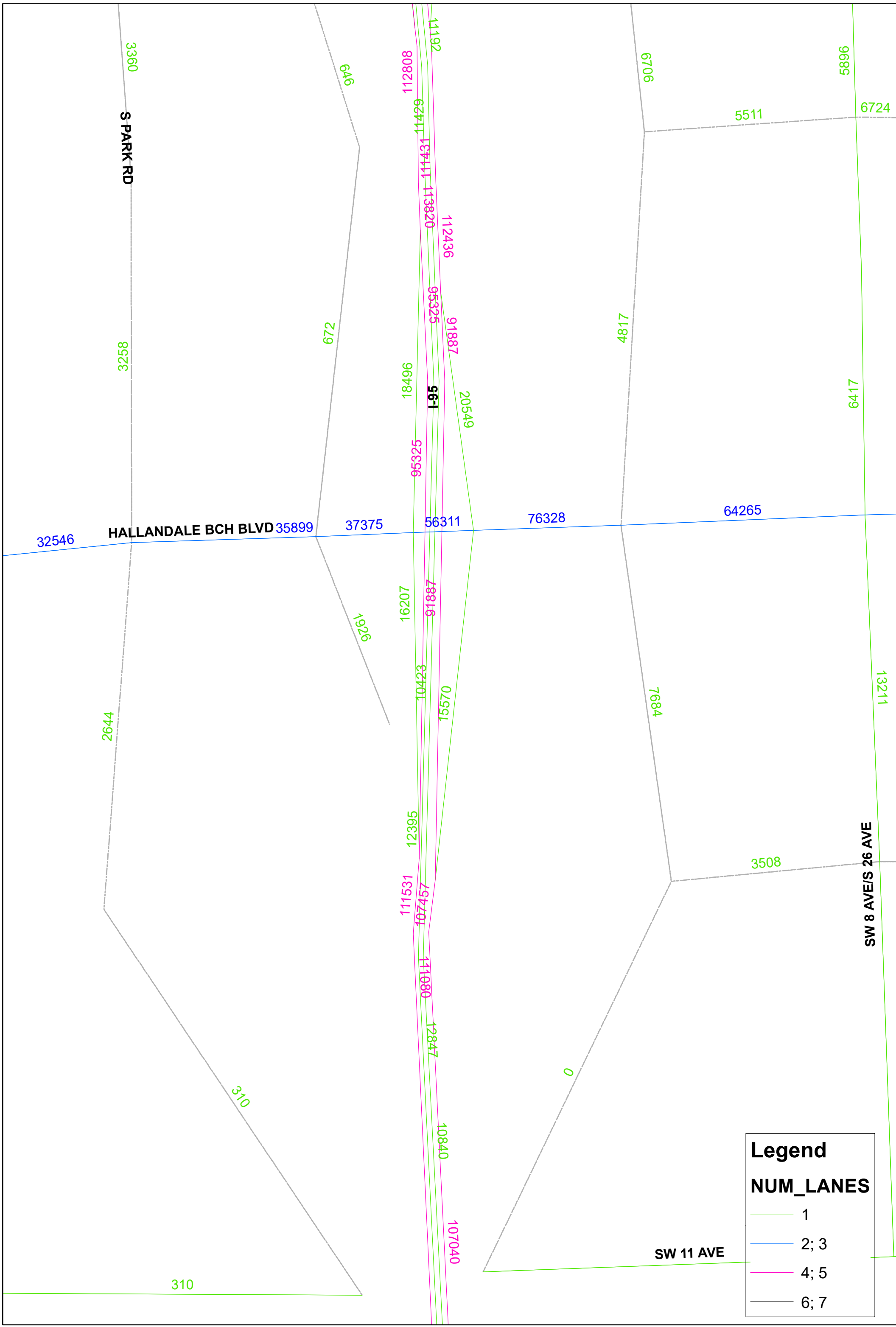

Legend

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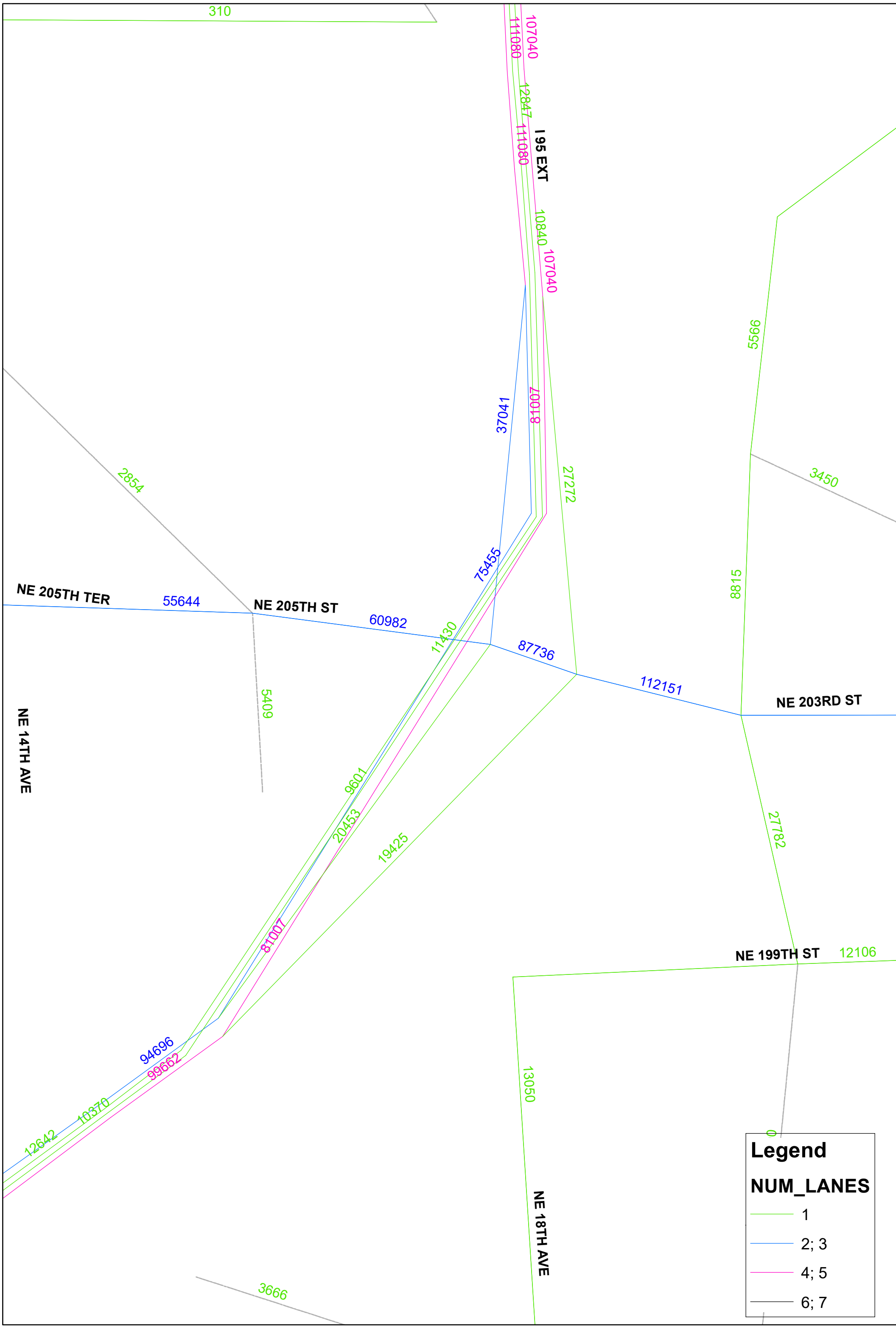
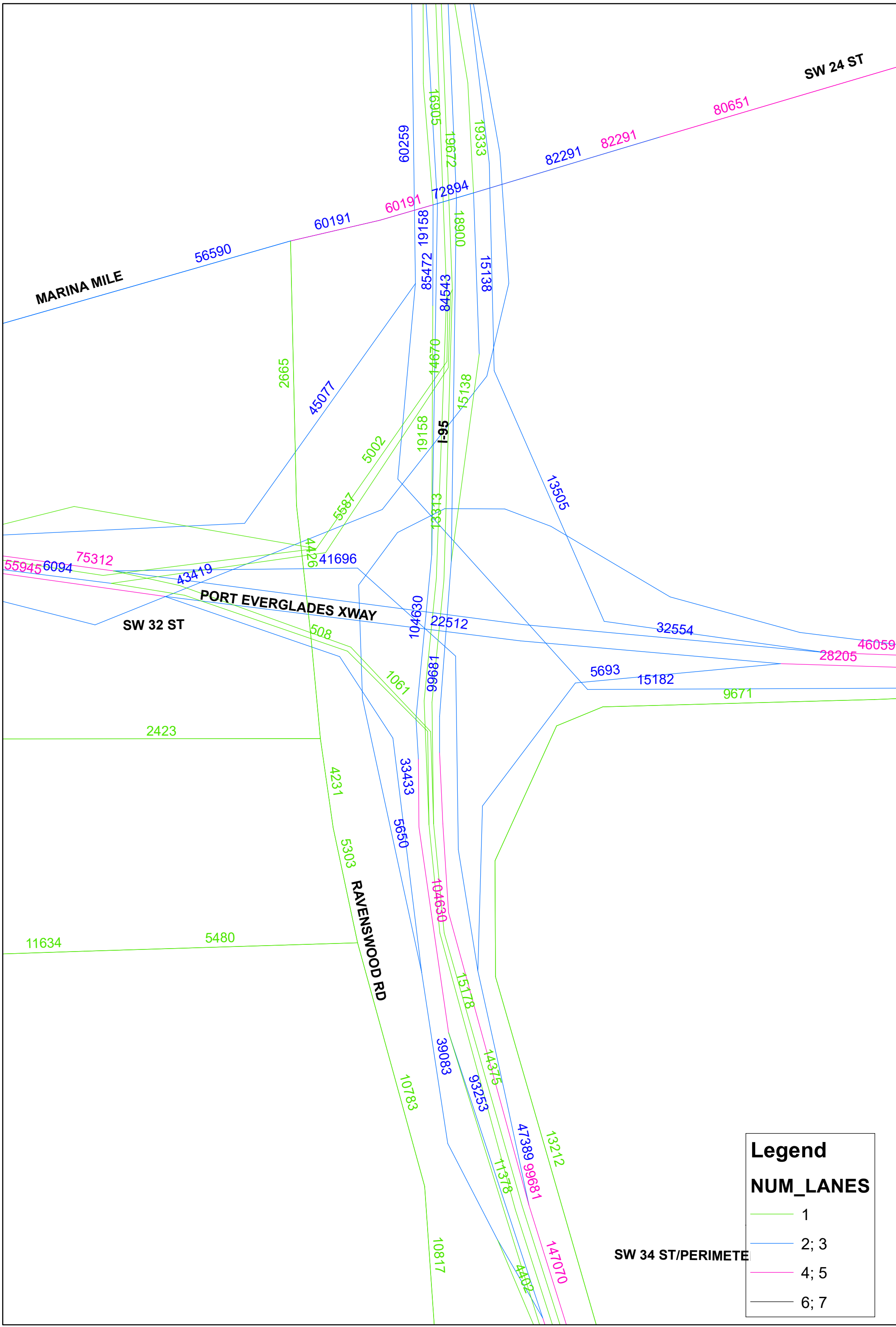
- 2; 3
- 4; 5
- 6; 7

SERPM 2015 Model



Appendix B-2
2045 Model Volumes

SERPM 2045 Model



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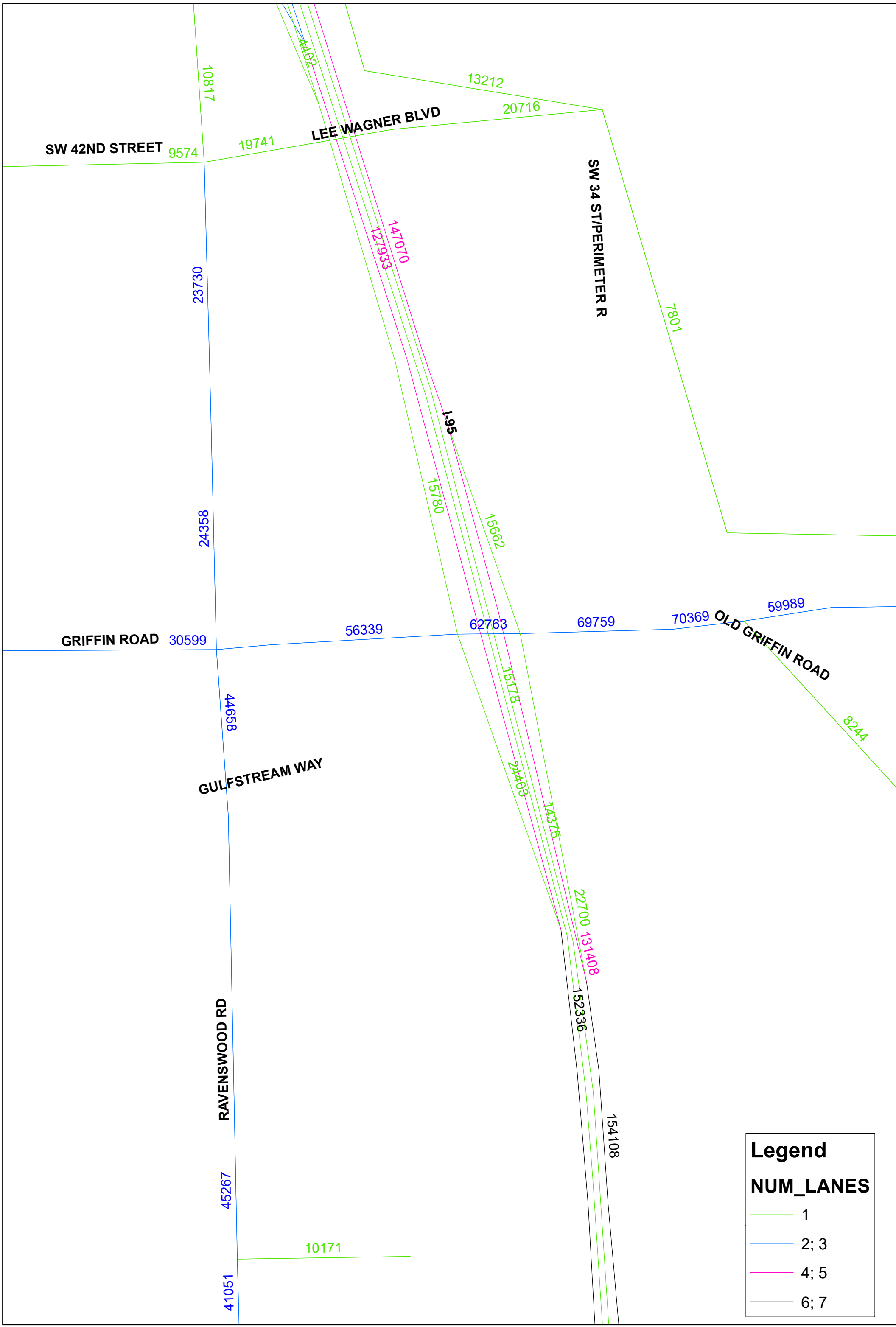

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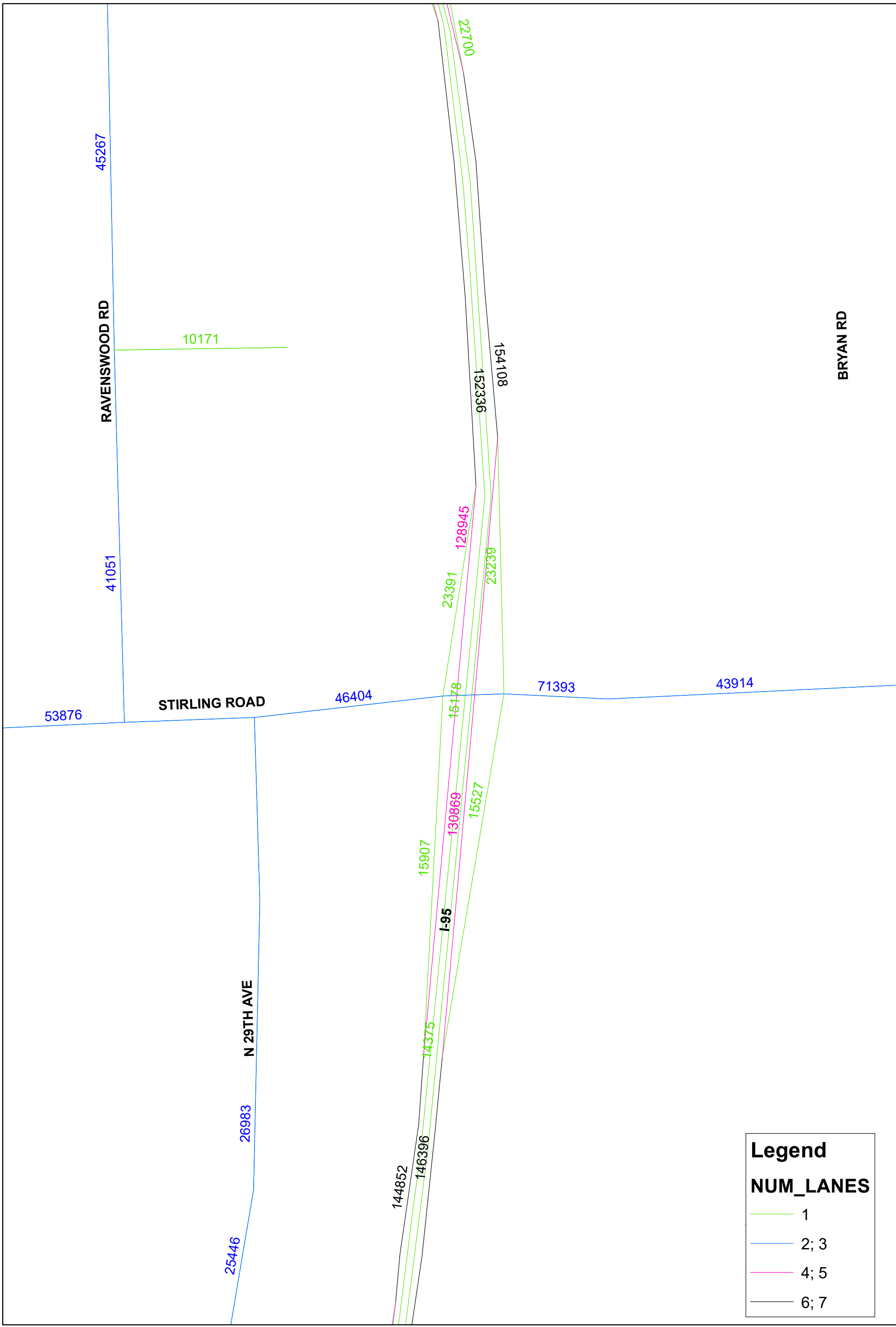

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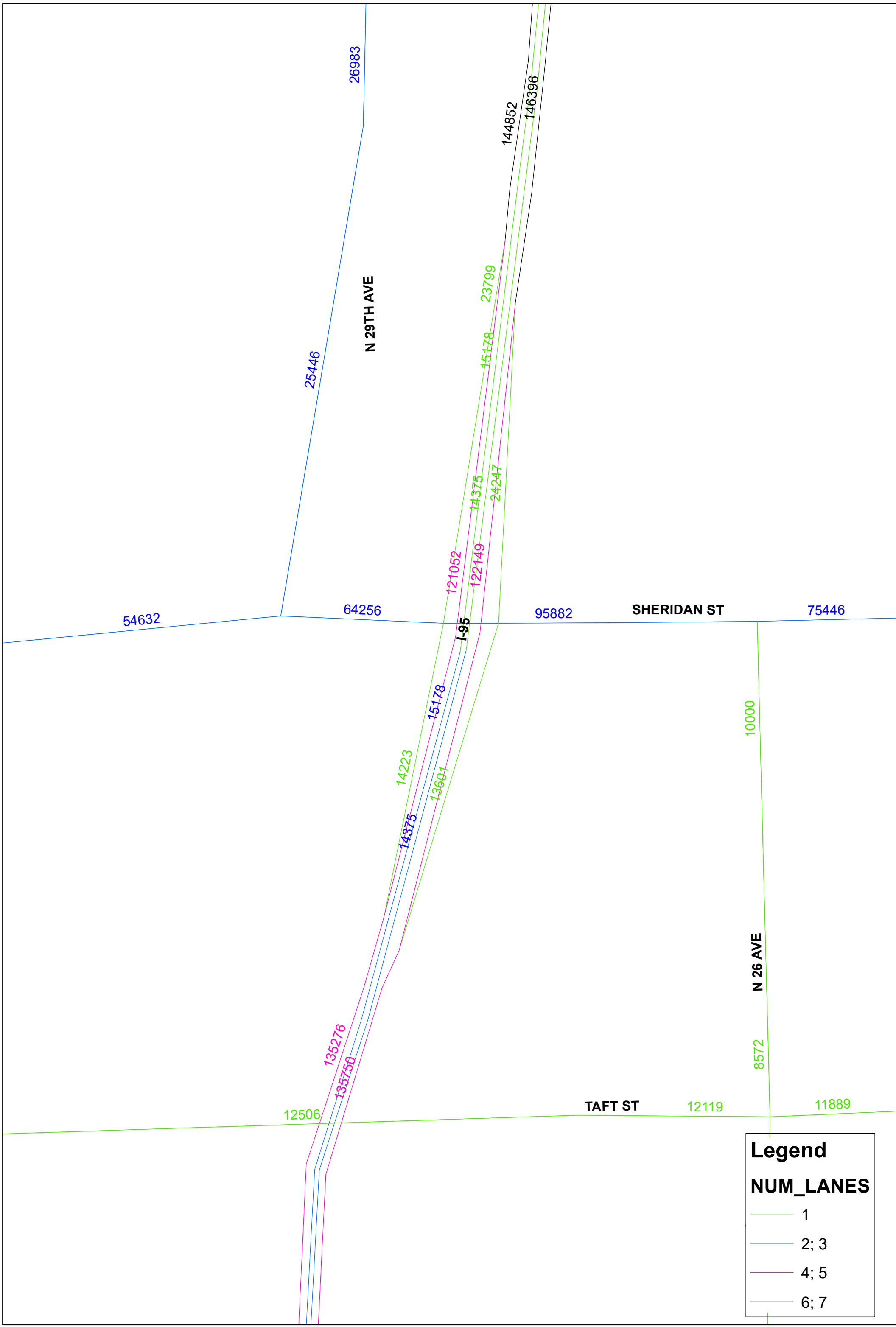

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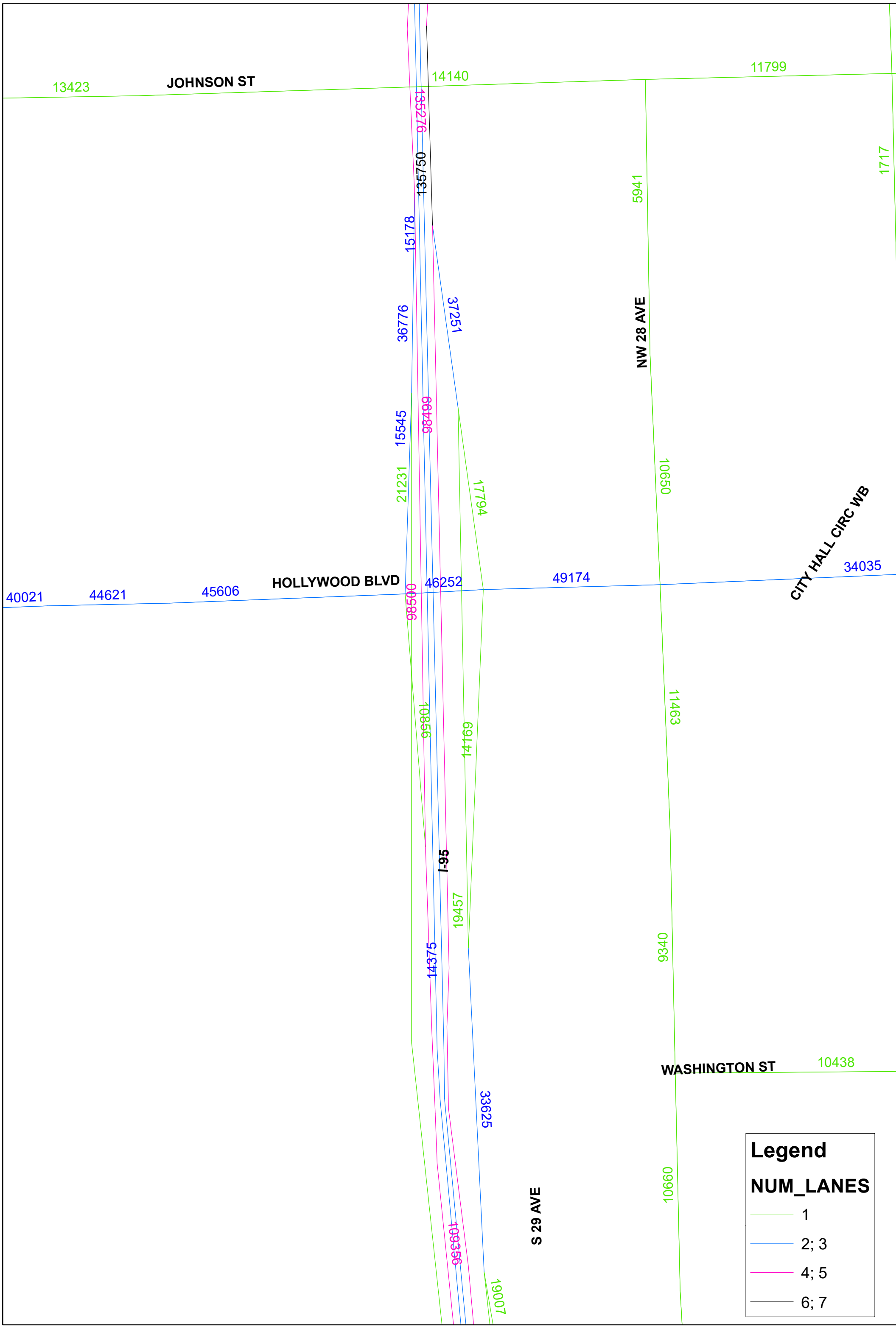
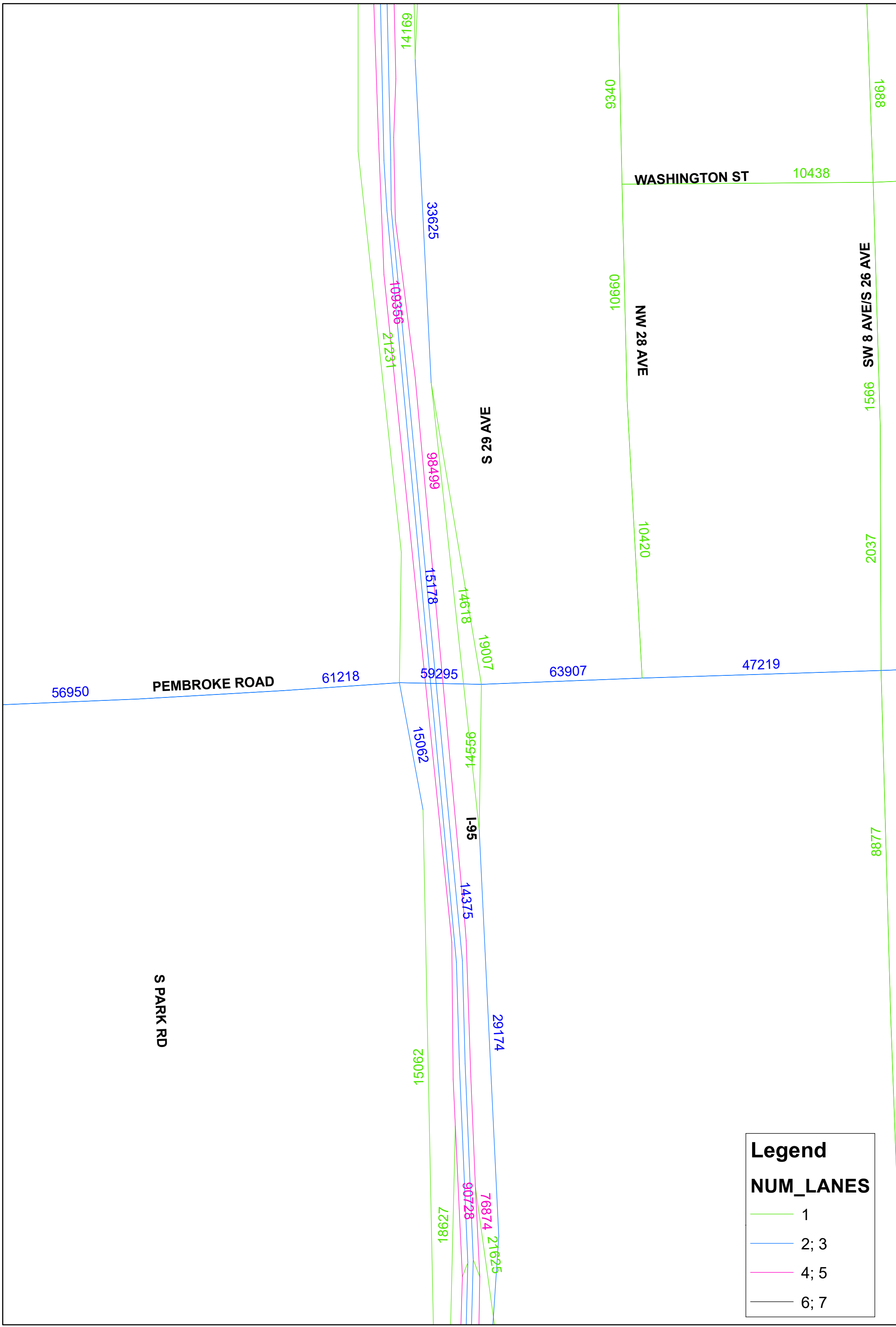
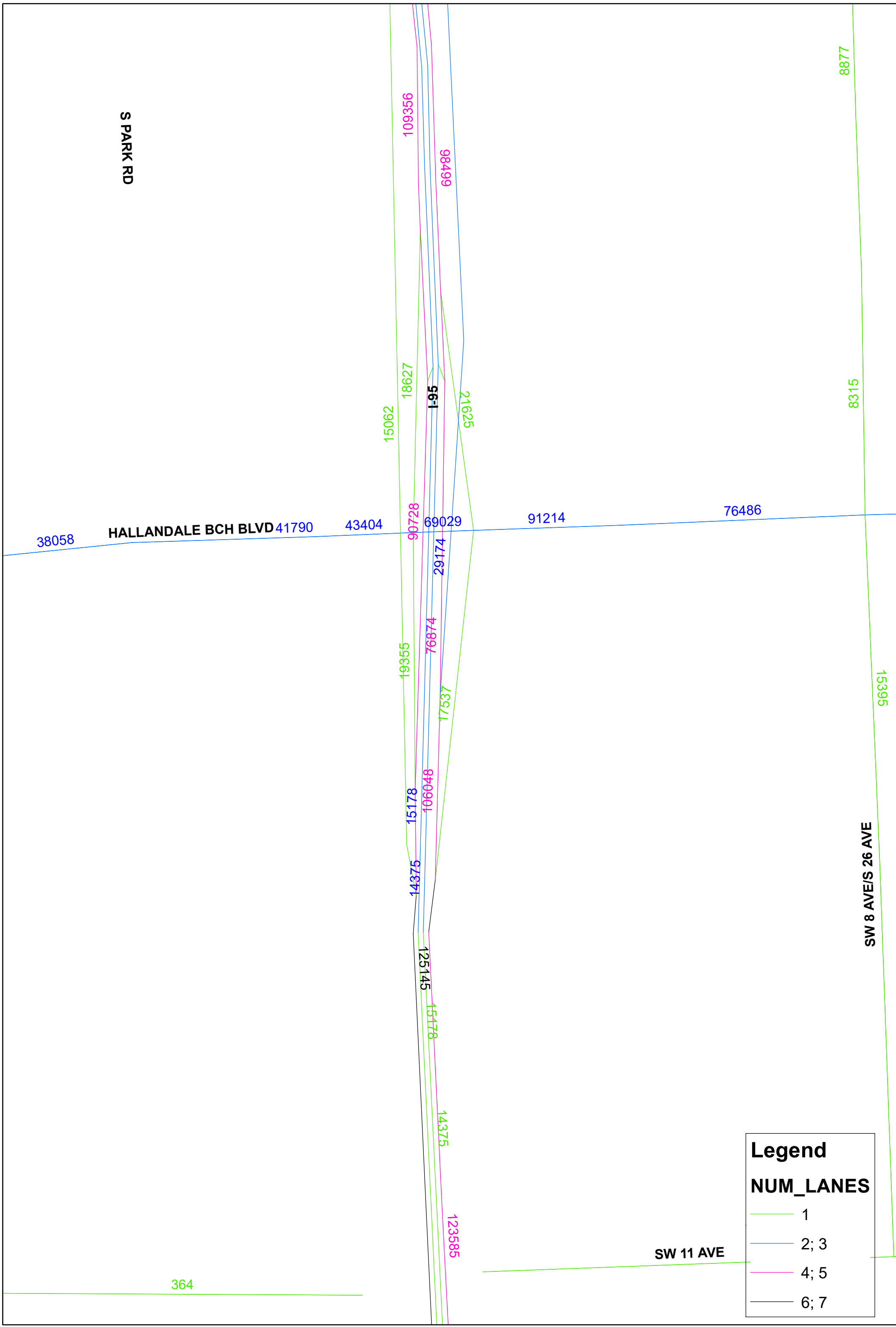


SERPM 2045 Model



SERPM 2045 Model



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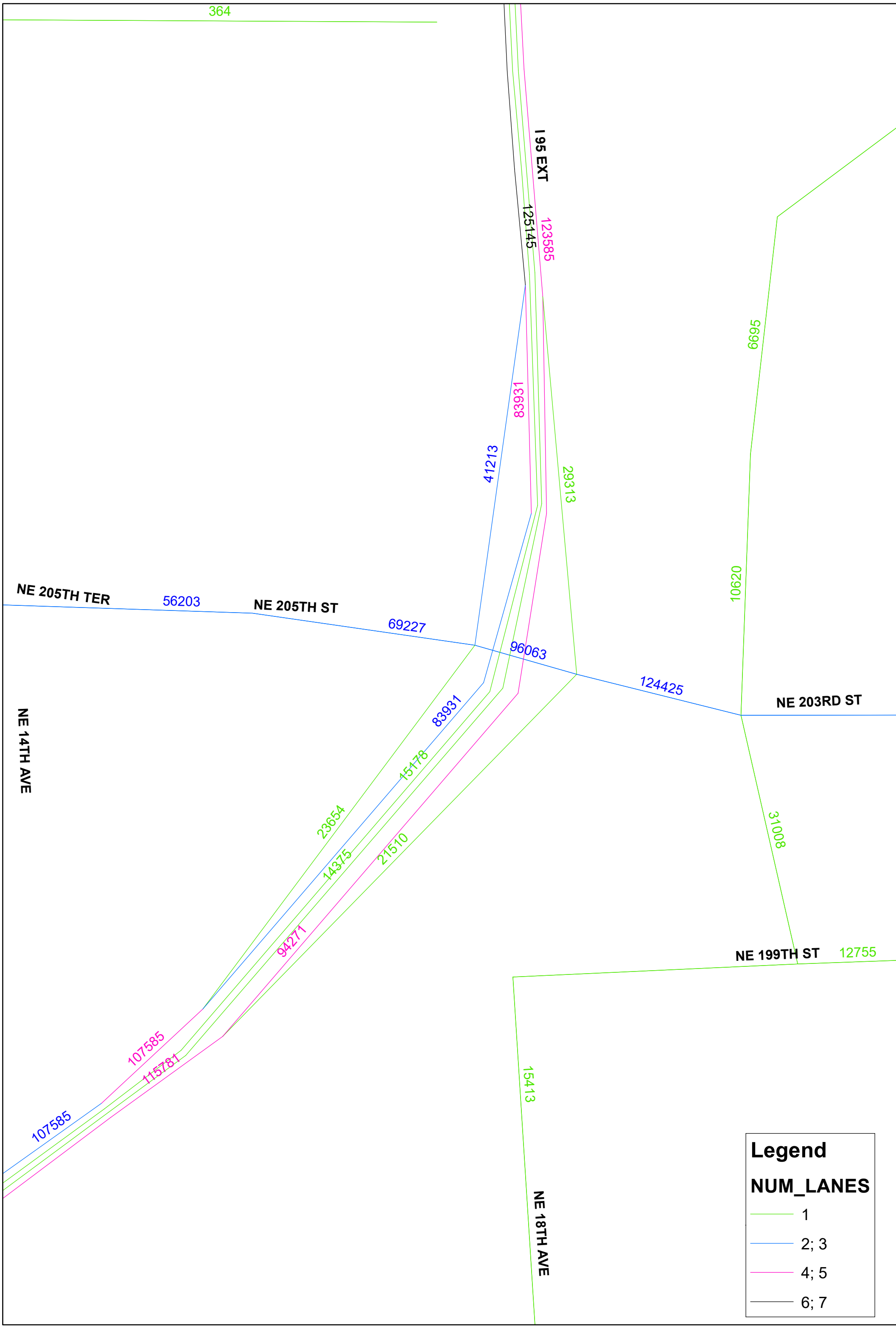
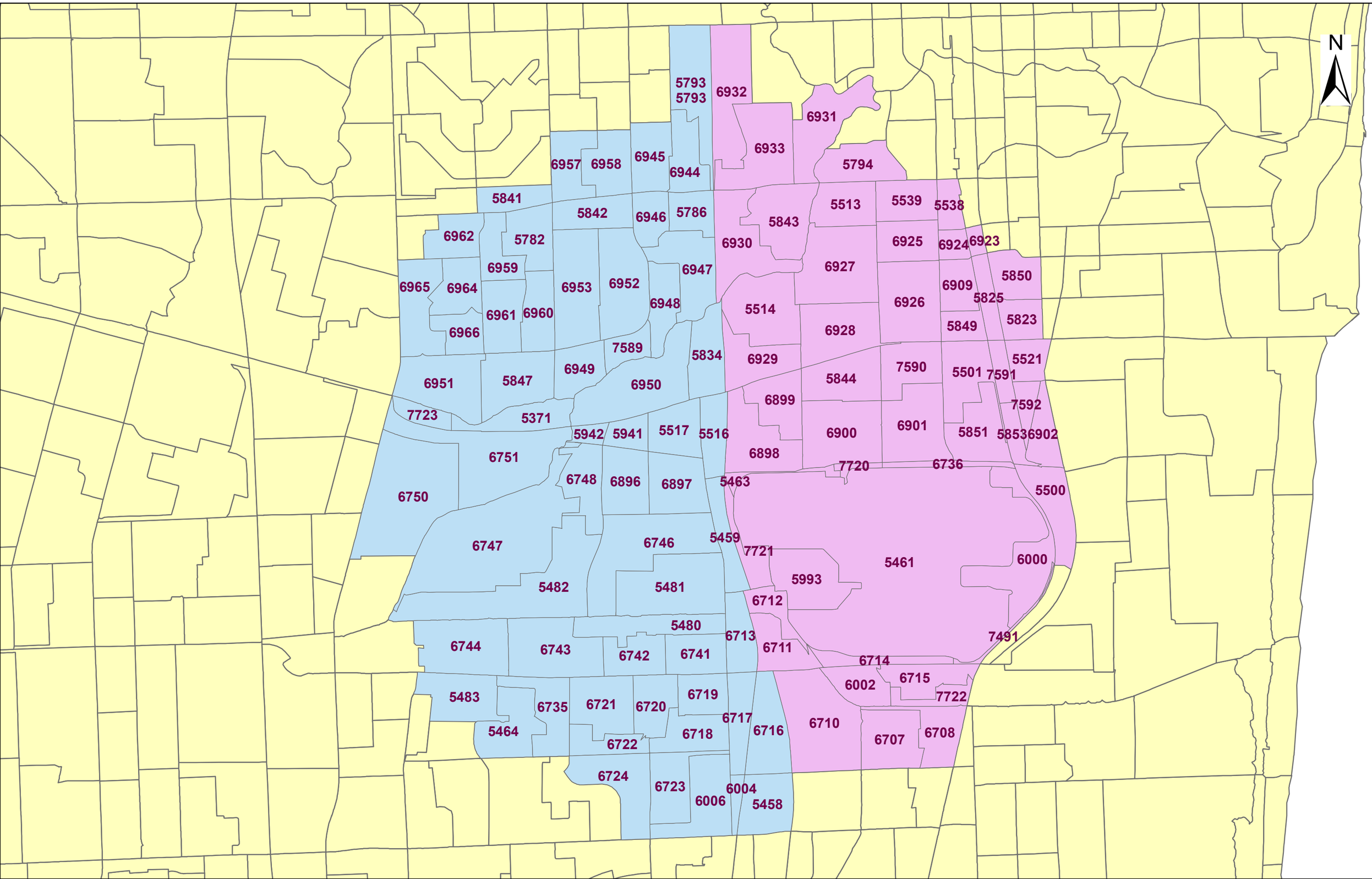


Appendix B-3
Population and Employment Data Summary

SERPM MAZ 2 Mile Buffer - I-95 at I-595 Interchange



Model Population and Employment Data by MAZ

I-595 east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5461	0	0	1,401	1,811
5463	0	0	0	0
5500	0	0	0	0
5501	0	24	1,124	1,453
5513	758	776	71	91
5514	625	722	539	696
5521	27	46	330	427
5538	329	1,119	139	180
5539	648	707	60	78
5793	694	475	670	865
5794	1,070	1,110	100	129
5823	488	1,099	618	799
5825	0	924	888	1,148
5843	613	635	262	338
5844	881	1,078	339	439
5849	285	706	137	177
5850	286	1,093	1,254	1,621
5851	0	0	1,759	2,273
5853	0	61	218	281
5993	0	0	499	645
6000	0	0	0	1,750
6002	342	587	41	53
6707	574	731	214	276
6708	705	909	110	143
6710	340	918	2,330	3,010
6714	0	0	0	0

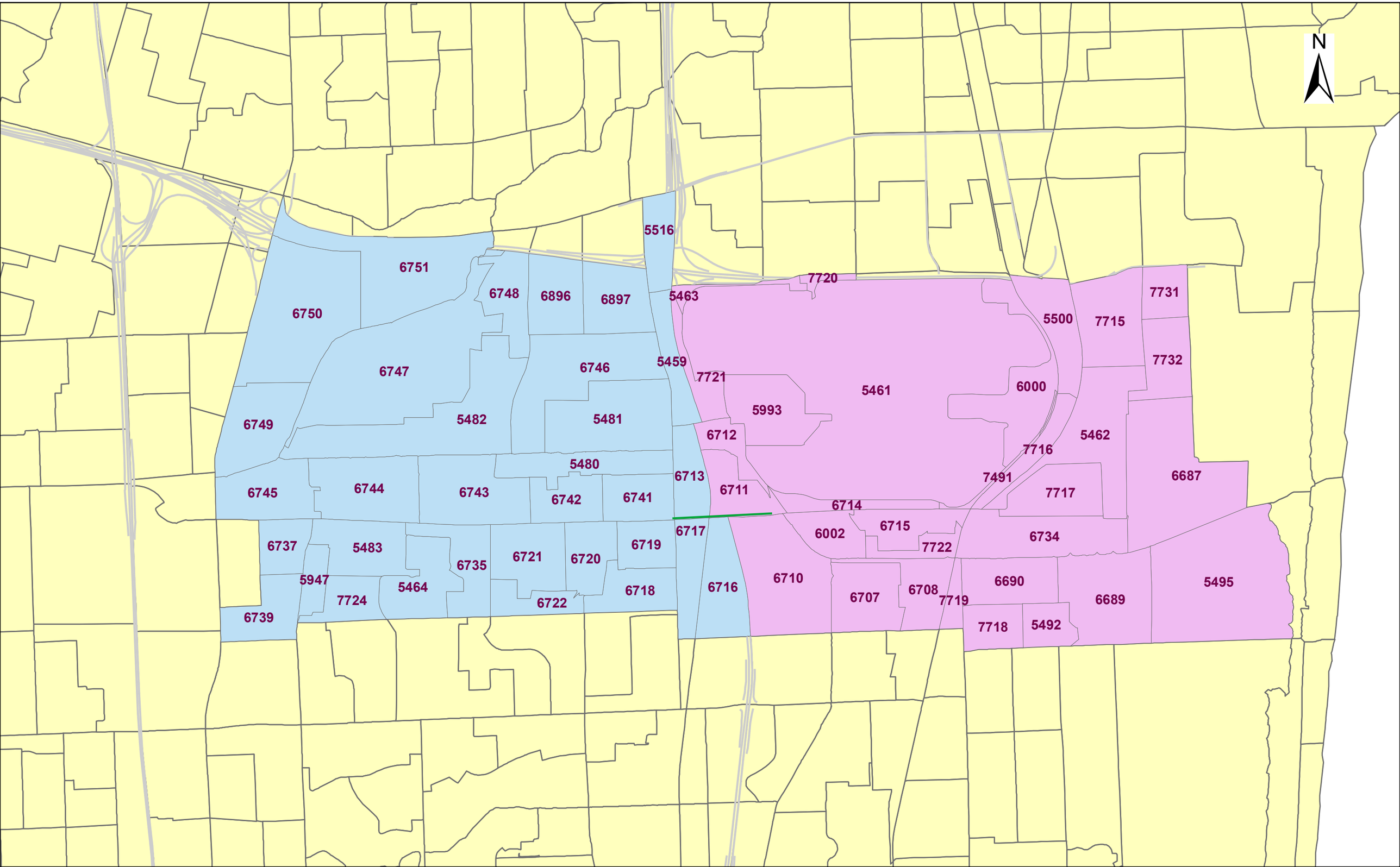
MAZ	Population		Employment	
	2015	2045	2015	2045
6715	458	807	21	28
6736	0	0	2,895	3,741
6898	327	392	8	11
6899	646	759	138	178
6900	801	851	734	948
6901	49	51	90	116
6902	0	16	302	390
6909	383	951	164	211
6923	0	0	187	242
6924	255	845	98	127
6925	683	756	160	207
6926	542	605	110	143
6927	1,234	1,368	133	172
6928	489	560	491	634
6929	836	927	568	734
6930	464	453	45	58
6931	902	1,243	230	297
6932	1,338	1,256	287	371
6933	1,166	1,153	282	365
7491	0	0	0	0
7590	413	400	1,055	1,363
7591	0	0	205	266
7592	81	127	633	818
7720	0	0	2	3
7721	0	0	29	37
7722	94	163	18	24
Total	**19,826**	**27,403**	**21,988**	**30,167**
Compound Growth Rate		**1.1%**		**1.1%**

Model Population and Employment Data by MAZ

I-595 west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5371	13	29	407	526
5458	0	0	236	305
5459	0	0	81	104
5464	745	721	72	92
5480	481	579	66	86
5481	10	8	374	3,262
5482	0	0	2,768	3,577
5483	919	959	68	89
5516	0	0	479	620
5517	0	37	482	623
5782	658	662	135	174
5786	592	555	90	116
5793	694	475	670	865
5834	475	574	261	337
5841	728	773	166	214
5842	534	509	252	326
5847	634	945	247	320
5941	0	25	557	720
5942	0	0	43	55
6006	223	296	2,033	2,627
6713	4	4	189	244
6716	0	0	769	993
6717	0	0	233	301
6718	672	631	105	136
6719	1,791	1,694	44	57
6720	472	460	112	145
6721	595	554	213	275
6722	433	428	4	5
6723	461	617	102	132
6724	672	848	118	152
6735	1,086	1,055	314	406
6741	711	789	1,004	1,297
6742	765	903	45	58
6743	1,135	1,267	877	1,133
6744	435	771	183	236
6746	0	0	1,582	2,045
6747	0	0	0	0
6748	0	0	283	366
6750	0	0	0	0
6751	0	0	43	55
6896	5	5	247	320
6897	0	0	371	480
6944	984	701	211	272
6945	654	474	367	474
6946	351	356	122	157
6947	614	612	360	465
6948	313	327	126	162
6949	211	225	36	46
6950	249	301	976	1,262
6951	775	1,129	139	180
6952	862	873	58	75
6953	1,179	1,134	112	145
6957	604	656	192	248
6958	533	529	361	466
6959	578	555	77	99
6960	639	615	55	71
6961	625	608	117	151
6962	555	584	271	350
6964	1,203	1,183	38	49
6965	532	536	693	896
6966	0	0	18	24
7589	112	124	22	29
7723	516	1,067	0	0
Total	**28,032**	**29,762**	**20,676**	**29,495**
Compound Growth Rate		**0.2%**		**1.2%**

SERPM MAZ 2 Mile Buffer - I-95 at Griffin Road Interchange



Model Population and Employment Data by MAZ
Griffin Road east of I-95

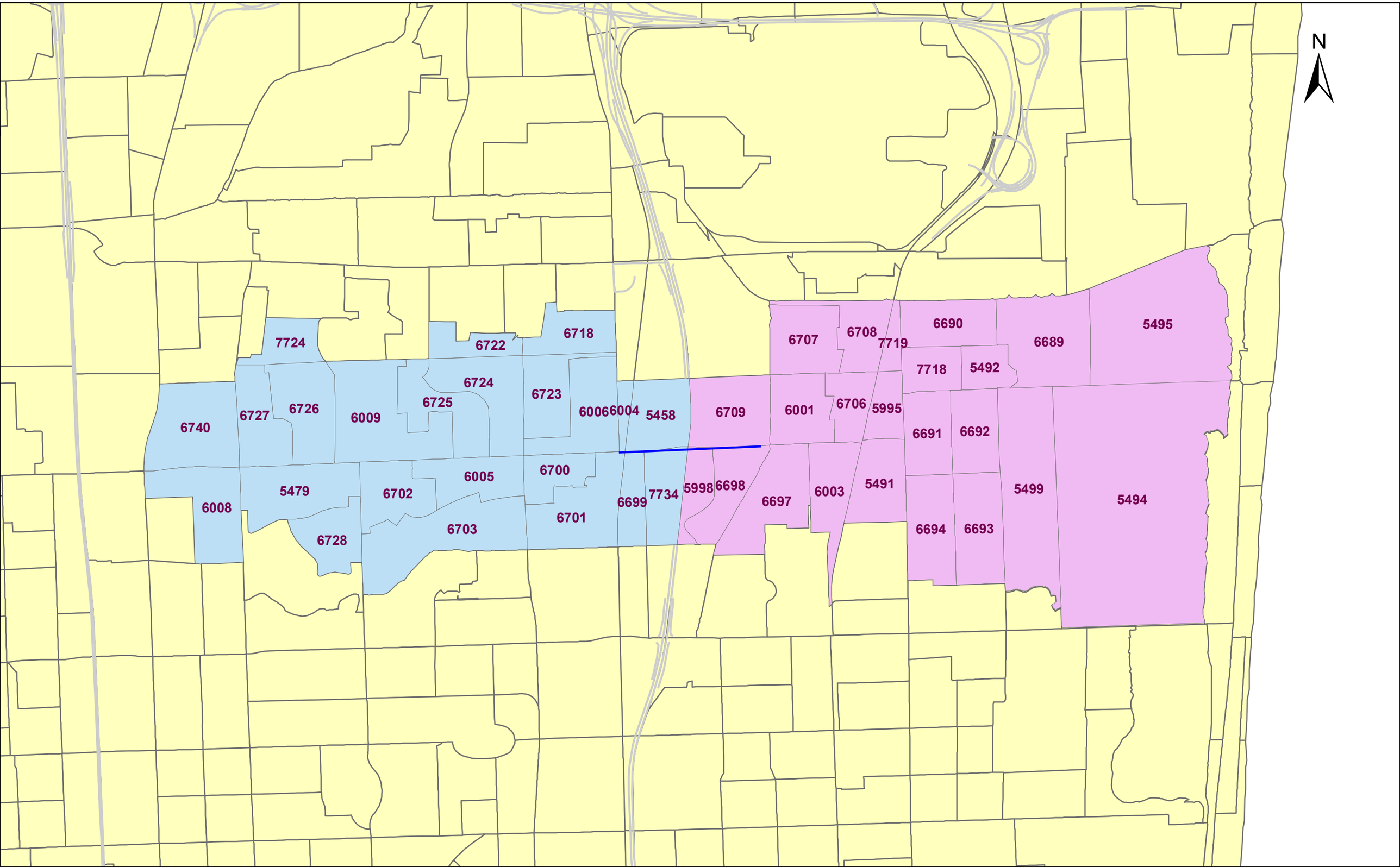
MAZ	Population		Employment	
	2015	2045	2015	2045
5461	0	0	1,401	1,811
5462	0	693	294	380
5463	0	0	0	0
5492	316	850	24	30
5495	0	692	0	0
5500	0	0	0	0
5993	0	0	499	645
6000	0	0	0	1,750
6002	342	587	41	53
6687	0	0	0	0
6689	1,087	2,217	414	535
6690	292	663	228	295
6707	574	731	214	276
6708	705	909	110	143
6710	340	918	2,330	3,010
6711	0	0	268	346
6712	0	0	4	5
6714	0	0	0	0
6715	458	807	21	28
6734	0	692	291	376
7491	0	0	0	0
7715	0	0	209	269
7716	0	0	0	0
7717	0	0	0	0
7718	458	996	604	781
7719	179	466	188	243
7720	0	0	2	3
7721	0	0	29	37
7722	94	163	18	24
7731	0	0	183	236
7732	0	0	0	0
Total	**4,845**	**11,384**	**7,372**	**11,276**
Compound Growth Rate		**2.9%**		**1.4%**

Model Population and Employment Data by MAZ

Griffin Road west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5459	0	0	81	104
5464	745	721	72	92
5480	481	579	66	86
5481	10	8	374	3262
5482	0	0	2768	3577
5483	919	959	68	89
5516	0	0	479	620
5947	399	439	92	119
6713	4	4	189	244
6716	0	0	769	993
6717	0	0	233	301
6718	672	631	105	136
6719	1791	1694	44	57
6720	472	460	112	145
6721	595	554	213	275
6722	433	428	4	5
6735	1086	1055	314	406
6737	599	986	35	45
6739	1686	2370	105	136
6741	711	789	1004	1297
6742	765	903	45	58
6743	1135	1267	877	1133
6744	435	771	183	236
6745	614	1020	146	189
6746	0	0	1582	2045
6747	0	0	0	0
6748	0	0	283	366
6749	0	692	73	94
6750	0	0	0	0
6751	0	0	43	55
6896	5	5	247	320
6897	0	0	371	480
7724	308	322	21	28
Total	**13,865**	**16,657**	**10,998**	**16,993**
Compound Growth Rate		**0.6%**		**1.5%**

SERPM MAZ 2 Mile Buffer - I-95 at Stirling Road Interchange



Model Population and Employment Data by MAZ

Stirling Road east of I-95

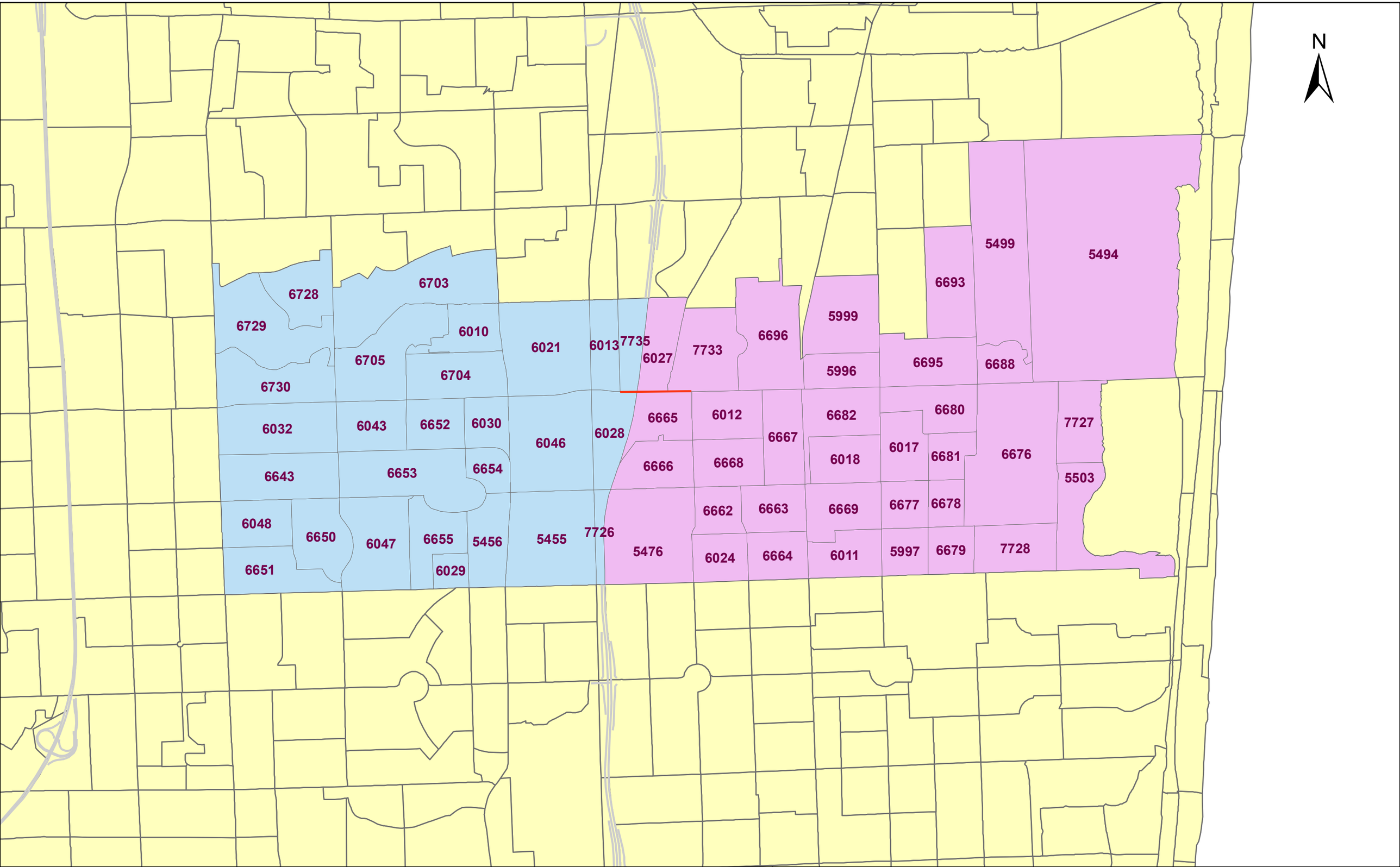
MAZ	Population		Employment	
	2015	2045	2015	2045
5491	809	1,053	181	234
5492	316	850	24	30
5494	332	942	71	91
5495	0	692	0	0
5499	683	948	136	176
5995	428	1,068	995	1,285
5998	4	680	205	266
6001	592	799	707	914
6689	1,087	2,217	414	535
6690	292	663	228	295
6691	614	686	341	441
6692	885	1,021	548	708
6693	1,432	1,595	41	53
6694	1,094	1,178	254	328
6697	317	337	495	639
6698	0	0	1,187	1,534
6706	806	995	97	125
6707	574	731	214	276
6708	705	909	110	143
6709	0	0	528	683
7718	458	996	604	781
7719	179	466	188	243
Total	**11,607**	**18,826**	**7,568**	**9,780**
Compound Growth Rate		**1.6%**		**0.9%**

Model Population and Employment Data by MAZ

Stirling Road west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5458	0	0	236	305
5479	424	548	320	413
6004	0	4	296	383
6005	605	635	52	67
6006	223	296	2,033	2,627
6008	1,344	1,742	772	997
6009	443	462	361	466
6699	0	0	1,005	1,298
6700	554	889	339	439
6701	831	1,317	408	527
6702	312	339	54	70
6703	0	0	138	178
6718	672	631	105	136
6722	433	428	4	5
6723	461	617	102	132
6724	672	848	118	152
6725	864	907	399	515
6726	321	395	74	95
6727	463	577	203	263
6728	411	548	44	57
6740	658	911	249	322
7724	308	322	21	28
7734	0	0	1,745	2,255
Total	**9,999**	**12,416**	**9,078**	**11,730**
Compound Growth Rate		**0.7%**		**0.9%**

SERPM MAZ 2 Mile Buffer - I-95 at Sheridan Street Interchange



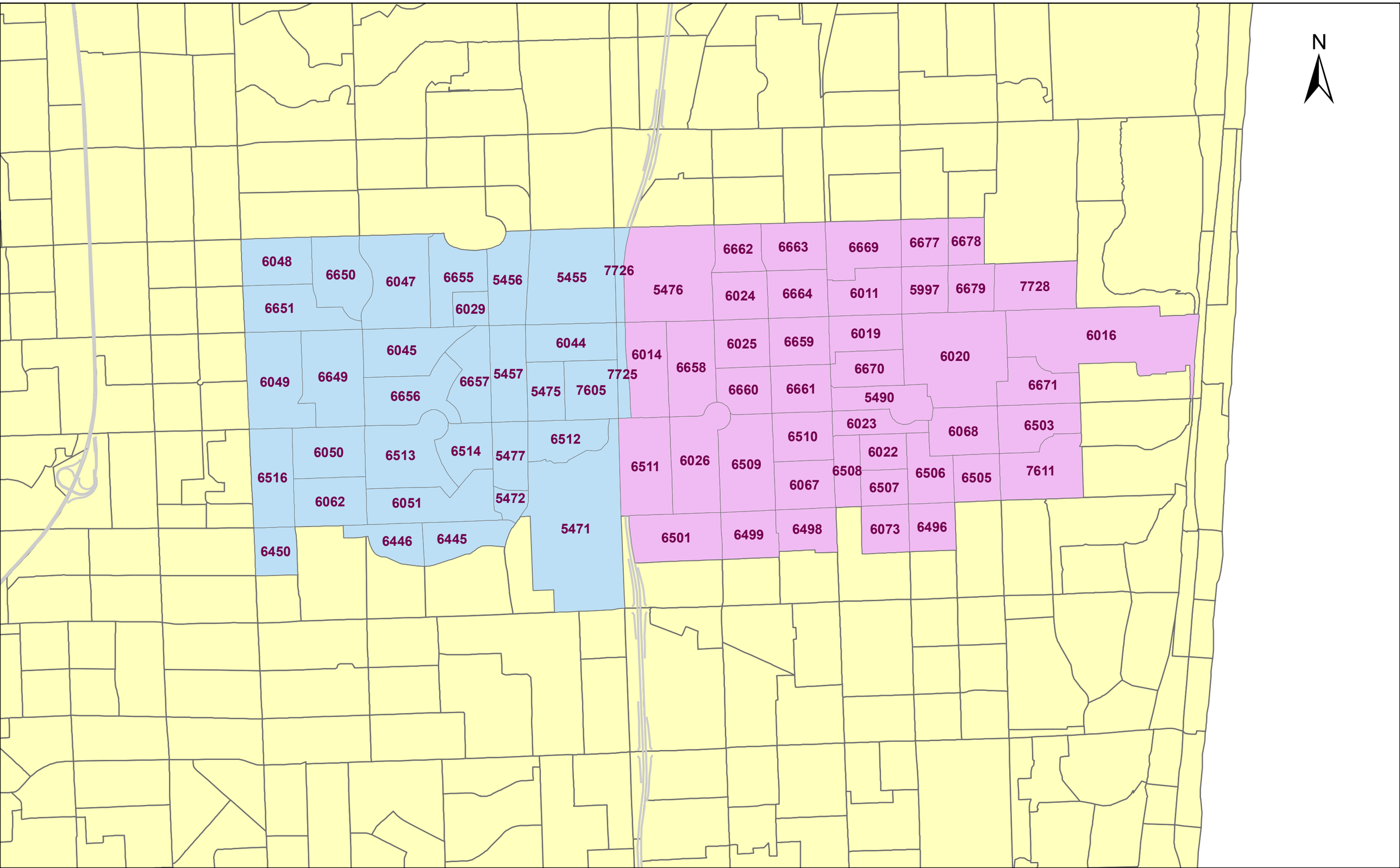
Model Population and Employment Data by MAZ
Sheridan Street east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5476	814	822	178	230
5494	332	942	71	91
5499	683	948	136	176
5503	0	0	53	69
5996	692	793	117	151
5997	1,094	1,573	155	201
5999	901	1,130	471	609
6011	884	1,376	464	600
6012	787	1,280	133	172
6017	567	750	362	468
6018	1,075	1,953	374	483
6024	816	1,149	31	40
6027	60	130	1,439	1,860
6662	761	1,047	7	9
6663	934	1,349	51	66
6664	742	1,086	210	271
6665	440	429	43	55
6666	896	840	27	34
6667	846	1,272	283	366
6668	1,107	1,743	33	42
6669	628	984	843	1,090
6676	1,290	1,247	323	417
6677	538	614	75	96
6678	614	683	38	49
6679	471	514	26	33
6680	767	1,048	279	361
6681	442	587	15	20
6682	657	1,042	551	712
6688	868	1,260	63	82
6693	1,432	1,595	41	53
6695	1,289	1,461	494	638
6696	1,911	2,382	247	320
7727	0	0	13	17
7728	1,203	1,302	109	141
7733	1,443	1,794	67	87
Total	**27,984**	**37,125**	**7,822**	**10,109**
Compound Growth Rate		**0.9%**		**0.9%**

Model Population and Employment Data by MAZ
Sheridan Street west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5455	1,219	1,188	458	592
5456	425	425	174	225
6010	1,953	1,968	140	181
6013	0	680	993	1,283
6021	0	0	611	790
6028	737	2,489	11	15
6029	4	5	379	490
6030	338	351	266	343
6032	851	819	912	1,178
6043	851	829	1,073	1,387
6046	1,061	1,633	635	820
6047	766	636	48	62
6048	555	566	36	46
6643	906	893	42	54
6650	505	506	103	133
6651	728	723	24	30
6652	492	500	525	679
6653	973	958	148	192
6654	211	218	59	77
6655	732	891	1,315	1,699
6703	0	0	138	178
6704	941	977	1,454	1,878
6705	1,308	1,333	209	269
6728	411	548	44	57
6729	404	548	121	156
6730	1,271	1,576	2,023	2,614
7726	0	0	24	30
7735	0	0	881	1,139
Total	**17,642**	**21,260**	**12,846**	**16,597**
Compound Growth Rate		**0.6%**		**0.9%**

SERPM MAZ 2 Mile Buffer - I-95 at Hollywood Blvd. Interchange



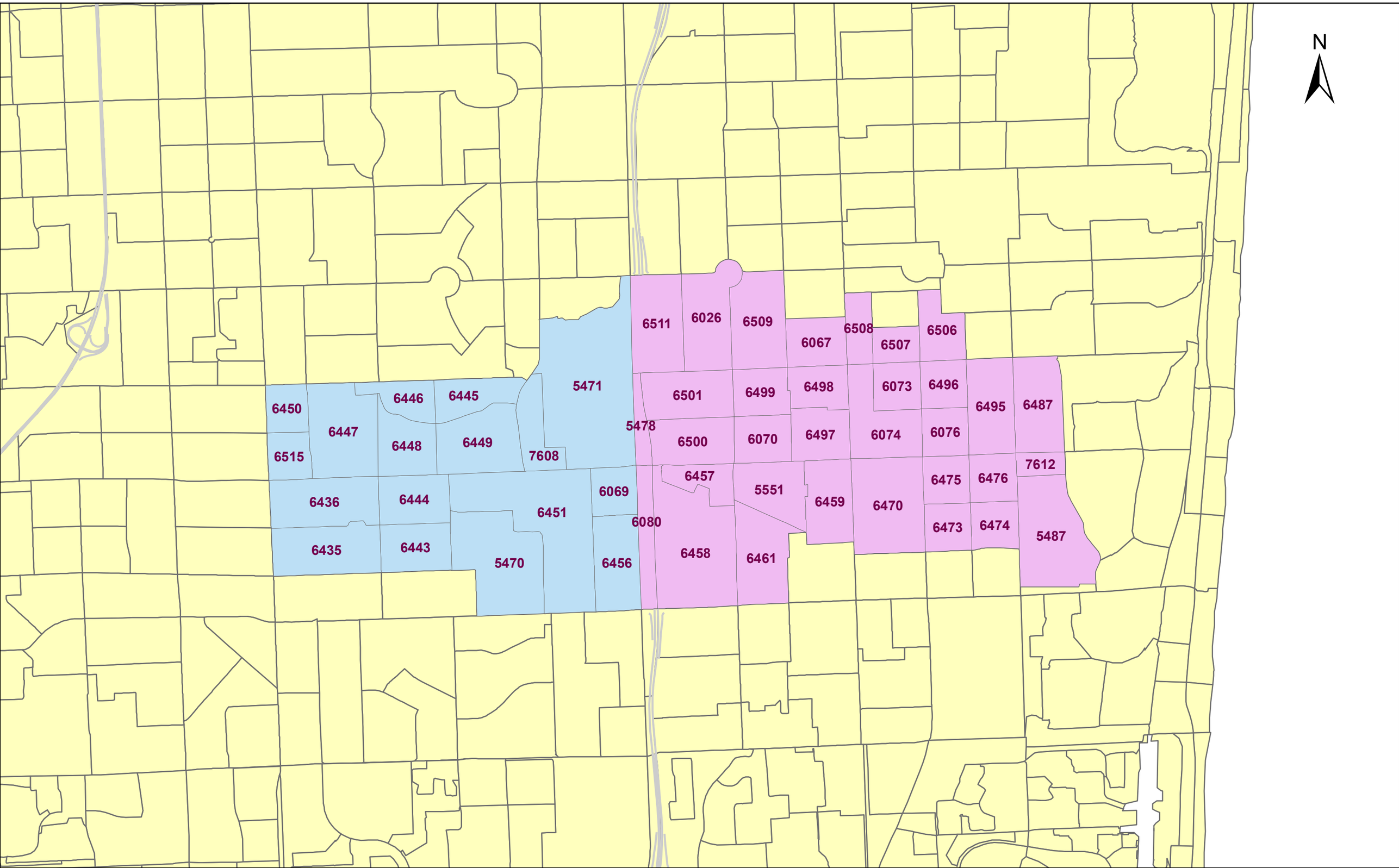
Model Population and Employment Data by MAZ
Hollywood Blvd east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5476	814	822	178	230
5490	876	1,583	1,637	2,115
5997	1,094	1,573	155	201
6011	884	1,376	464	600
6014	939	1,306	247	320
6016	754	755	199	258
6019	693	928	180	232
6020	1,018	1,756	365	472
6022	619	790	90	116
6023	499	1,209	2,761	3,568
6024	816	1,149	31	40
6025	1,311	1,694	35	45
6026	586	873	787	1,017
6067	1,198	1,429	106	137
6068	621	813	139	180
6073	981	1,341	102	132
6496	748	928	91	118
6498	566	699	127	164
6499	690	927	42	54
6501	831	793	116	149
6503	438	457	27	34
6505	319	416	7	9
6506	776	1,092	174	225
6507	749	962	99	128
6508	535	651	337	436
6509	815	968	868	1,121
6510	1,390	1,656	407	526
6511	805	1,158	226	292
6658	1,319	1,868	267	345
6659	795	1,013	300	387
6660	728	878	495	639
6661	907	1,154	826	1,067
6662	761	1,047	7	9
6663	934	1,349	51	66
6664	742	1,086	210	271
6669	628	984	843	1,090
6670	892	1,179	124	160
6671	437	428	26	33
6677	538	614	75	96
6678	614	683	38	49
6679	471	514	26	33
7611	456	465	28	36
7728	1,203	1,302	109	141
Total	**33,790**	**44,668**	**13,422**	**17,341**
Compound Growth Rate		**0.9%**		**0.9%**

Model Population and Employment Data by MAZ
Hollywood Blvd west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5455	1,219	1,188	458	592
5456	425	425	174	225
5457	216	243	550	711
5471	0	0	135	174
5472	582	606	26	33
5475	76	124	766	989
5477	717	728	1,003	1,296
6029	4	5	379	490
6044	398	416	22	29
6045	457	468	143	185
6047	766	636	48	62
6048	555	566	36	46
6049	690	687	236	305
6050	512	526	350	452
6051	729	685	155	201
6062	441	440	47	61
6445	751	714	1,007	1,301
6446	1,166	1,553	445	575
6450	1,116	909	35	45
6512	196	577	695	898
6513	515	534	2,285	2,952
6514	1,622	1,489	381	493
6516	826	794	25	32
6649	711	705	241	312
6650	505	506	103	133
6651	728	723	24	30
6655	732	891	1,315	1,699
6656	481	521	657	849
6657	715	733	251	325
7605	310	329	25	32
Total	**18,161**	**18,721**	**12,017**	**15,527**
Compound Growth Rate		**0.1%**		**0.9%**

SERPM MAZ 2 Mile Buffer - I-95 at Pembroke Road Interchange



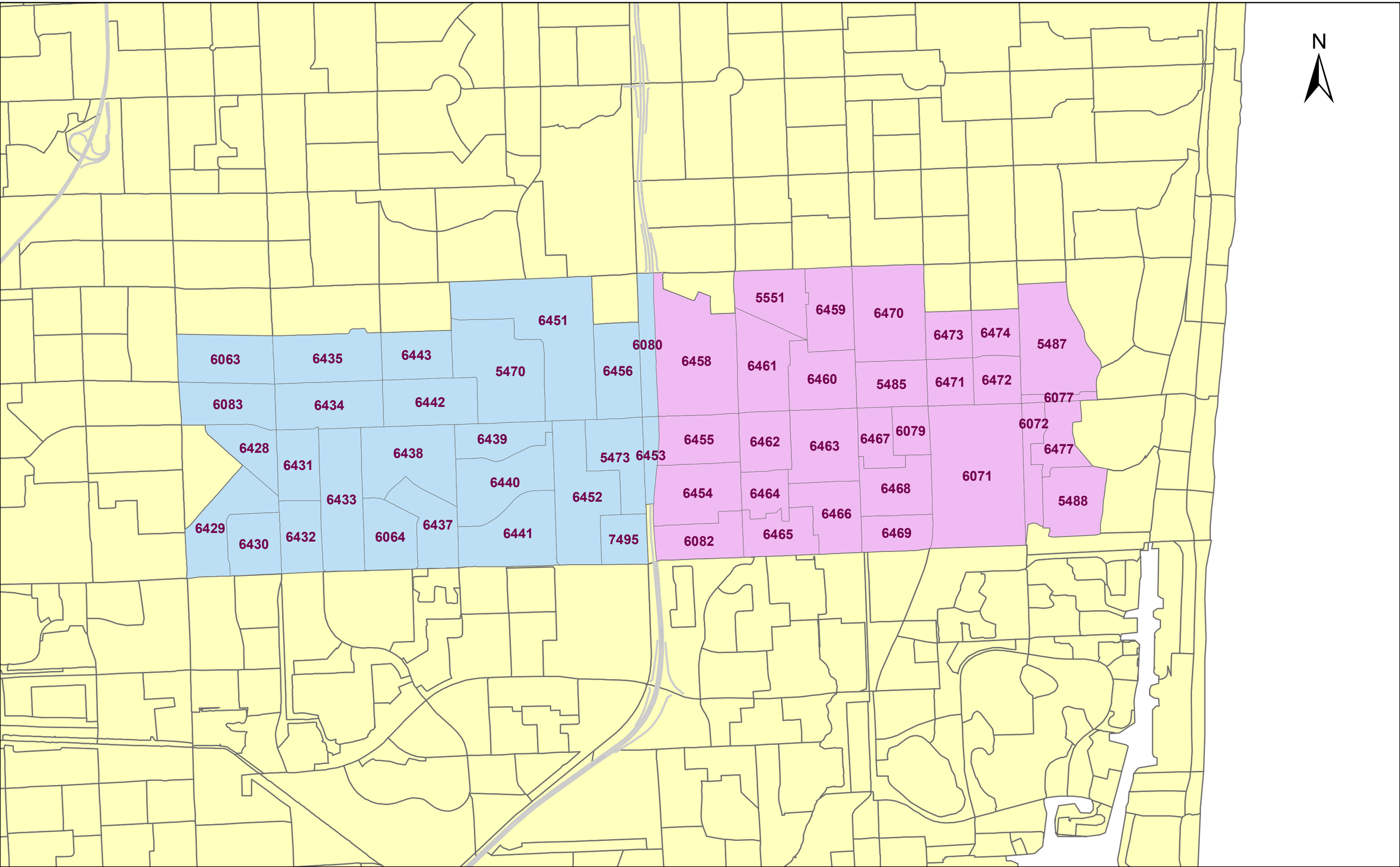
Model Population and Employment Data by MAZ
Pembroke Road east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5478	0	4	274	354
5487	1,041	1,297	674	871
5551	669	861	67	87
6026	586	873	787	1,017
6067	1,198	1,429	106	137
6070	555	728	77	99
6073	981	1,341	102	132
6074	893	1,150	446	576
6076	672	891	108	140
6080	0	0	261	337
6457	564	835	83	107
6458	1,642	2,328	1,138	1,470
6459	886	1,382	185	239
6461	1,219	1,535	383	495
6470	317	452	1,425	1,841
6473	614	676	271	350
6474	1,392	1,587	6	8
6475	851	948	233	301
6476	949	980	110	143
6487	682	655	143	185
6495	618	800	242	313
6496	748	928	91	118
6497	536	725	226	292
6498	566	699	127	164
6499	690	927	42	54
6500	577	522	283	366
6501	831	793	116	149
6506	776	1,092	174	225
6507	749	962	99	128
6508	535	651	337	436
6509	815	968	868	1,121
6511	805	1,158	226	292
7612	226	277	5	7
Total	**24,183**	**30,454**	**9,715**	**12,554**
Compound Growth Rate		**0.8%**		**0.9%**

Model Population and Employment Data by MAZ
Pembroke Road west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5470	0	0	1,181	1,526
5471	0	0	135	174
5478	0	4	274	354
6069	0	0	392	506
6080	0	0	261	337
6435	989	966	120	155
6436	1,032	970	110	143
6443	721	741	92	119
6444	721	729	51	66
6445	751	714	1,007	1,301
6446	1,166	1,553	445	575
6447	604	513	109	141
6448	1,433	1,194	322	416
6449	0	0	375	485
6450	1,116	909	35	45
6451	389	471	1,416	1,830
6456	562	609	1,300	1,680
6515	605	642	35	45
7608	1,130	2,111	62	81
Total	**11,219**	**12,126**	**7,722**	**9,979**
Compound Growth Rate		**0.3%**		**0.9%**

SERPM MAZ 2 Mile Buffer - I-95 at Hallandale Beach Blvd. Interchange



Model Population and Employment Data by MAZ
Hallandale Beach Blvd east of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5485	923	1,308	564	729
5487	1,041	1,297	674	871
5488	212	647	35	45
5551	669	861	67	87
6071	0	926	1,740	2,248
6072	173	443	291	376
6077	2	148	590	762
6079	841	1,015	302	390
6082	853	927	256	330
6454	1,190	1,269	227	293
6455	946	1,005	335	433
6458	1,642	2,328	1,138	1,470
6459	886	1,382	185	239
6460	707	905	607	785
6461	1,219	1,535	383	495
6462	691	848	95	123
6463	700	862	648	837
6464	683	873	16	21
6465	1,001	1,192	19	25
6466	974	1,185	171	221
6467	379	508	99	128
6468	589	742	1,010	1,305
6469	485	589	182	235
6470	317	452	1,425	1,841
6471	669	727	289	374
6472	1,001	1,158	231	299
6473	614	676	271	350
6474	1,392	1,587	6	8
6477	719	2,222	233	301
Total	**21,518**	**29,617**	**12,089**	**15,621**
Compound Growth Rate		**1.1%**		**0.9%**

Model Population and Employment Data by MAZ
Pembroke Road west of I-95

MAZ	Population		Employment	
	2015	2045	2015	2045
5470	0	0	1,181	1,526
5471	0	0	135	174
5478	0	4	274	354
6069	0	0	392	506
6080	0	0	261	337
6435	989	966	120	155
6436	1,032	970	110	143
6443	721	741	92	119
6444	721	729	51	66
6445	751	714	1,007	1,301
6446	1,166	1,553	445	575
6447	604	513	109	141
6448	1,433	1,194	322	416
6449	0	0	375	485
6450	1,116	909	35	45
6451	389	471	1,416	1,830
6456	562	609	1,300	1,680
6515	605	642	35	45
7608	1,130	2,111	62	81
Total	**11,219**	**12,126**	**7,722**	**9,979**
Compound Growth Rate		**0.3%**		**0.9%**

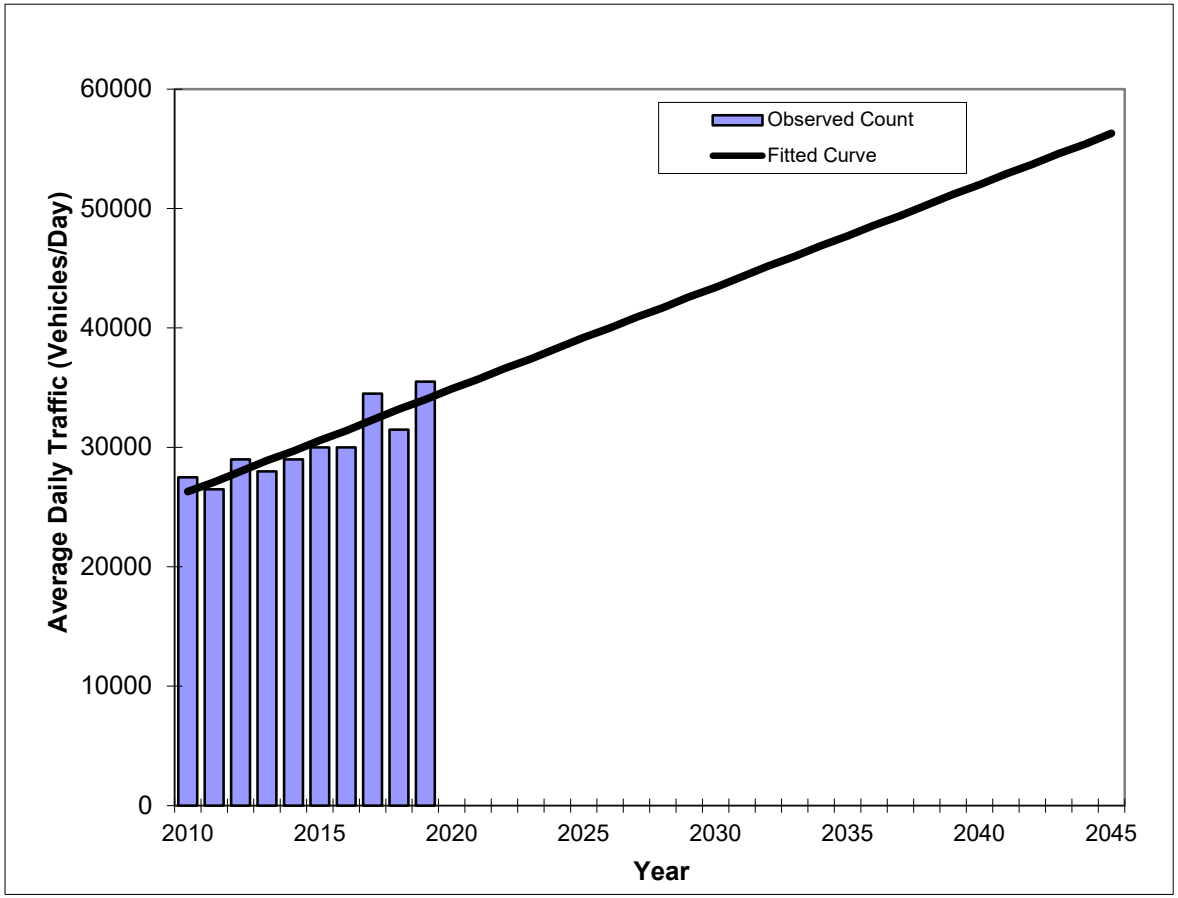
APPENDIX C
HISTORIC TREND ANALYSIS

Traffic Trends - V3.0

GRIFFIN ROAD -- E OF I-95 W OF OLD GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0027
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	27500	26300
2011	26500	27100
2012	29000	28000
2013	28000	28900
2014	29000	29700
2015	30000	30600
2016	30000	31400
2017	34500	32300
2018	31500	33200
2019	35500	34000
2031 Opening Year Trend		
2031	N/A	44300
2035 Mid-Year Trend		
2035	N/A	47700
2045 Design Year Trend		
2045	N/A	56300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	858
Trend R-squared:	78.77%
Trend Annual Historic Growth Rate:	3.25%
Trend Growth Rate (2019 to Design Year):	2.52%
Printed:	4-Apr-22

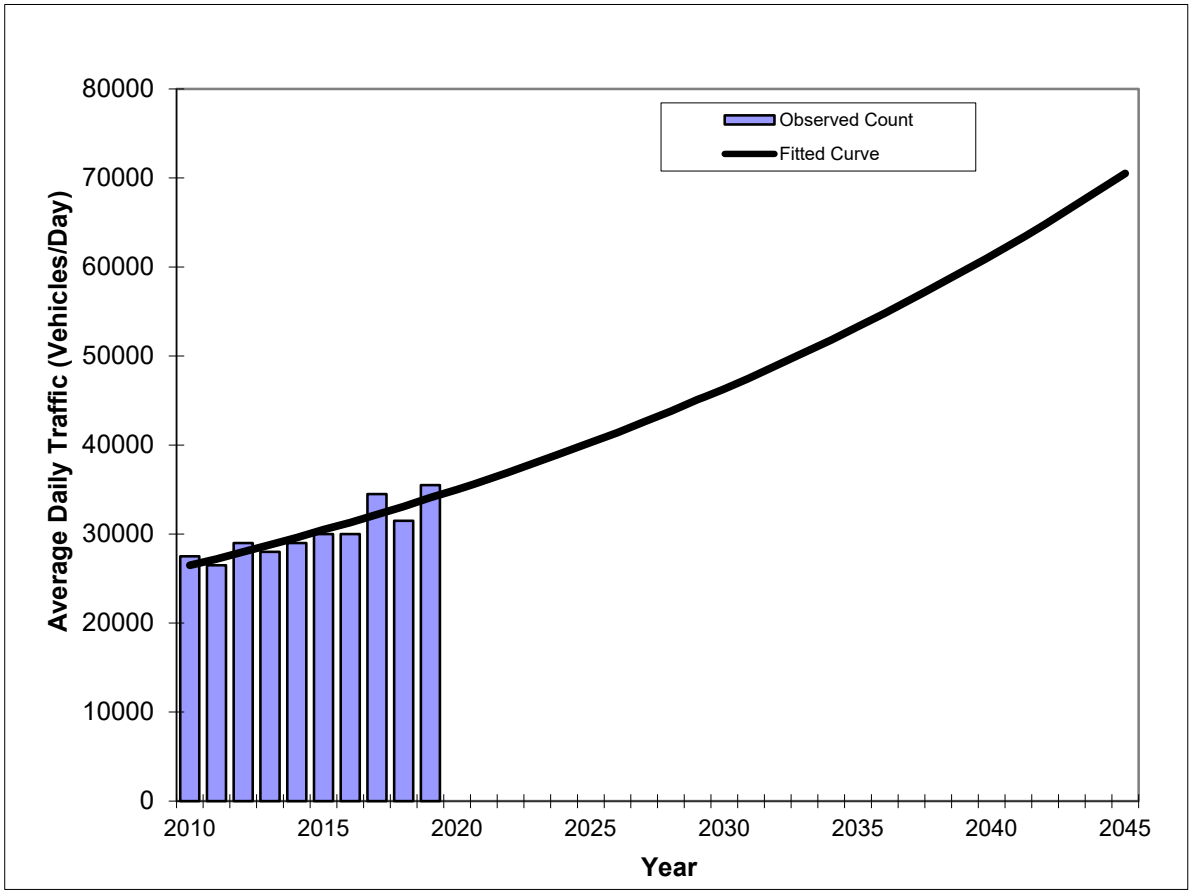
Straight Line Growth Option

Traffic Trends - V3.0

GRIFFIN ROAD -- E OF I-95 W OF OLD GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0027
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	27500	26500
2011	26500	27200
2012	29000	28000
2013	28000	28800
2014	29000	29600
2015	30000	30500
2016	30000	31300
2017	34500	32200
2018	31500	33100
2019	35500	34100
2031 Opening Year Trend		
2031	N/A	47600
2035 Mid-Year Trend		
2035	N/A	53300
2045 Design Year Trend		
2045	N/A	70500
TRANPLAN Forecasts/Trends		

Trend R-squared:	80.49%
Compounded Annual Historic Growth Rate:	2.84%
Compounded Growth Rate (2019 to Design Year):	2.83%
Printed:	11-May-22

Exponential Growth Option

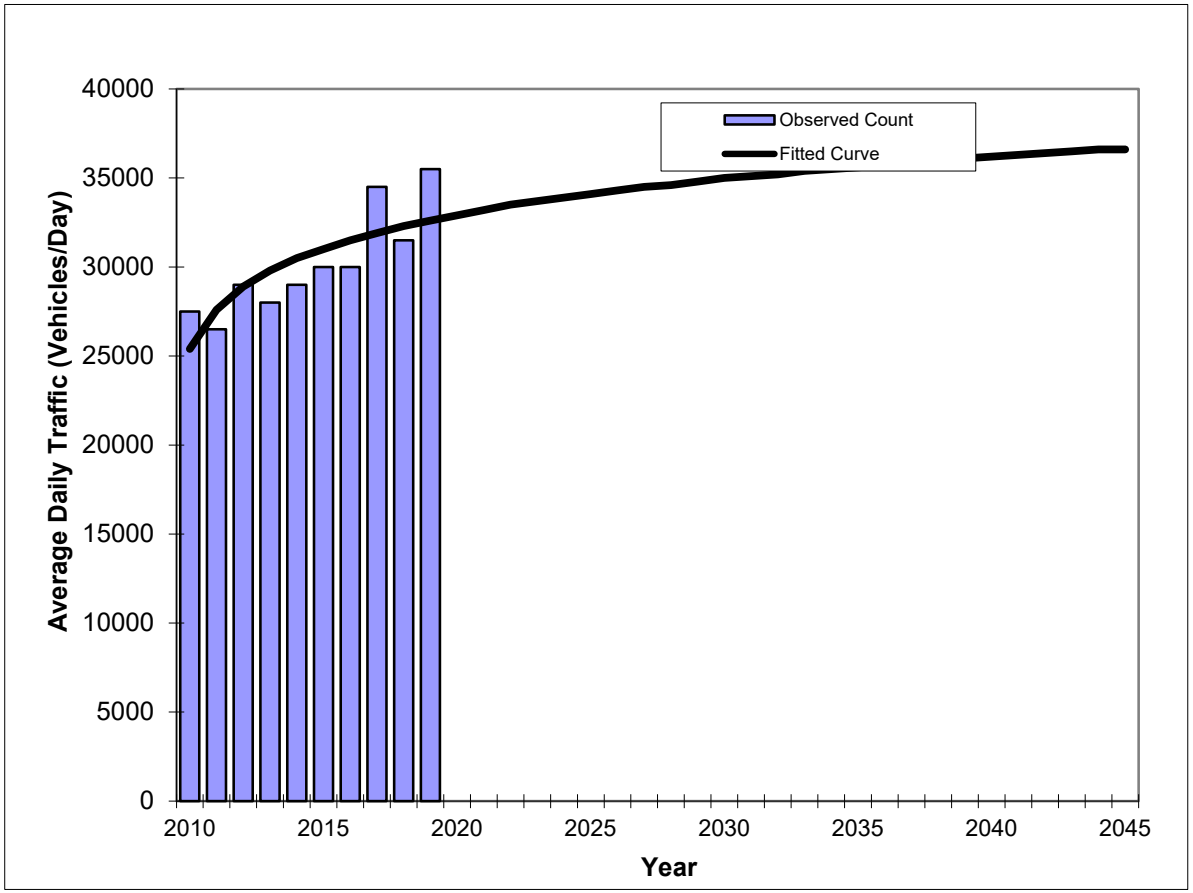
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- E OF I-95 W OF OLD GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0027
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	27500	25400
2011	26500	27600
2012	29000	28900
2013	28000	29800
2014	29000	30500
2015	30000	31000
2016	30000	31500
2017	34500	31900
2018	31500	32300
2019	35500	32600
2031 Opening Year Trend		
2031	N/A	35100
2035 Mid-Year Trend		
2035	N/A	35600
2045 Design Year Trend		
2045	N/A	36600
TRANPLAN Forecasts/Trends		

Trend R-squared:	61.58%
Compounded Annual Historic Growth Rate:	2.81%
Compounded Growth Rate (2019 to Design Year):	0.45%
Printed:	11-May-22

Decaying Exponential Growth Option

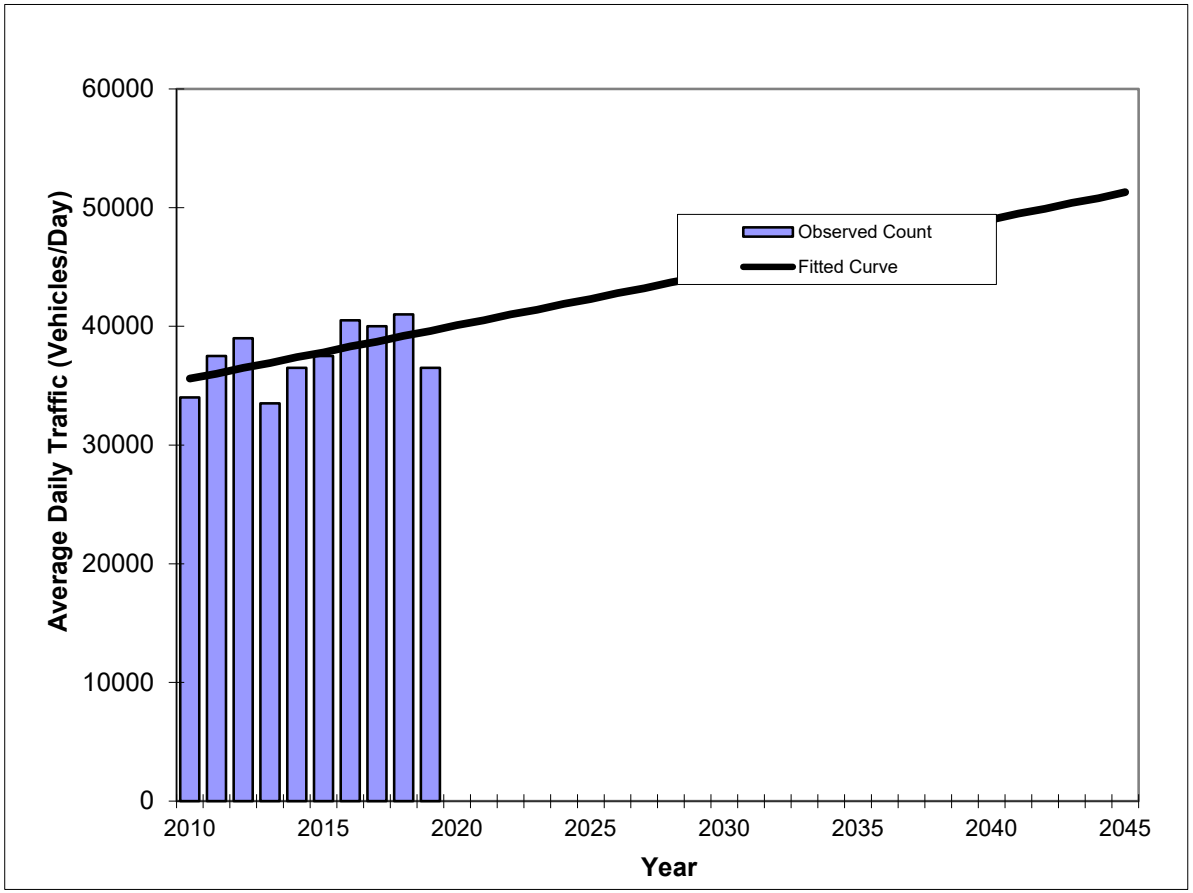
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0032
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	34000	35600
2011	37500	36000
2012	39000	36500
2013	33500	36900
2014	36500	37400
2015	37500	37800
2016	40500	38300
2017	40000	38700
2018	41000	39200
2019	36500	39600
2031 Opening Year Trend		
2031	N/A	45000
2035 Mid-Year Trend		
2035	N/A	46800
2045 Design Year Trend		
2045	N/A	51300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	448
Trend R-squared:	27.70%
Trend Annual Historic Growth Rate:	1.25%
Trend Growth Rate (2019 to Design Year):	1.14%
Printed:	11-May-22

Straight Line Growth Option

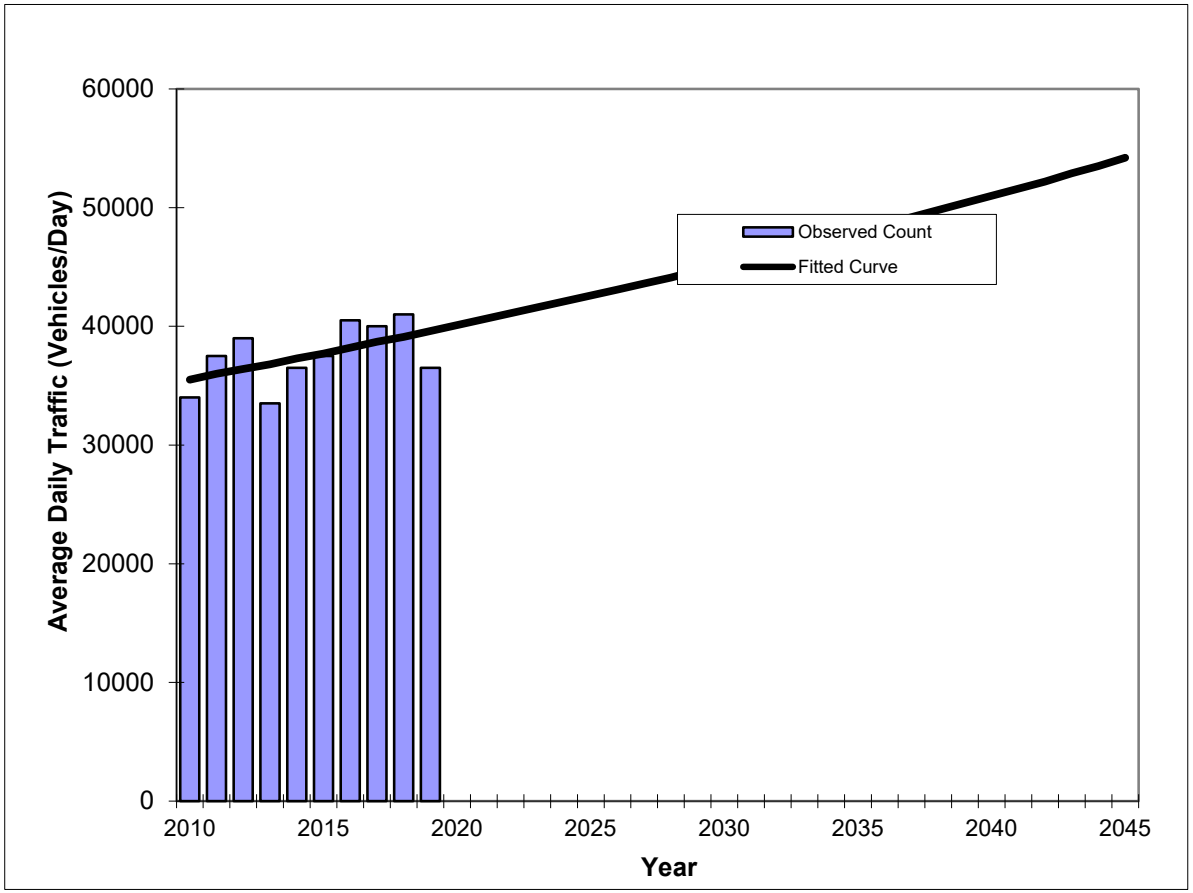
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0032
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	34000	35500
2011	37500	36000
2012	39000	36400
2013	33500	36800
2014	36500	37300
2015	37500	37700
2016	40500	38200
2017	40000	38700
2018	41000	39100
2019	36500	39600
2031 Opening Year Trend		
2031	N/A	45800
2035 Mid-Year Trend		
2035	N/A	48000
2045 Design Year Trend		
2045	N/A	54200
TRANPLAN Forecasts/Trends		

Trend R-squared:	27.56%
Compounded Annual Historic Growth Rate:	1.22%
Compounded Growth Rate (2019 to Design Year):	1.21%
Printed:	11-May-22

Exponential Growth Option

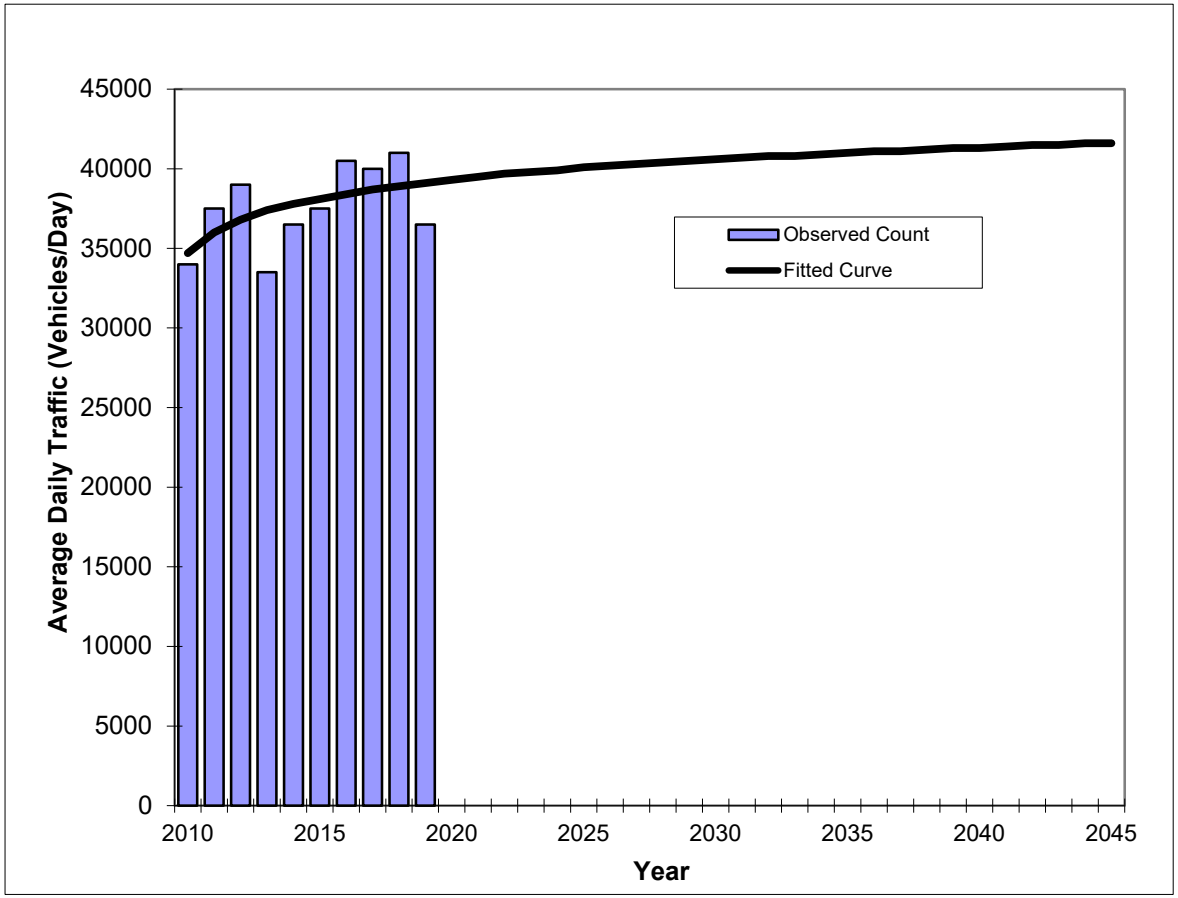
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0032
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	34000	34700
2011	37500	36000
2012	39000	36800
2013	33500	37400
2014	36500	37800
2015	37500	38100
2016	40500	38400
2017	40000	38700
2018	41000	38900
2019	36500	39100
2031 Opening Year Trend		
2031	N/A	40700
2035 Mid-Year Trend		
2035	N/A	41000
2045 Design Year Trend		
2045	N/A	41600
TRANPLAN Forecasts/Trends		

Trend R-squared:	30.55%
Compounded Annual Historic Growth Rate:	1.34%
Compounded Growth Rate (2019 to Design Year):	0.24%
Printed:	4-Apr-22

Decaying Exponential Growth Option

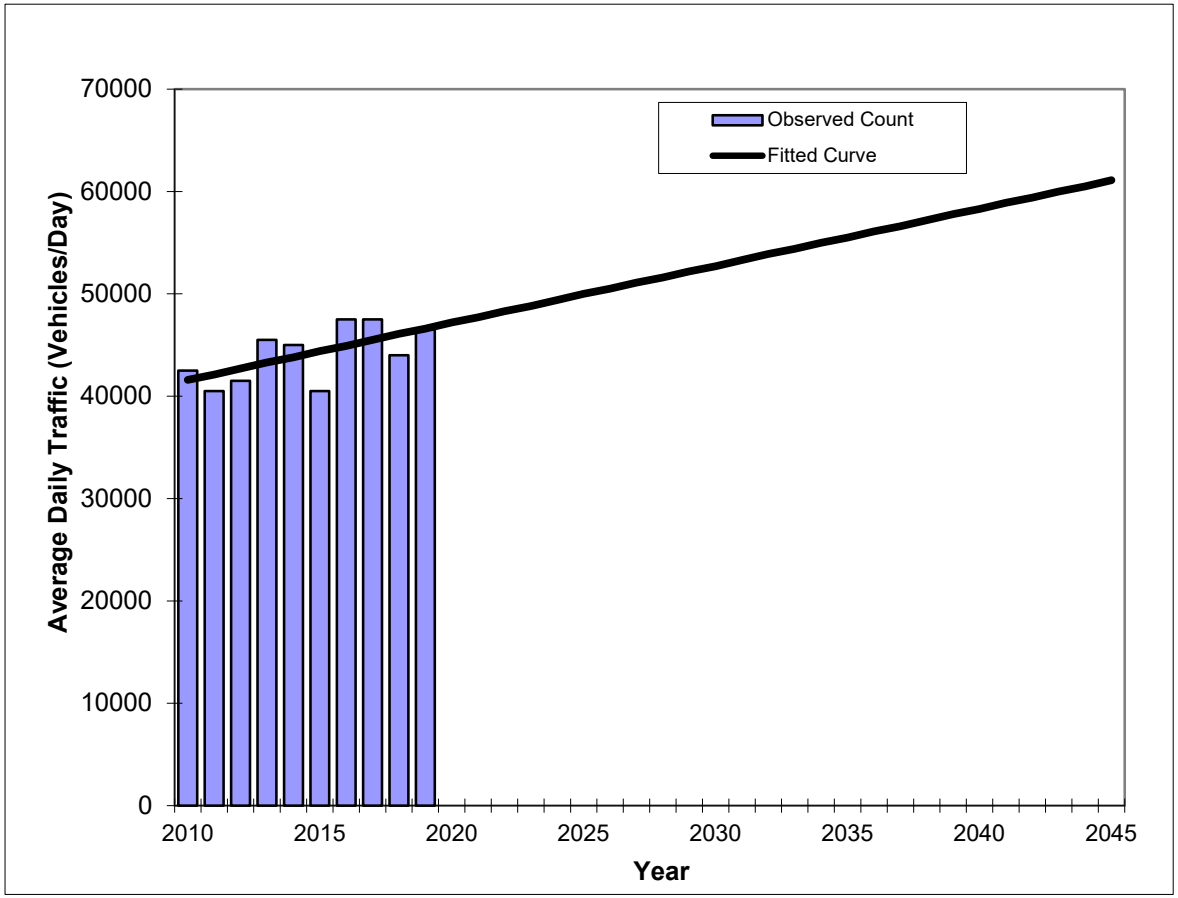
*Axle-Adjusted

Traffic Trends - V3.0

SHERIDAN ST -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0034
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	42500	41600
2011	40500	42100
2012	41500	42700
2013	45500	43300
2014	45000	43800
2015	40500	44400
2016	47500	44900
2017	47500	45500
2018	44000	46100
2019	46500	46600
2031 Opening Year Trend		
2031	N/A	53300
2035 Mid-Year Trend		
2035	N/A	55500
2045 Design Year Trend		
2045	N/A	61100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	558
Trend R-squared:	38.34%
Trend Annual Historic Growth Rate:	1.34%
Trend Growth Rate (2019 to Design Year):	1.20%
Printed:	4-Apr-22
Straight Line Growth Option	

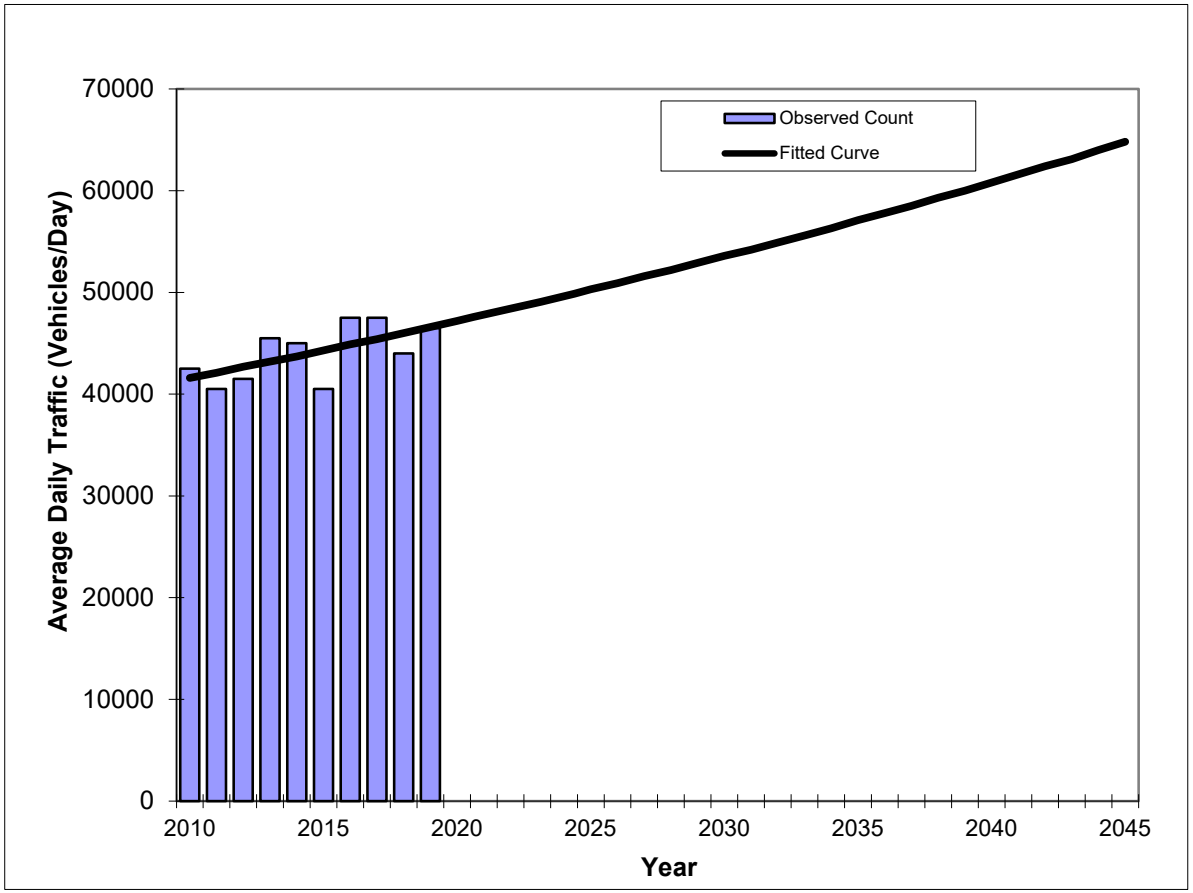
*Axle-Adjusted

Traffic Trends - V3.0

SHERIDAN ST -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0034
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	42500	41600
2011	40500	42100
2012	41500	42700
2013	45500	43200
2014	45000	43700
2015	40500	44300
2016	47500	44900
2017	47500	45400
2018	44000	46000
2019	46500	46600
2031 Opening Year Trend		
2031	N/A	54200
2035 Mid-Year Trend		
2035	N/A	57100
2045 Design Year Trend		
2045	N/A	64800
TRANPLAN Forecasts/Trends		

Trend R-squared:	38.03%
Compounded Annual Historic Growth Rate:	1.27%
Compounded Growth Rate (2019 to Design Year):	1.28%
Printed:	11-May-22

Exponential Growth Option

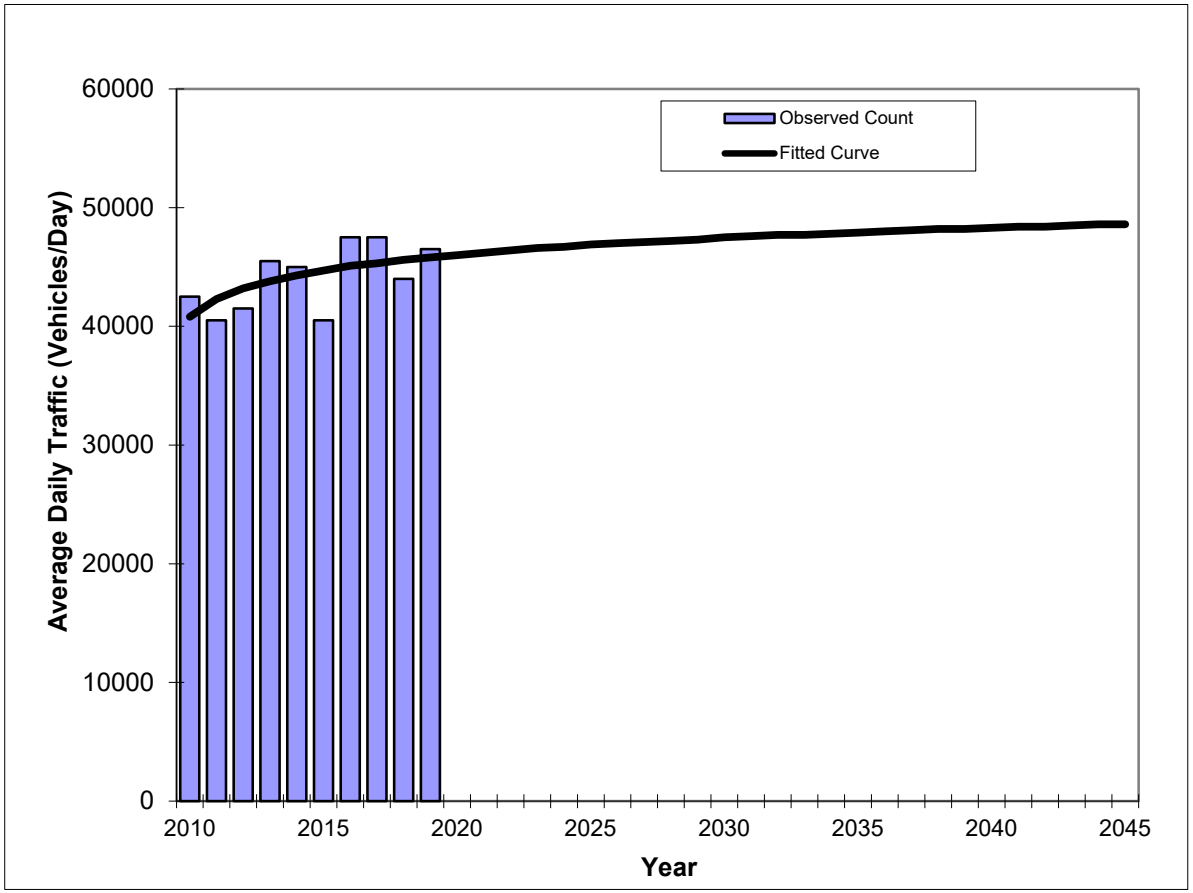
***Axle-Adjusted**

Traffic Trends - V3.0

SHERIDAN ST -- E OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0034
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	42500	40800
2011	40500	42300
2012	41500	43200
2013	45500	43800
2014	45000	44300
2015	40500	44700
2016	47500	45100
2017	47500	45300
2018	44000	45600
2019	46500	45800
2031 Opening Year Trend		
2031	N/A	47600
2035 Mid-Year Trend		
2035	N/A	47900
2045 Design Year Trend		
2045	N/A	48600
TRANPLAN Forecasts/Trends		

Trend R-squared:	34.60%
Compounded Annual Historic Growth Rate:	1.29%
Compounded Growth Rate (2019 to Design Year):	0.23%
Printed:	11-May-22

Decaying Exponential Growth Option

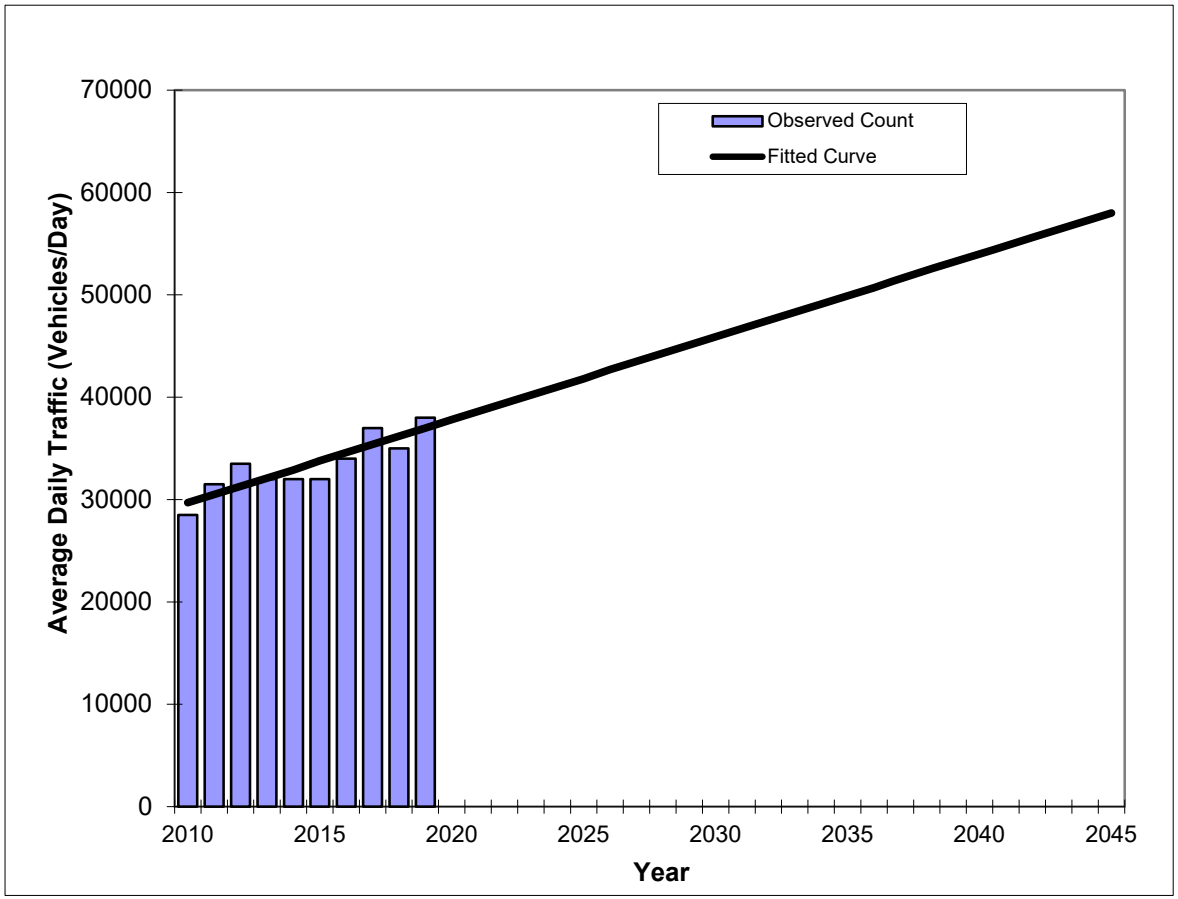
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0076
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	28500	29700
2011	31500	30500
2012	33500	31300
2013	32000	32100
2014	32000	32900
2015	32000	33800
2016	34000	34600
2017	37000	35400
2018	35000	36200
2019	38000	37000
2031 Opening Year Trend		
2031	N/A	46700
2035 Mid-Year Trend		
2035	N/A	49900
2045 Design Year Trend		
2045	N/A	58000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	809
Trend R-squared:	76.58%
Trend Annual Historic Growth Rate:	2.73%
Trend Growth Rate (2019 to Design Year):	2.18%
Printed:	5-Apr-22

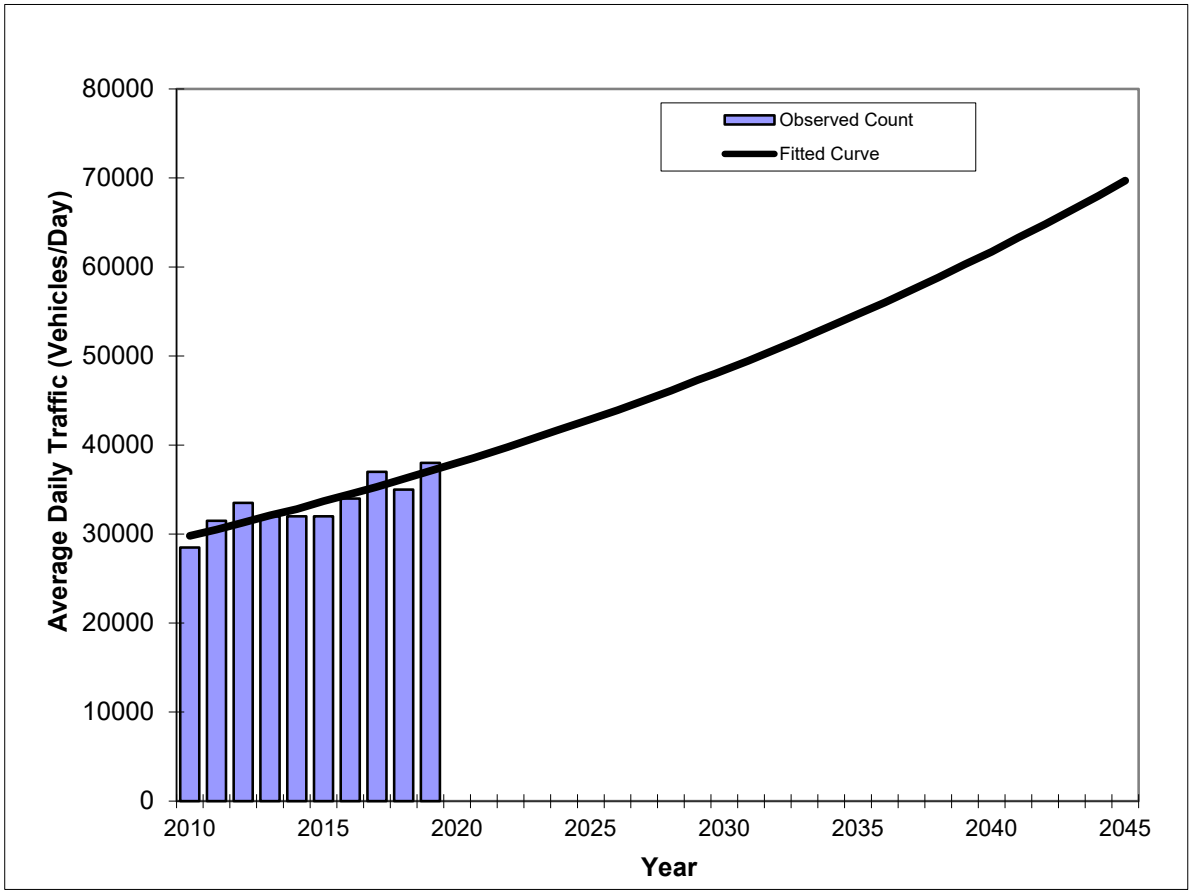
Straight Line Growth Option

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0076
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	28500	29800
2011	31500	30500
2012	33500	31300
2013	32000	32100
2014	32000	32800
2015	32000	33700
2016	34000	34500
2017	37000	35300
2018	35000	36200
2019	38000	37100
2031 Opening Year Trend		
2031	N/A	49600
2035 Mid-Year Trend		
2035	N/A	54700
2045 Design Year Trend		
2045	N/A	69700
TRANPLAN Forecasts/Trends		

Trend R-squared:	76.53%
Compounded Annual Historic Growth Rate:	2.46%
Compounded Growth Rate (2019 to Design Year):	2.45%
Printed:	11-May-22

Exponential Growth Option

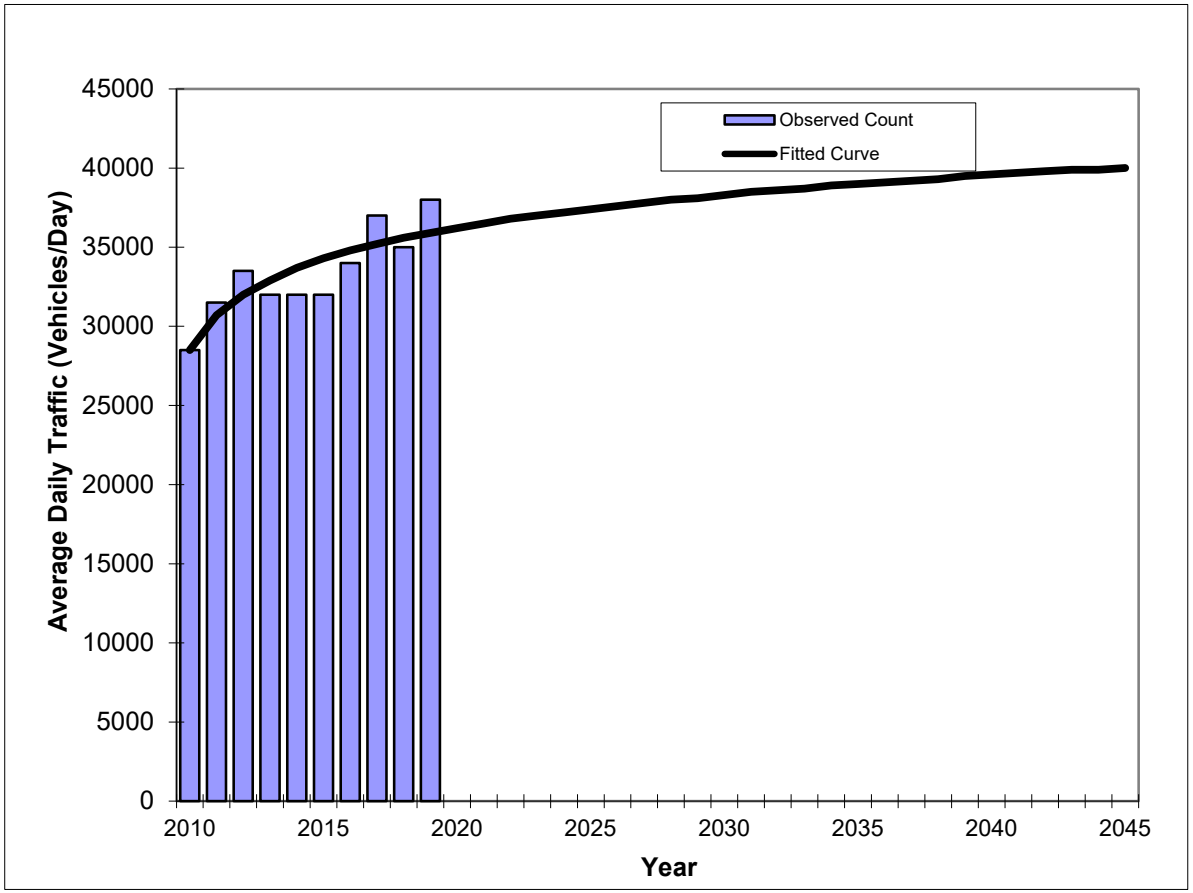
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0076
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	28500	28500
2011	31500	30700
2012	33500	32000
2013	32000	32900
2014	32000	33700
2015	32000	34300
2016	34000	34800
2017	37000	35200
2018	35000	35600
2019	38000	35900
2031 Opening Year Trend		
2031	N/A	38500
2035 Mid-Year Trend		
2035	N/A	39000
2045 Design Year Trend		
2045	N/A	40000
TRANPLAN Forecasts/Trends		

Trend R-squared:	71.42%
Compounded Annual Historic Growth Rate:	2.60%
Compounded Growth Rate (2019 to Design Year):	0.42%
Printed:	11-May-22

Decaying Exponential Growth Option

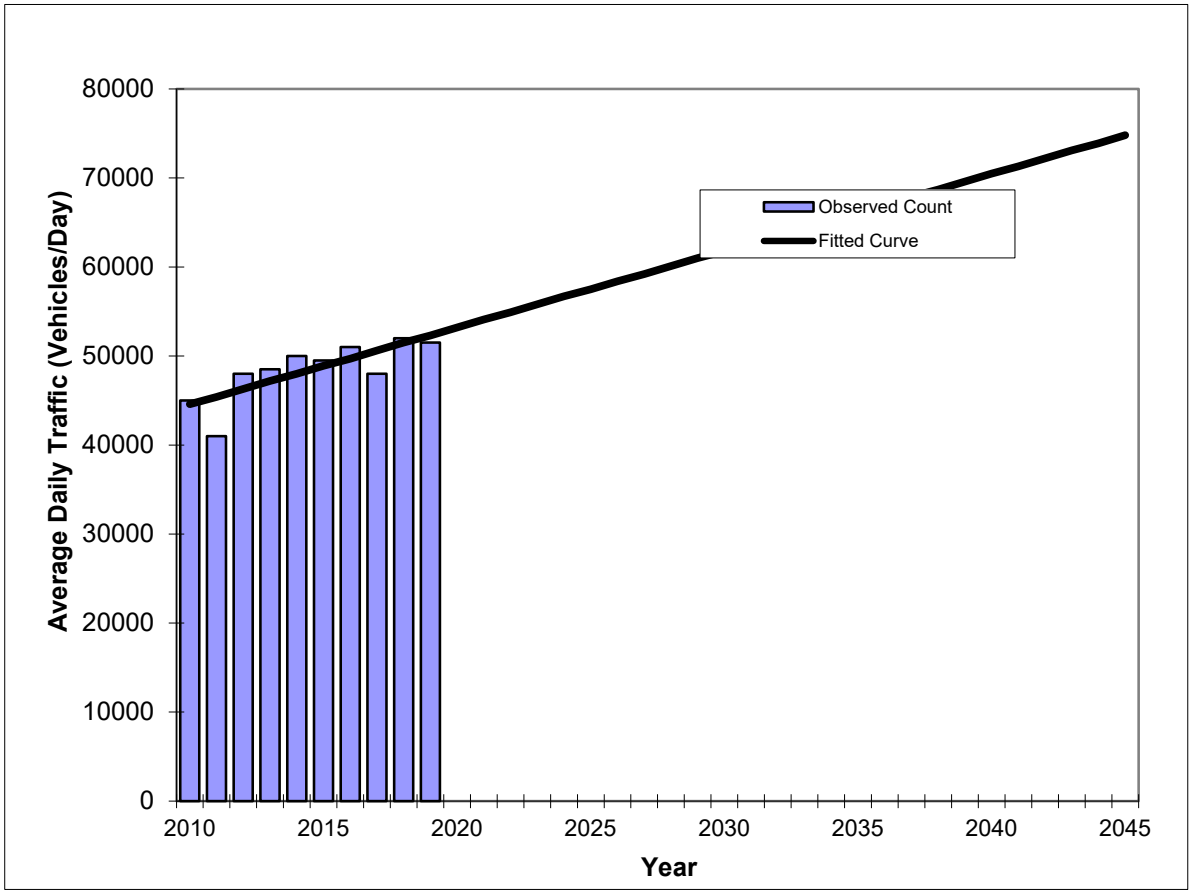
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0092
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	44600
2011	41000	45400
2012	48000	46300
2013	48500	47200
2014	50000	48000
2015	49500	48900
2016	51000	49700
2017	48000	50600
2018	52000	51500
2019	51500	52300
2031 Opening Year Trend		
2031	N/A	62700
2035 Mid-Year Trend		
2035	N/A	66200
2045 Design Year Trend		
2045	N/A	74800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	864
Trend R-squared:	61.70%
Trend Annual Historic Growth Rate:	1.92%
Trend Growth Rate (2019 to Design Year):	1.65%
Printed:	11-May-22

Straight Line Growth Option

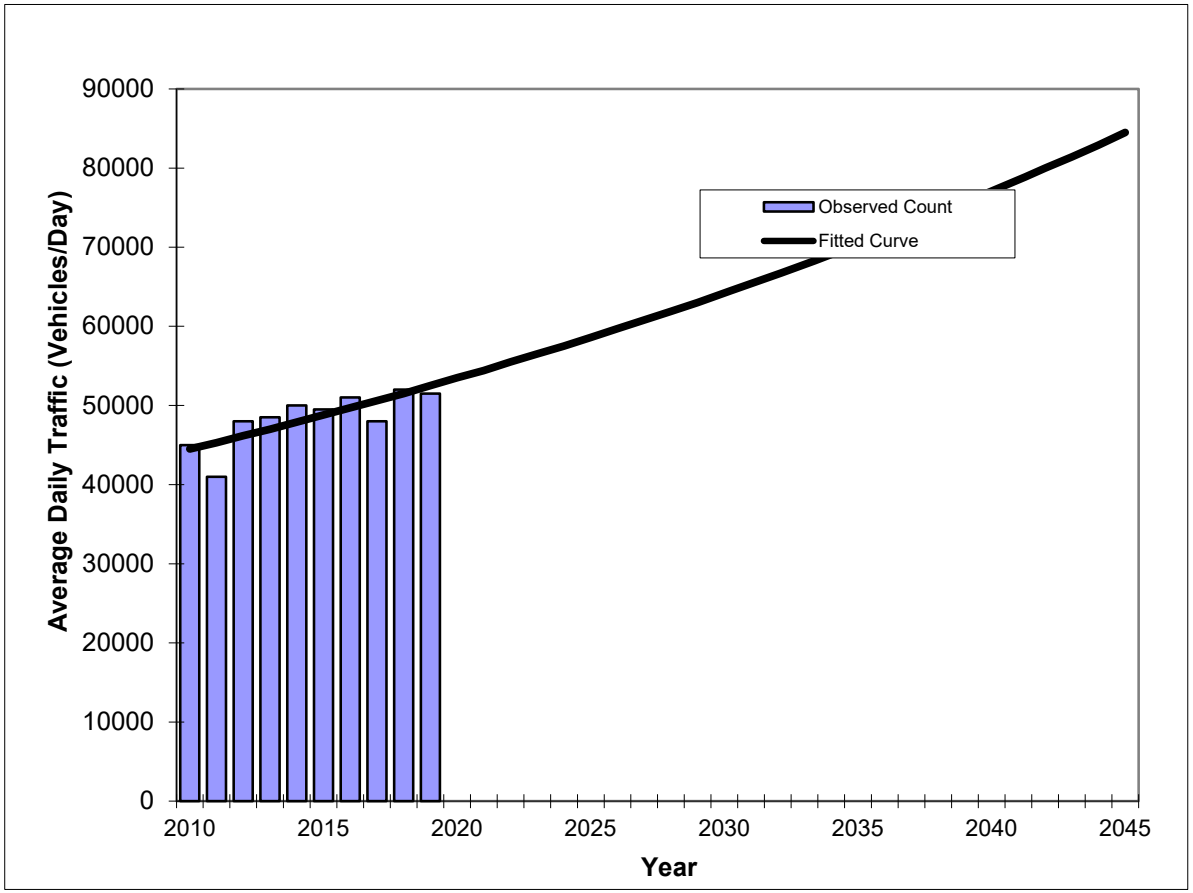
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0092
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	44500
2011	41000	45300
2012	48000	46200
2013	48500	47000
2014	50000	47900
2015	49500	48800
2016	51000	49700
2017	48000	50600
2018	52000	51500
2019	51500	52500
2031 Opening Year Trend		
2031	N/A	65400
2035 Mid-Year Trend		
2035	N/A	70300
2045 Design Year Trend		
2045	N/A	84500
TRANPLAN Forecasts/Trends		

Trend R-squared:	59.68%
Compounded Annual Historic Growth Rate:	1.85%
Compounded Growth Rate (2019 to Design Year):	1.85%
Printed:	11-May-22

Exponential Growth Option

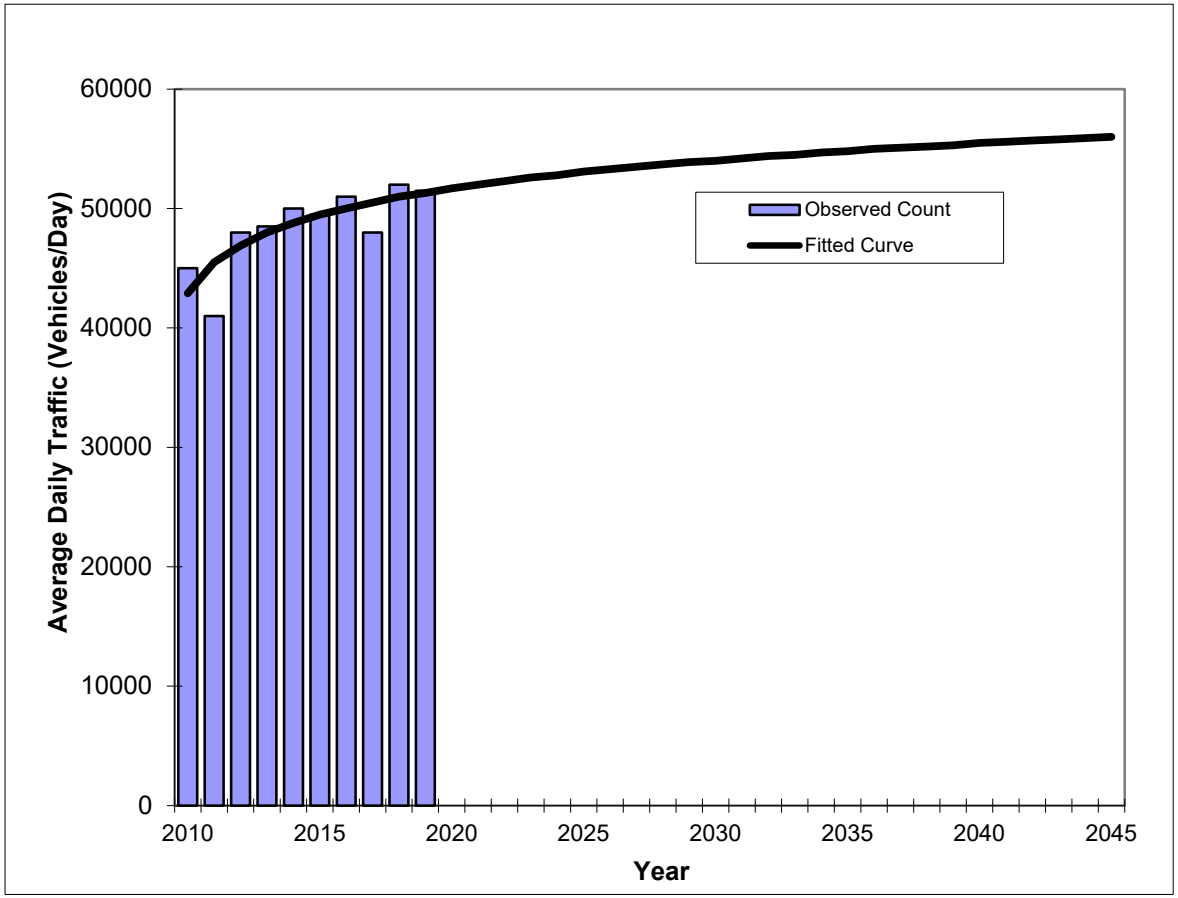
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF SR 9/I-95

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0092
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	42900
2011	41000	45500
2012	48000	46900
2013	48500	48000
2014	50000	48800
2015	49500	49500
2016	51000	50000
2017	48000	50500
2018	52000	51000
2019	51500	51300
2031 Opening Year Trend		
2031	N/A	54200
2035 Mid-Year Trend		
2035	N/A	54800
2045 Design Year Trend		
2045	N/A	56000
TRANPLAN Forecasts/Trends		

Trend R-squared:	64.50%
Compounded Annual Historic Growth Rate:	2.01%
Compounded Growth Rate (2019 to Design Year):	0.34%
Printed:	4-Apr-22

Decaying Exponential Growth Option

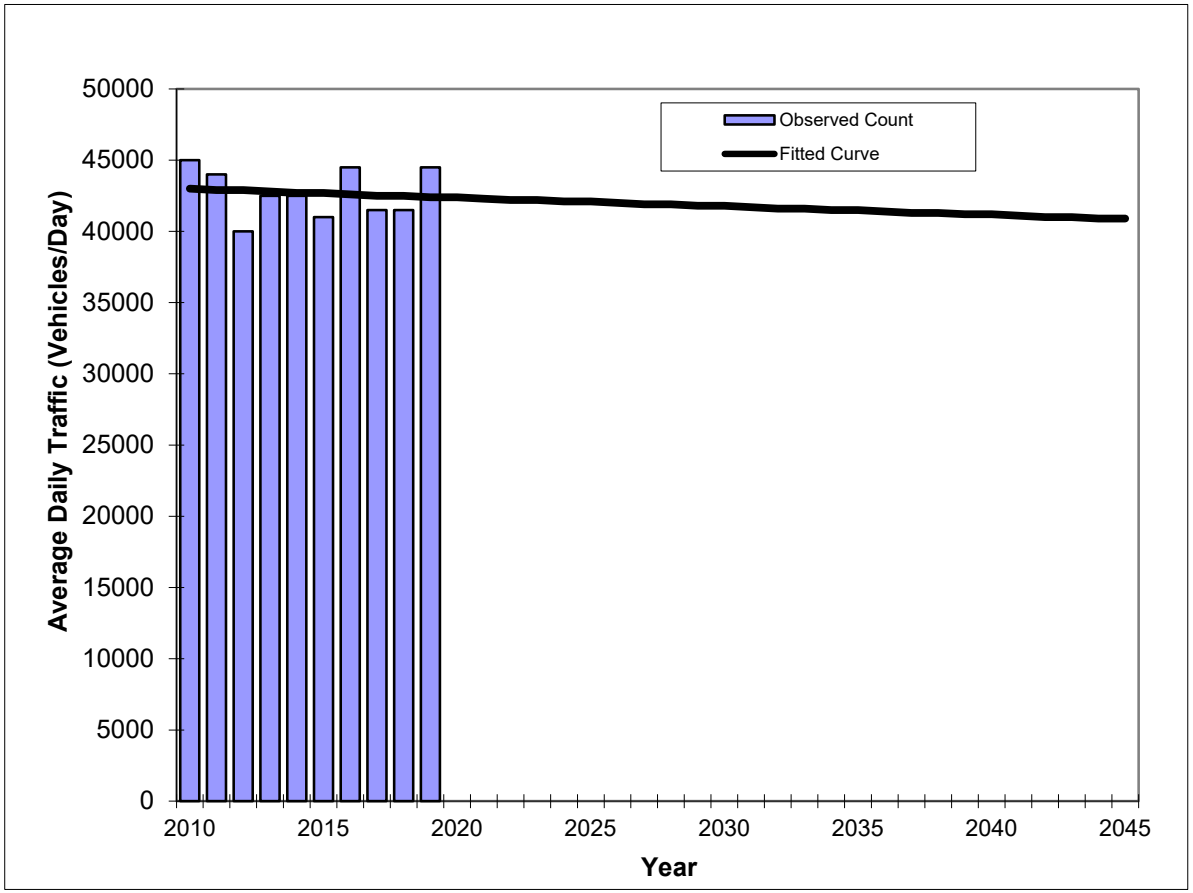
*Axle-Adjusted

Traffic Trends - V3.0

STIRLING RD. -- W OF RAVENSWOOD RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0133
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	43000
2011	44000	42900
2012	40000	42900
2013	42500	42800
2014	42500	42700
2015	41000	42700
2016	44500	42600
2017	41500	42500
2018	41500	42500
2019	44500	42400
2031 Opening Year Trend		
2031	N/A	41700
2035 Mid-Year Trend		
2035	N/A	41500
2045 Design Year Trend		
2045	N/A	40900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-61
Trend R-squared:	1.14%
Trend Annual Historic Growth Rate:	-0.16%
Trend Growth Rate (2019 to Design Year):	-0.14%
Printed:	11-May-22

Straight Line Growth Option

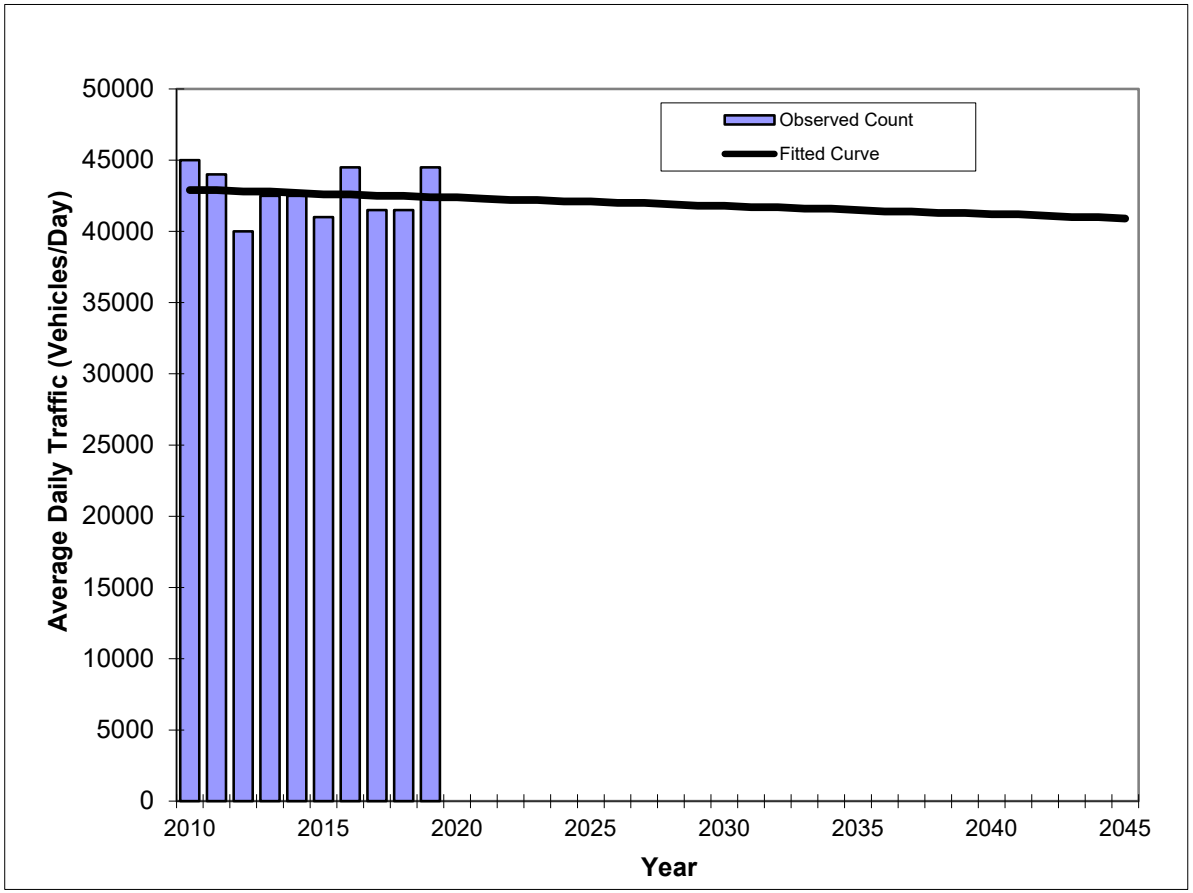
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF RAVENSWOOD RD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	0133
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	42900
2011	44000	42900
2012	40000	42800
2013	42500	42800
2014	42500	42700
2015	41000	42600
2016	44500	42600
2017	41500	42500
2018	41500	42500
2019	44500	42400
2031 Opening Year Trend		
2031	N/A	41700
2035 Mid-Year Trend		
2035	N/A	41500
2045 Design Year Trend		
2045	N/A	40900
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.04%
Compounded Annual Historic Growth Rate:	-0.13%
Compounded Growth Rate (2019 to Design Year):	-0.14%
Printed:	11-May-22

Exponential Growth Option

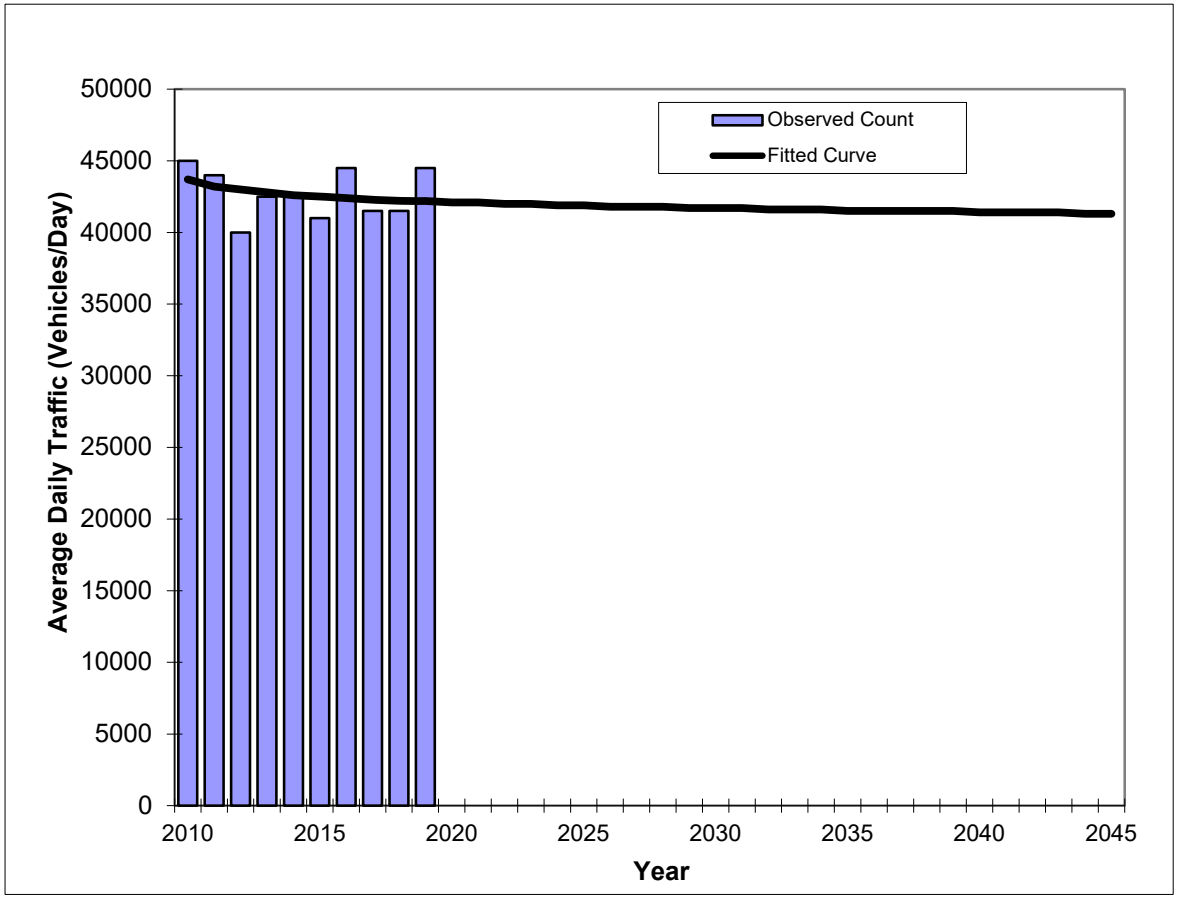
***Axle-Adjusted**

Traffic Trends - V3.0

STIRLING RD. -- W OF RAVENSWOOD RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0133
Highway:	STIRLING RD.



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45000	43700
2011	44000	43200
2012	40000	43000
2013	42500	42800
2014	42500	42600
2015	41000	42500
2016	44500	42400
2017	41500	42300
2018	41500	42200
2019	44500	42200
2031 Opening Year Trend		
2031	N/A	41700
2035 Mid-Year Trend		
2035	N/A	41500
2045 Design Year Trend		
2045	N/A	41300
TRANPLAN Forecasts/Trends		

Trend R-squared:	7.94%
Compounded Annual Historic Growth Rate:	-0.39%
Compounded Growth Rate (2019 to Design Year):	-0.08%
Printed:	4-Apr-22

Decaying Exponential Growth Option

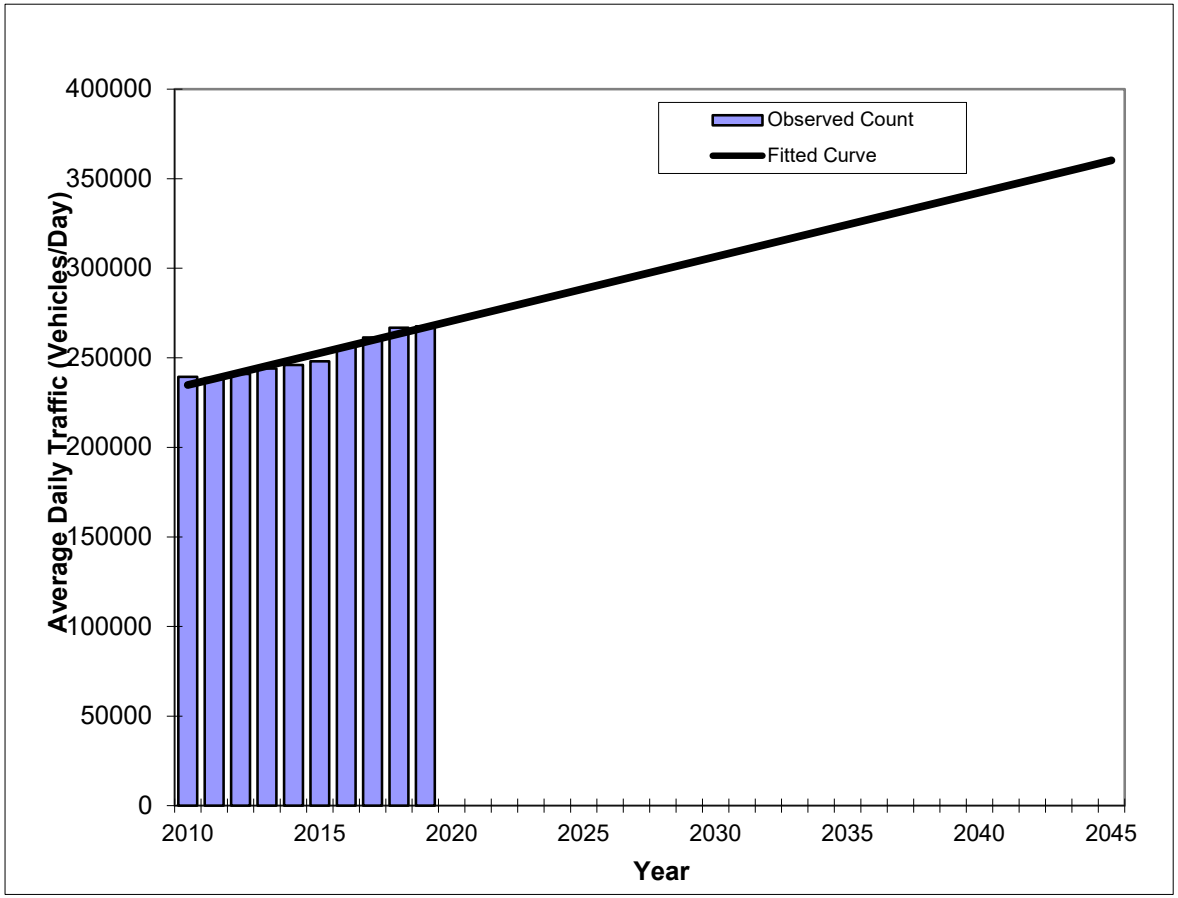
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- N OF SR858/HALLANDALE BCH BLV

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0331
Highway:	I-95



** Annual Trend Increase:	3,584
Trend R-squared:	93.80%
Trend Annual Historic Growth Rate:	1.52%
Trend Growth Rate (2019 to Design Year):	1.34%
Printed:	4-Apr-22

Straight Line Growth Option

Year	Traffic (ADT/AADT) Count*	Trend**
2010	239400	234800
2011	238600	238300
2012	241000	241900
2013	244000	245500
2014	246000	249100
2015	248000	252700
2016	256200	256300
2017	261300	259800
2018	266800	263400
2019	267600	267000
2031 Opening Year Trend		
2031	N/A	310000
2035 Mid-Year Trend		
2035	N/A	324400
2045 Design Year Trend		
2045	N/A	360200
TRANPLAN Forecasts/Trends		

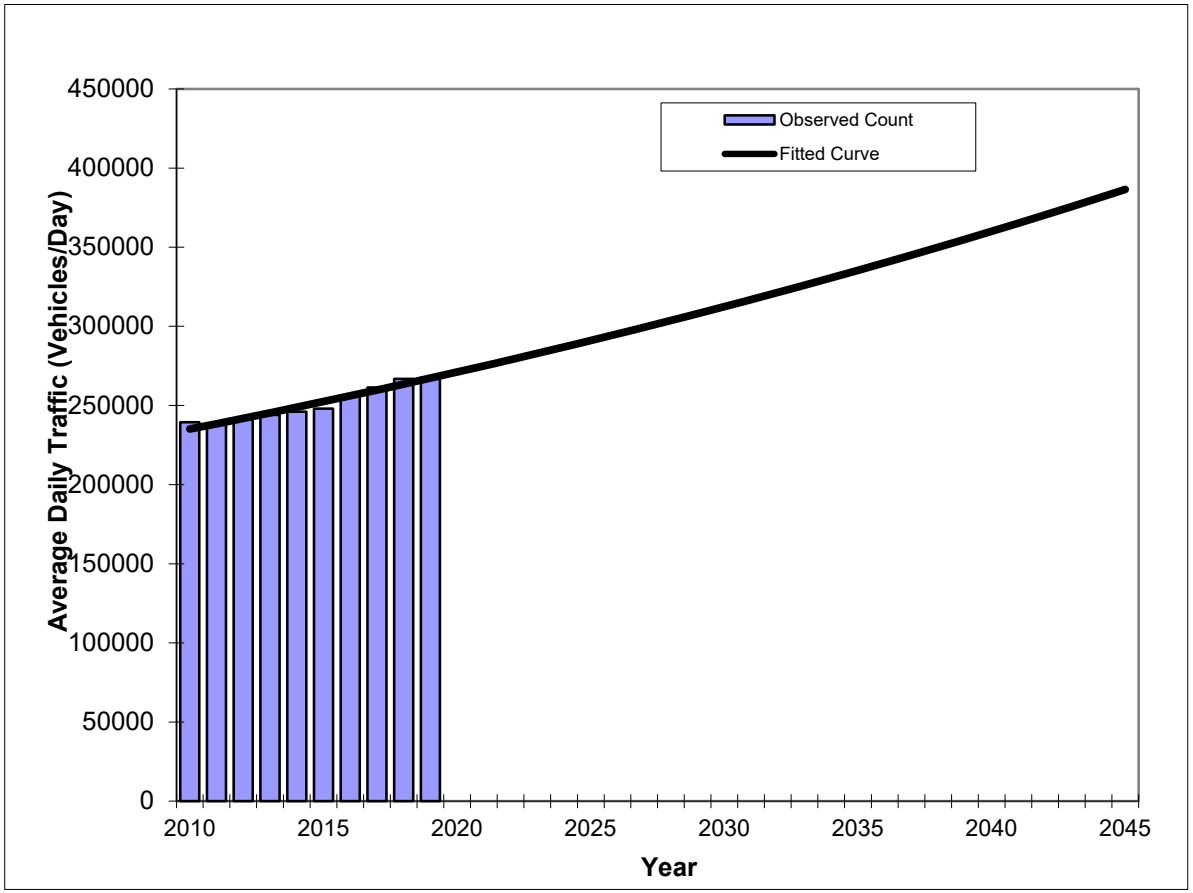
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- N OF SR858/HALLANDALE BCH BLV

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0331
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	239400	235200
2011	238600	238500
2012	241000	241900
2013	244000	245400
2014	246000	248900
2015	248000	252500
2016	256200	256100
2017	261300	259700
2018	266800	263400
2019	267600	267200
2031 Opening Year Trend		
2031	N/A	316900
2035 Mid-Year Trend		
2035	N/A	335400
2045 Design Year Trend		
2045	N/A	386500
TRANPLAN Forecasts/Trends		

Trend R-squared:	94.22%
Compounded Annual Historic Growth Rate:	1.43%
Compounded Growth Rate (2019 to Design Year):	1.43%
Printed:	11-May-22

Exponential Growth Option

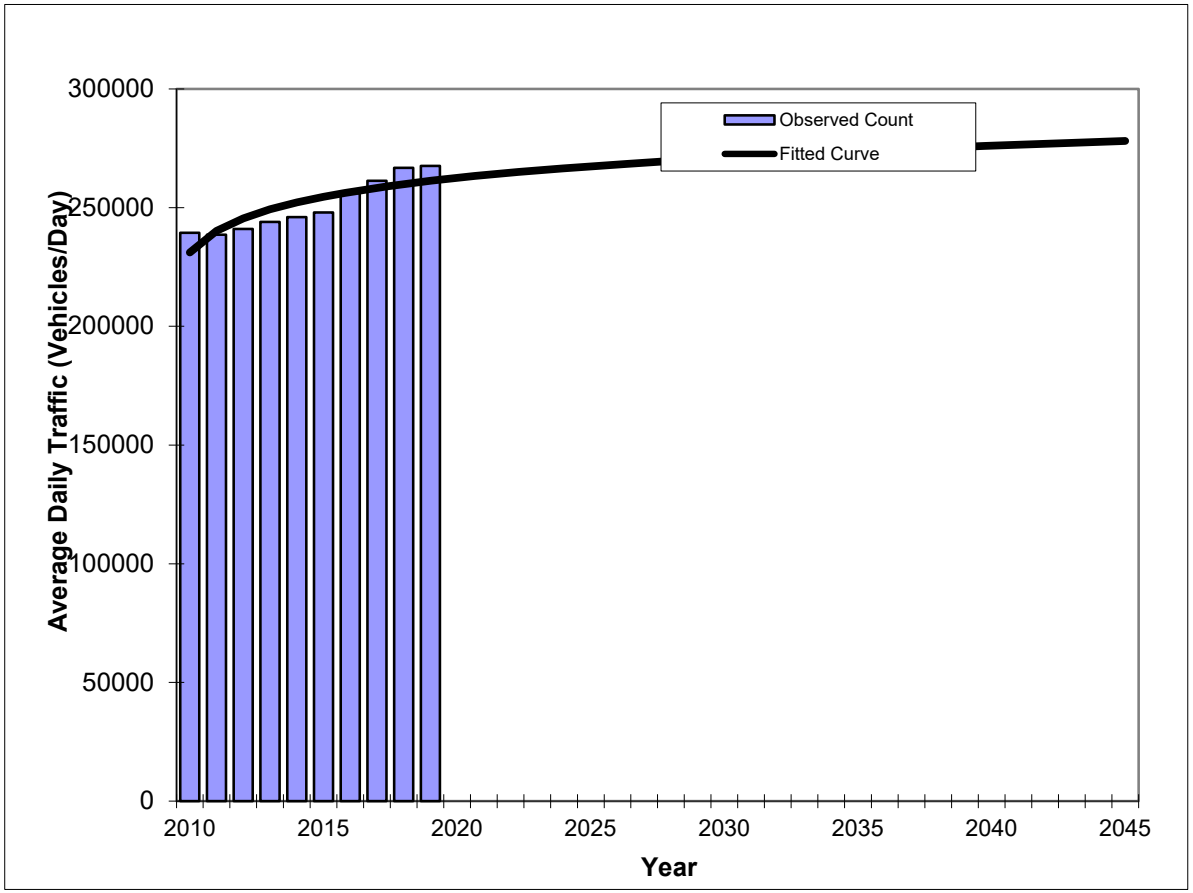
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- N OF SR858/HALLANDALE BCH BLV

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	0331
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	239400	231100
2011	238600	240200
2012	241000	245500
2013	244000	249300
2014	246000	252200
2015	248000	254600
2016	256200	256600
2017	261300	258400
2018	266800	259900
2019	267600	261300
2031 Opening Year Trend		
2031	N/A	271600
2035 Mid-Year Trend		
2035	N/A	273800
2045 Design Year Trend		
2045	N/A	278100
TRANPLAN Forecasts/Trends		

Trend R-squared:	73.66%
Compounded Annual Historic Growth Rate:	1.37%
Compounded Growth Rate (2019 to Design Year):	0.24%
Printed:	11-May-22

Decaying Exponential Growth Option

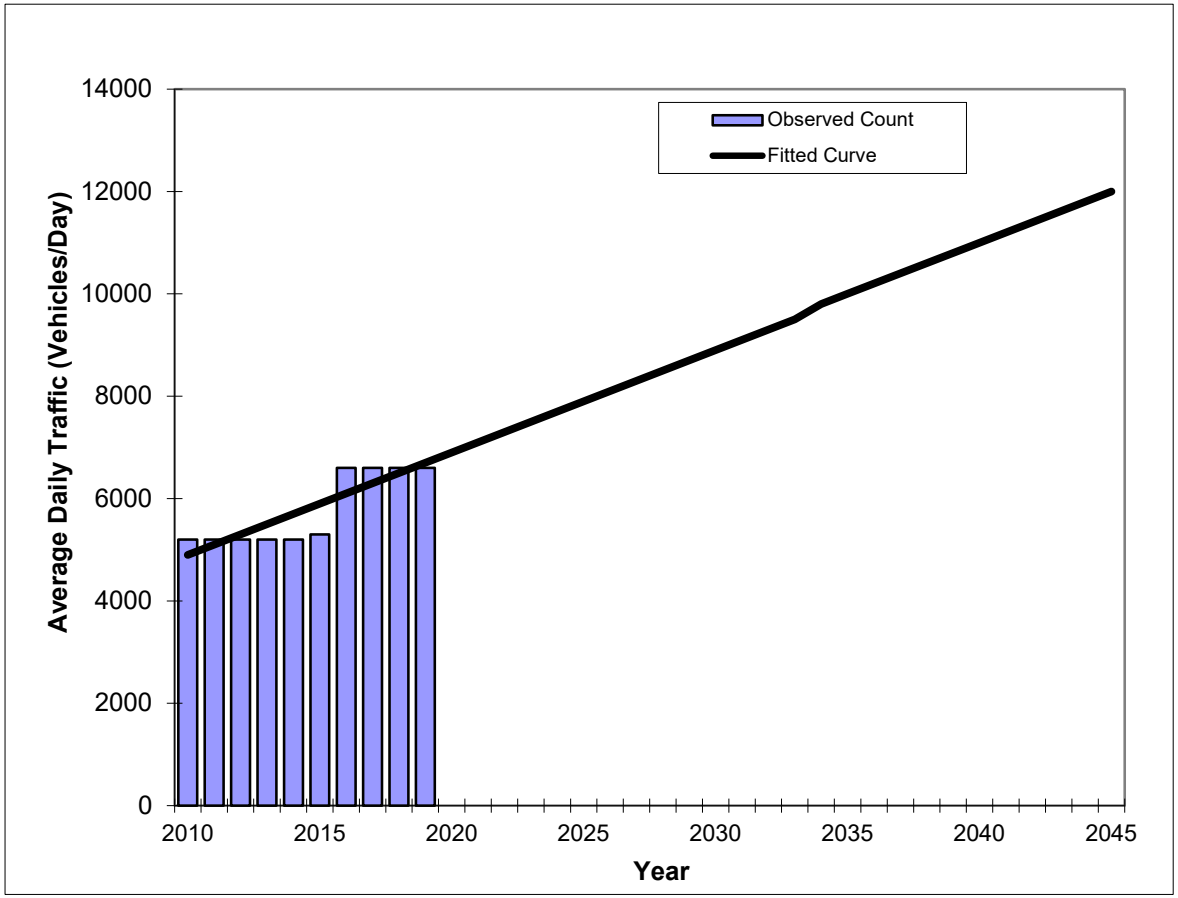
***Axle-Adjusted**

Traffic Trends - V3.0

OLD GRIFFIN ROAD -- S OF SR-818/GRIFFIN ROAD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	0631
Highway:	OLD GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	5200	4900
2011	5200	5100
2012	5200	5300
2013	5200	5500
2014	5200	5700
2015	5300	5900
2016	6600	6100
2017	6600	6300
2018	6600	6500
2019	6600	6700
2031 Opening Year Trend		
2031	N/A	9100
2035 Mid-Year Trend		
2035	N/A	10000
2045 Design Year Trend		
2045	N/A	12000
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	204
Trend R-squared:	74.80%
Trend Annual Historic Growth Rate:	4.08%
Trend Growth Rate (2019 to Design Year):	3.04%
Printed:	4-Apr-22

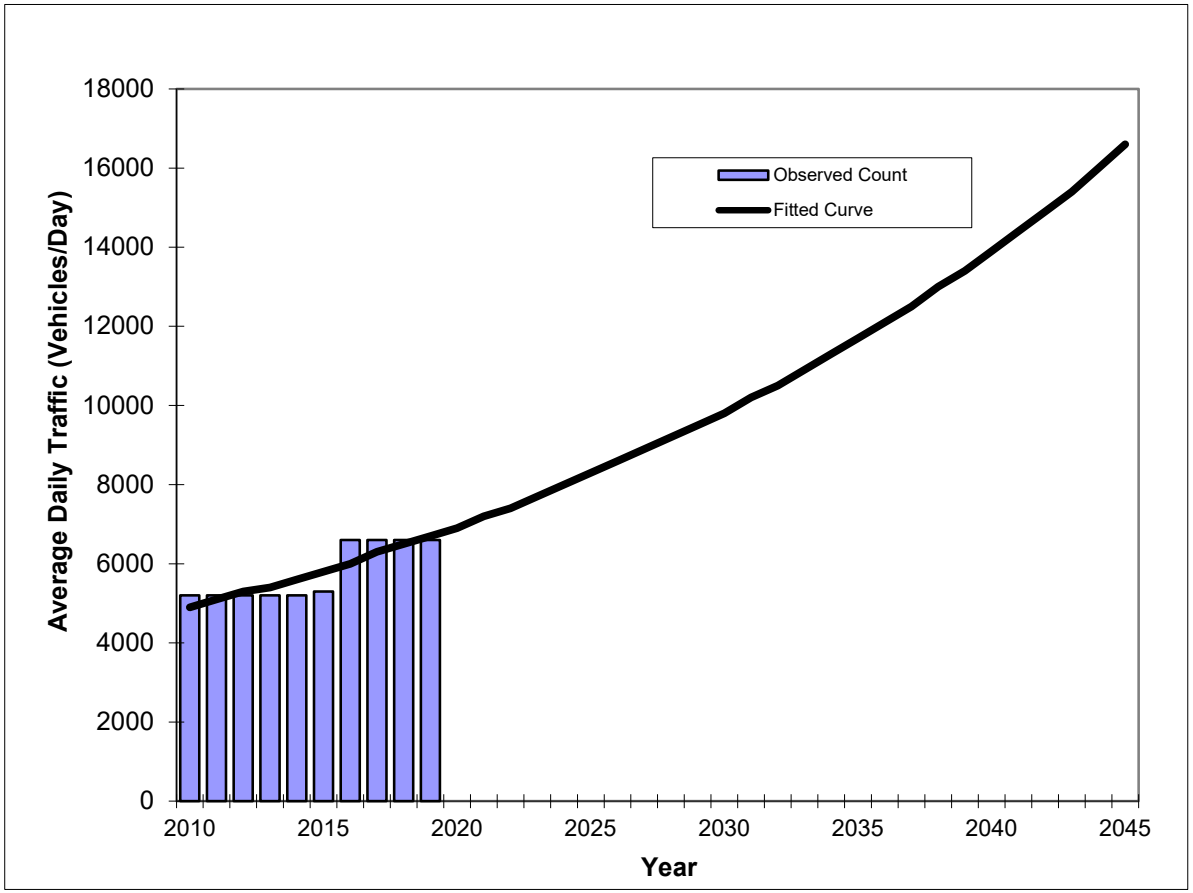
Straight Line Growth Option

Traffic Trends - V3.0

OLD GRIFFIN ROAD -- S OF SR-818/GRIFFIN ROAD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	0631
Highway:	OLD GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	5200	4900
2011	5200	5100
2012	5200	5300
2013	5200	5400
2014	5200	5600
2015	5300	5800
2016	6600	6000
2017	6600	6300
2018	6600	6500
2019	6600	6700
2031 Opening Year Trend		
2031	N/A	10200
2035 Mid-Year Trend		
2035	N/A	11700
2045 Design Year Trend		
2045	N/A	16600
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.03%
Compounded Annual Historic Growth Rate:	3.54%
Compounded Growth Rate (2019 to Design Year):	3.55%
Printed:	11-May-22

Exponential Growth Option

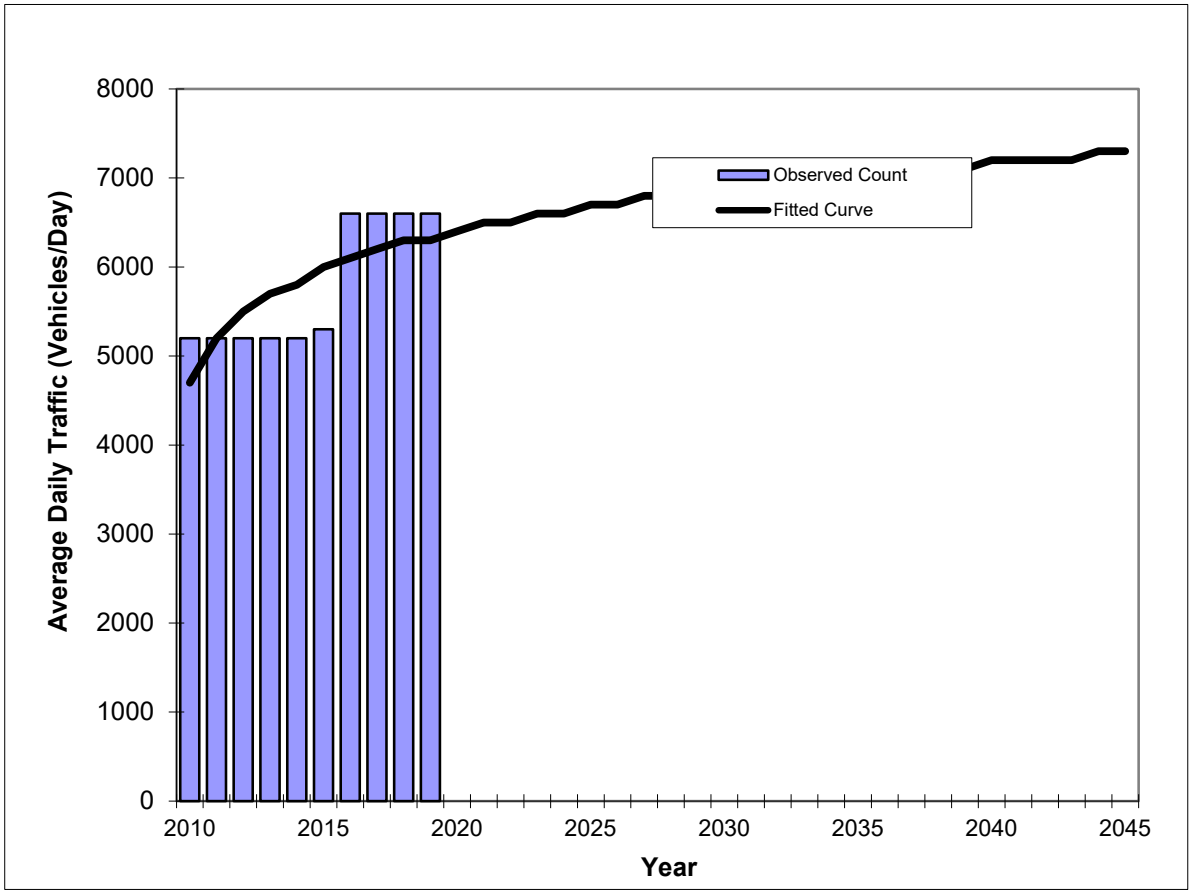
***Axle-Adjusted**

Traffic Trends - V3.0

OLD GRIFFIN ROAD -- S OF SR-818/GRIFFIN ROAD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	0631
Highway:	OLD GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	5200	4700
2011	5200	5200
2012	5200	5500
2013	5200	5700
2014	5200	5800
2015	5300	6000
2016	6600	6100
2017	6600	6200
2018	6600	6300
2019	6600	6300
2031 Opening Year Trend		
2031	N/A	6900
2035 Mid-Year Trend		
2035	N/A	7000
2045 Design Year Trend		
2045	N/A	7300
TRANPLAN Forecasts/Trends		

Trend R-squared:	55.21%
Compounded Annual Historic Growth Rate:	3.31%
Compounded Growth Rate (2019 to Design Year):	0.57%
Printed:	11-May-22

Decaying Exponential Growth Option

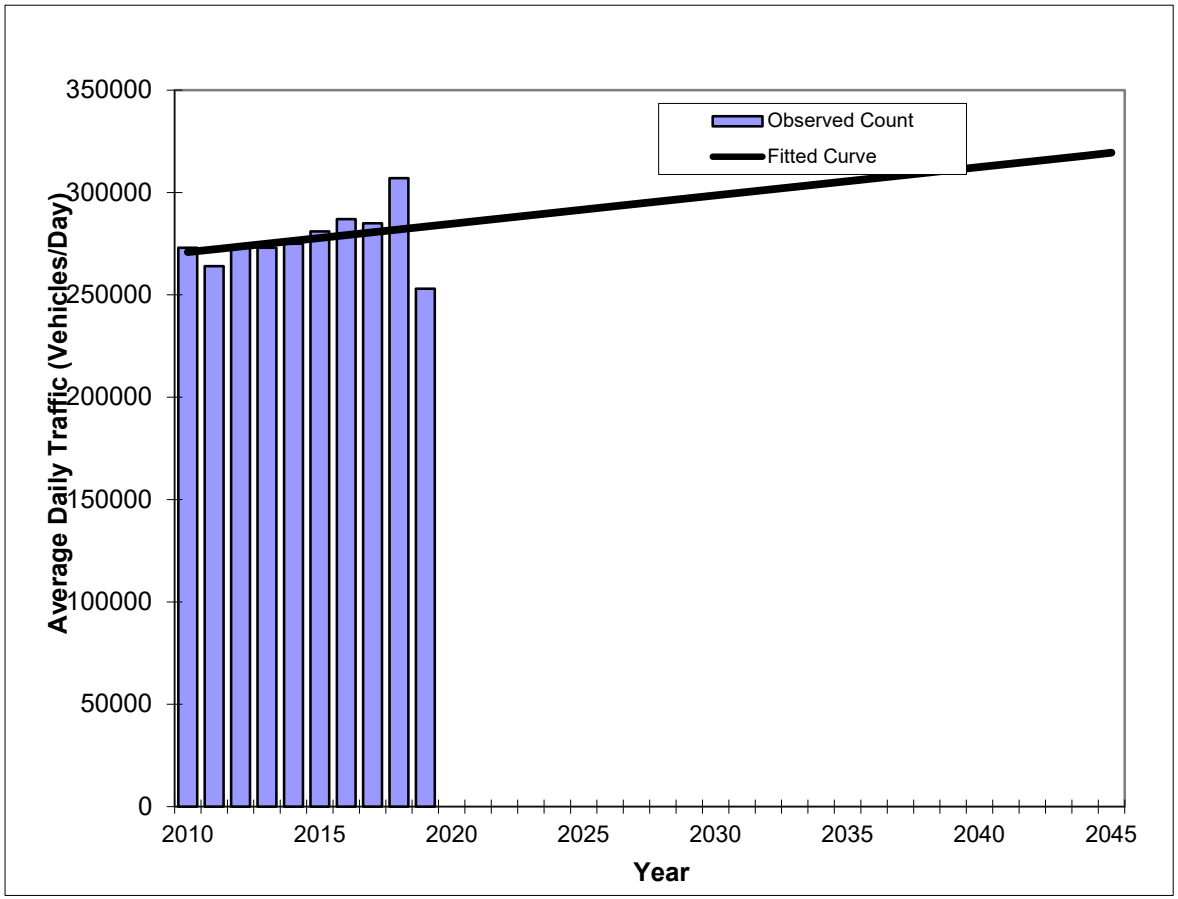
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 822/SHERIDAN ST

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2454
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	273000	270900
2011	264000	272200
2012	273000	273600
2013	273000	275000
2014	275000	276400
2015	281000	277800
2016	287000	279200
2017	285000	280600
2018	307000	282000
2019	253000	283300
2031 Opening Year Trend		
2031	N/A	300000
2035 Mid-Year Trend		
2035	N/A	305600
2045 Design Year Trend		
2045	N/A	319400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,388
Trend R-squared:	8.47%
Trend Annual Historic Growth Rate:	0.51%
Trend Growth Rate (2019 to Design Year):	0.49%
Printed:	4-Apr-22

Straight Line Growth Option

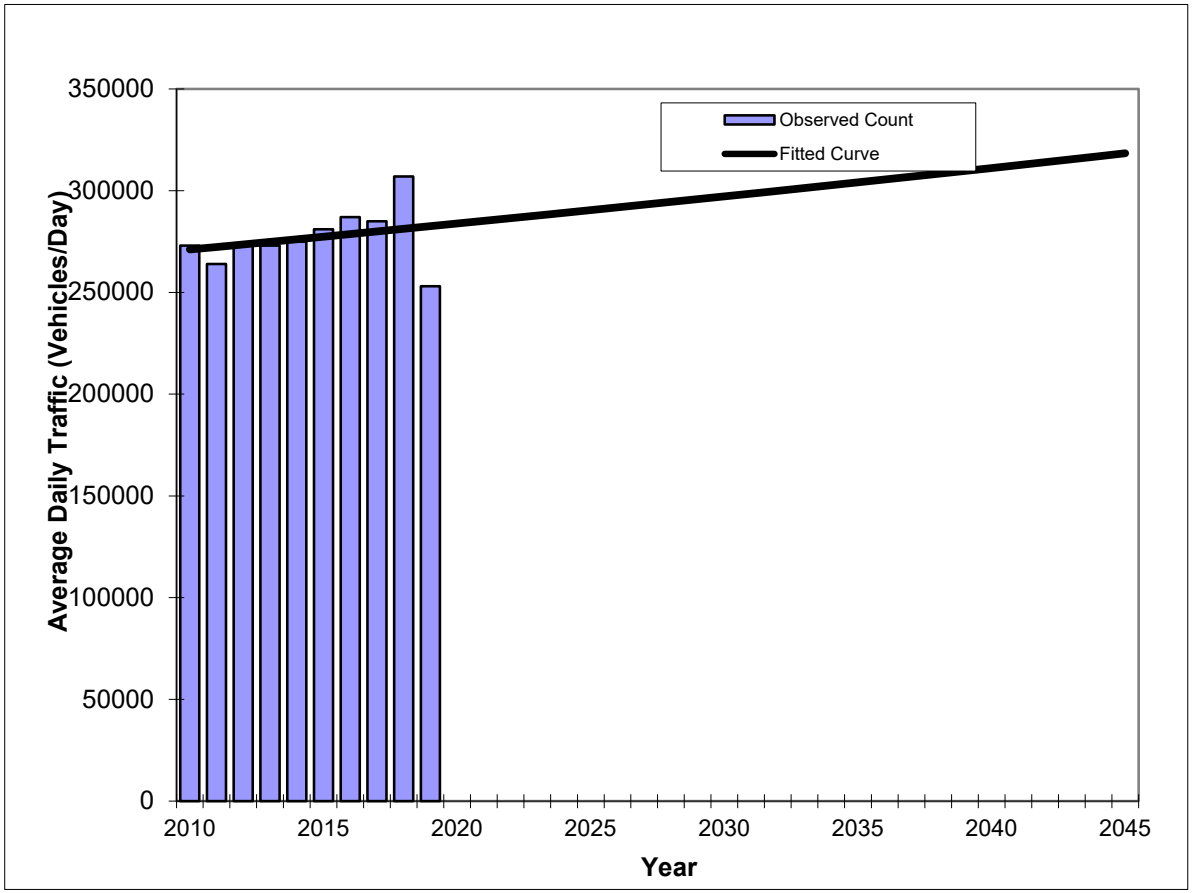
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- S OF SR 822/SHERIDAN ST

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	2454
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	273000	271100
2011	264000	272300
2012	273000	273600
2013	273000	274900
2014	275000	276100
2015	281000	277400
2016	287000	278700
2017	285000	280000
2018	307000	281300
2019	253000	282500
2031 Opening Year Trend		
2031	N/A	298600
2035 Mid-Year Trend		
2035	N/A	304100
2045 Design Year Trend		
2045	N/A	318400
TRANPLAN Forecasts/Trends		

Trend R-squared:	7.24%
Compounded Annual Historic Growth Rate:	0.46%
Compounded Growth Rate (2019 to Design Year):	0.46%
Printed:	11-May-22

Exponential Growth Option

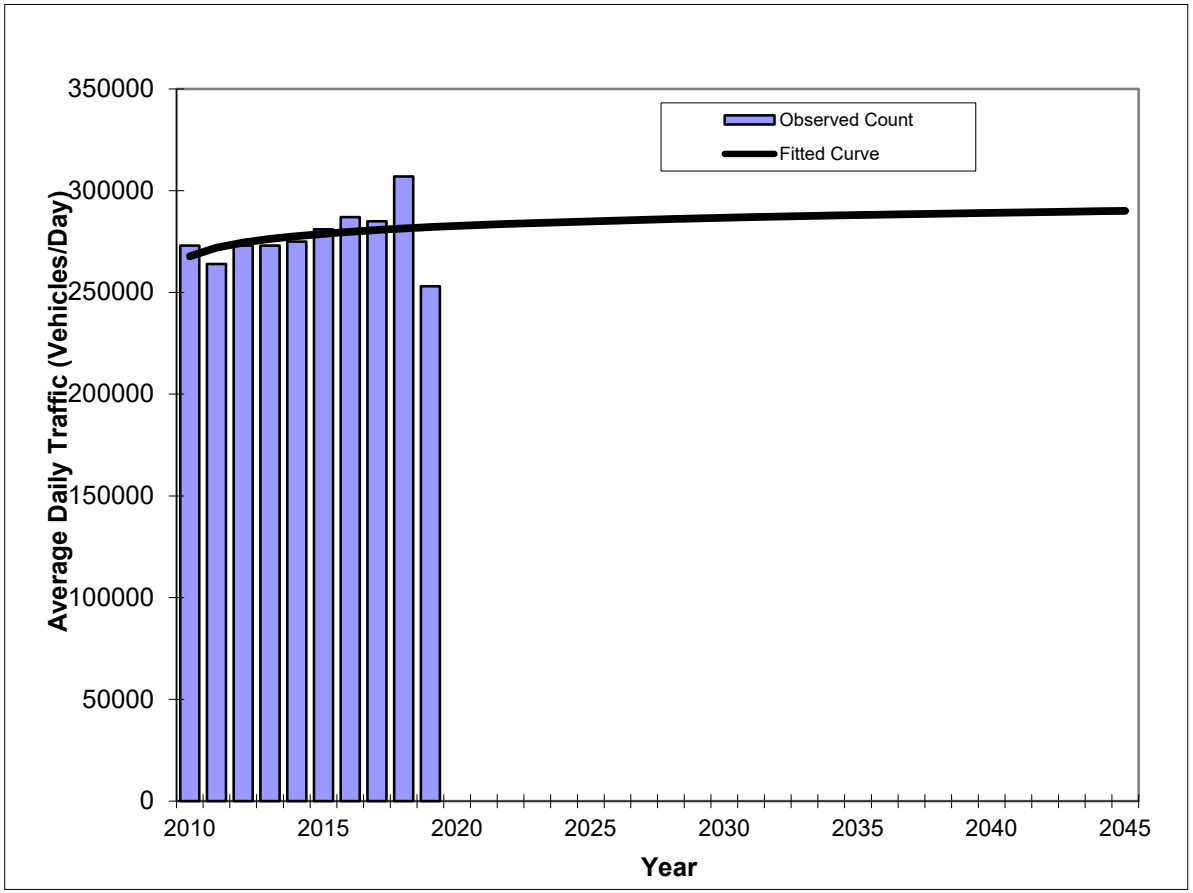
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 822/SHERIDAN ST

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	2454
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	273000	267700
2011	264000	272000
2012	273000	274500
2013	273000	276300
2014	275000	277700
2015	281000	278900
2016	287000	279800
2017	285000	280700
2018	307000	281400
2019	253000	282100
2031 Opening Year Trend		
2031	N/A	287000
2035 Mid-Year Trend		
2035	N/A	288000
2045 Design Year Trend		
2045	N/A	290100
TRANPLAN Forecasts/Trends		

Trend R-squared:	10.07%
Compounded Annual Historic Growth Rate:	0.58%
Compounded Growth Rate (2019 to Design Year):	0.11%
Printed:	11-May-22

Decaying Exponential Growth Option

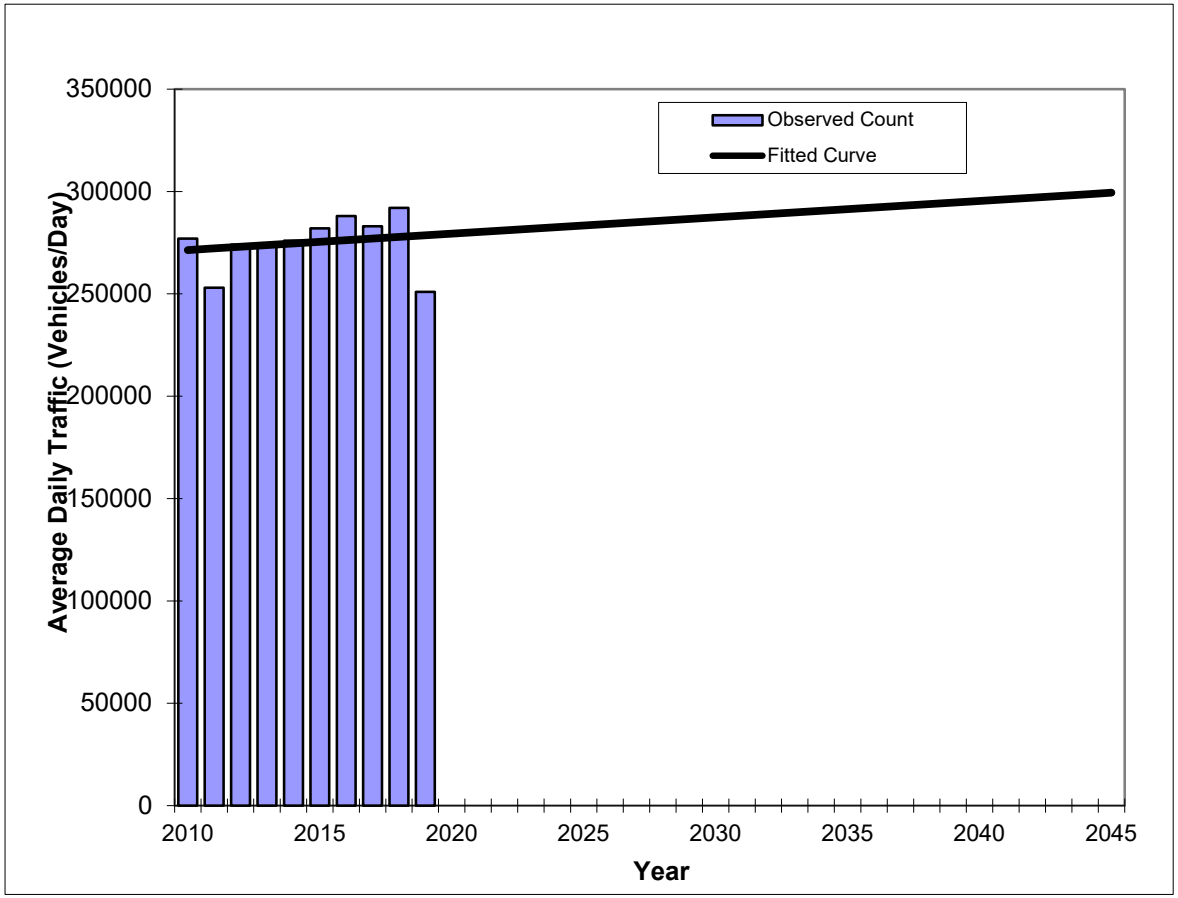
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 848/STIRLING RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2455
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	277000	271400
2011	253000	272200
2012	274000	273000
2013	274000	273800
2014	276000	274600
2015	282000	275400
2016	288000	276200
2017	283000	277000
2018	292000	277800
2019	251000	278600
2031 Opening Year Trend		
2031	N/A	288200
2035 Mid-Year Trend		
2035	N/A	291400
2045 Design Year Trend		
2045	N/A	299400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	800
Trend R-squared:	3.22%
Trend Annual Historic Growth Rate:	0.29%
Trend Growth Rate (2019 to Design Year):	0.29%
Printed:	4-Apr-22

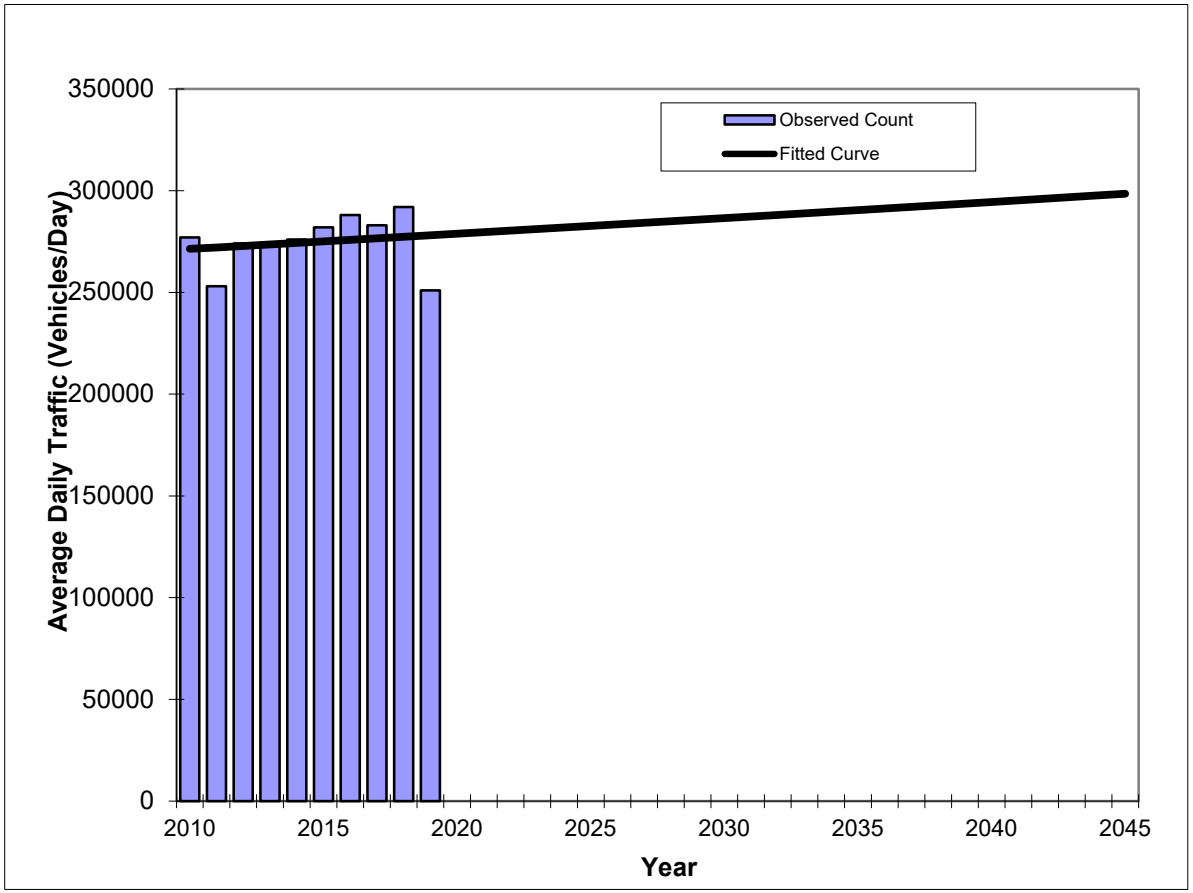
Straight Line Growth Option

Traffic Trends - V3.0

I-95 -- S OF SR 848/STIRLING RD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	2455
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	277000	271400
2011	253000	272100
2012	274000	272800
2013	274000	273600
2014	276000	274300
2015	282000	275100
2016	288000	275800
2017	283000	276600
2018	292000	277300
2019	251000	278100
2031 Opening Year Trend		
2031	N/A	287300
2035 Mid-Year Trend		
2035	N/A	290500
2045 Design Year Trend		
2045	N/A	298500
TRANPLAN Forecasts/Trends		

Trend R-squared:	2.71%
Compounded Annual Historic Growth Rate:	0.27%
Compounded Growth Rate (2019 to Design Year):	0.27%
Printed:	11-May-22

Exponential Growth Option

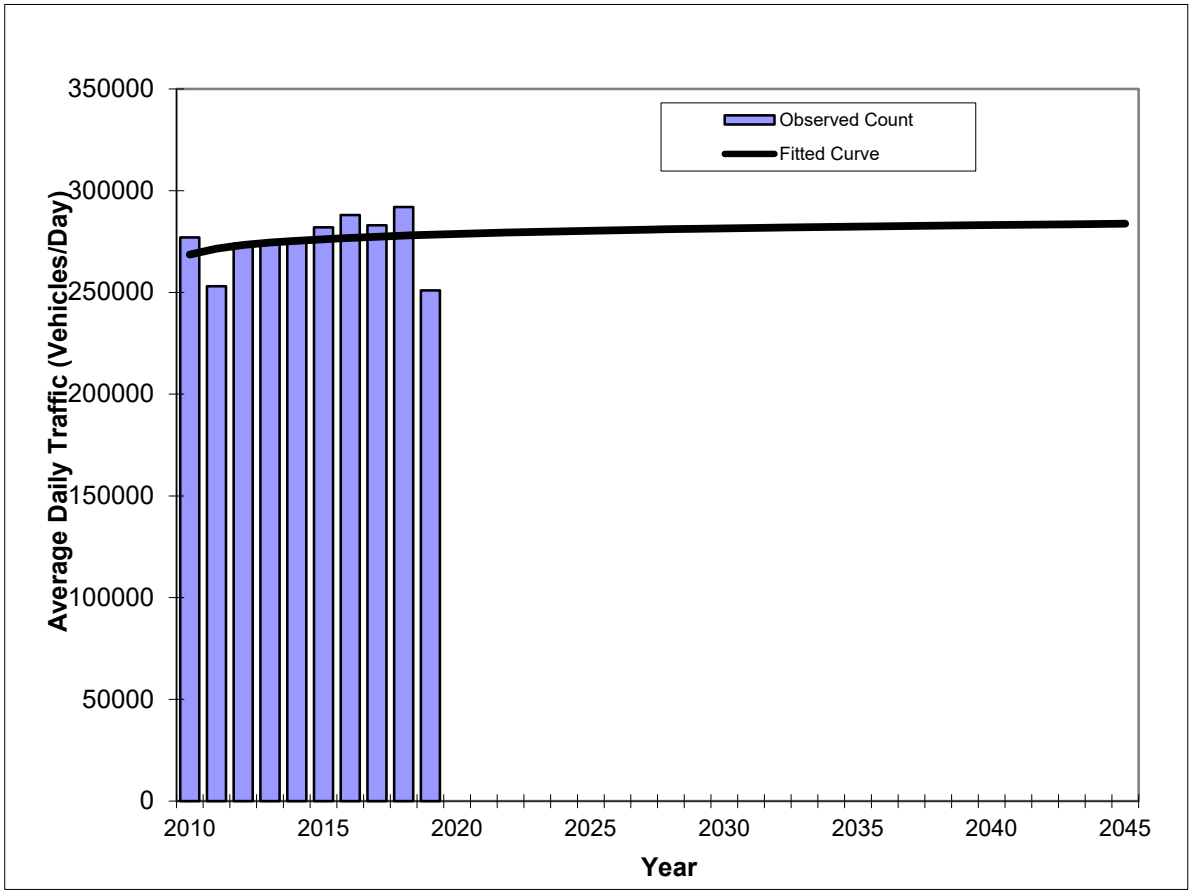
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 848/STIRLING RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2455
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	277000	268600
2011	253000	271500
2012	274000	273300
2013	274000	274500
2014	276000	275400
2015	282000	276200
2016	288000	276800
2017	283000	277400
2018	292000	277900
2019	251000	278300
2031 Opening Year Trend		
2031	N/A	281700
2035 Mid-Year Trend		
2035	N/A	282400
2045 Design Year Trend		
2045	N/A	283800
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.27%
Compounded Annual Historic Growth Rate:	0.39%
Compounded Growth Rate (2019 to Design Year):	0.08%
Printed:	11-May-22

Decaying Exponential Growth Option

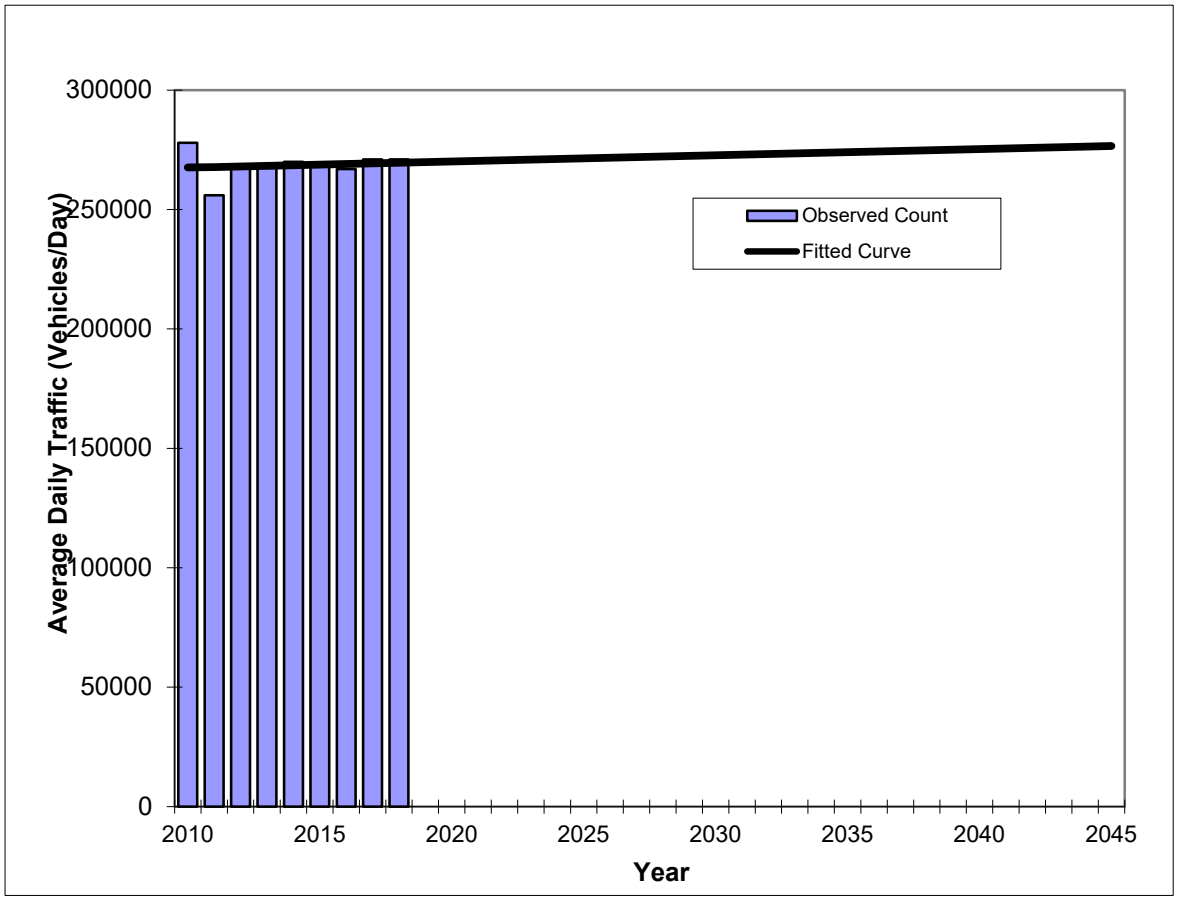
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 818/GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2456
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	278000	267600
2011	256000	267800
2012	268000	268100
2013	268000	268400
2014	270000	268600
2015	268500	268900
2016	267000	269100
2017	271000	269400
2018	271000	269600
2031 Opening Year Trend		
2031	N/A	273000
2035 Mid-Year Trend		
2035	N/A	274000
2045 Design Year Trend		
2045	N/A	276600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	258
Trend R-squared:	1.52%
Trend Annual Historic Growth Rate:	0.09%
Trend Growth Rate (2018 to Design Year):	0.10%
Printed:	4-Apr-22

Straight Line Growth Option

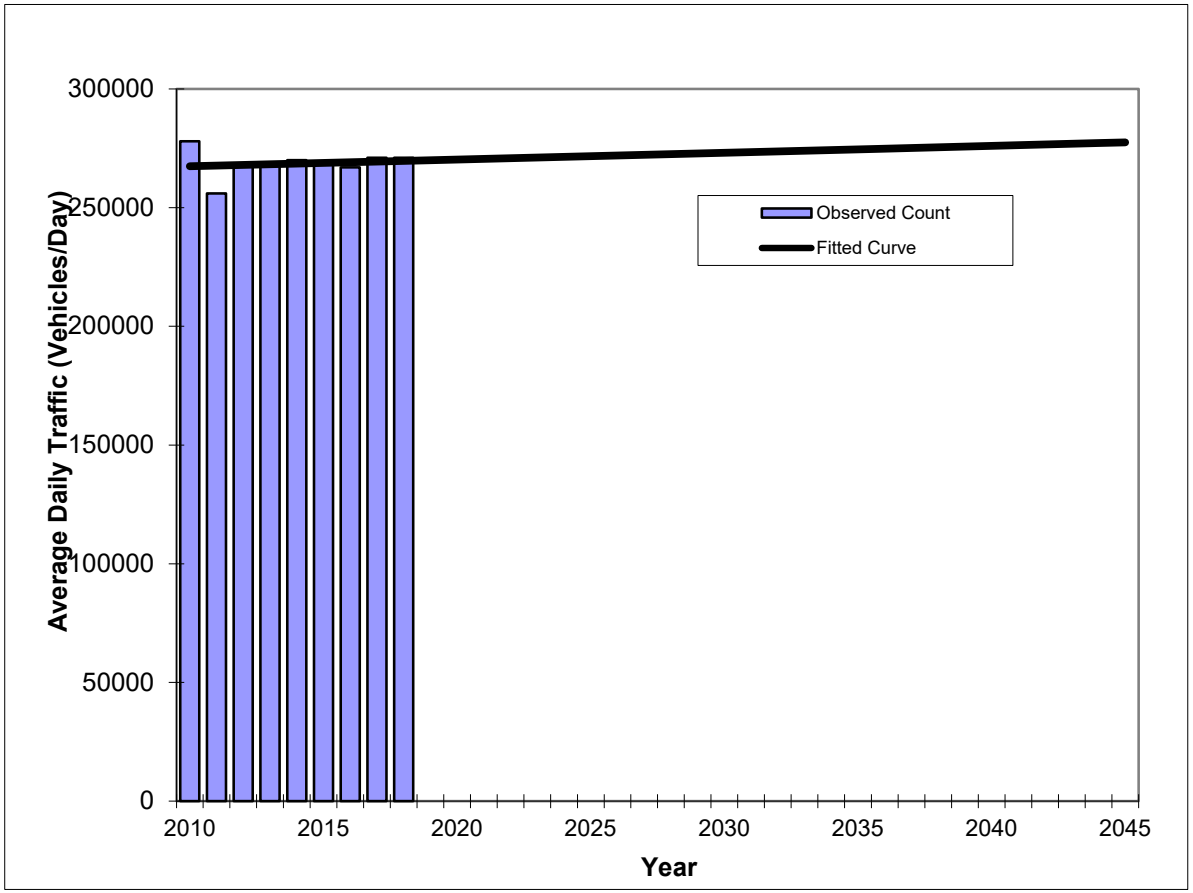
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- S OF SR 818/GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2456
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	278000	267400
2011	256000	267700
2012	268000	268000
2013	268000	268300
2014	270000	268600
2015	268500	268800
2016	267000	269100
2017	271000	269400
2018	271000	269700
2031 Opening Year Trend		
2031	N/A	273400
2035 Mid-Year Trend		
2035	N/A	274600
2045 Design Year Trend		
2045	N/A	277500
TRANPLAN Forecasts/Trends		

Trend R-squared:	1.79%
Compounded Annual Historic Growth Rate:	0.11%
Compounded Growth Rate (2018 to Design Year):	0.11%
Printed:	11-May-22

Exponential Growth Option

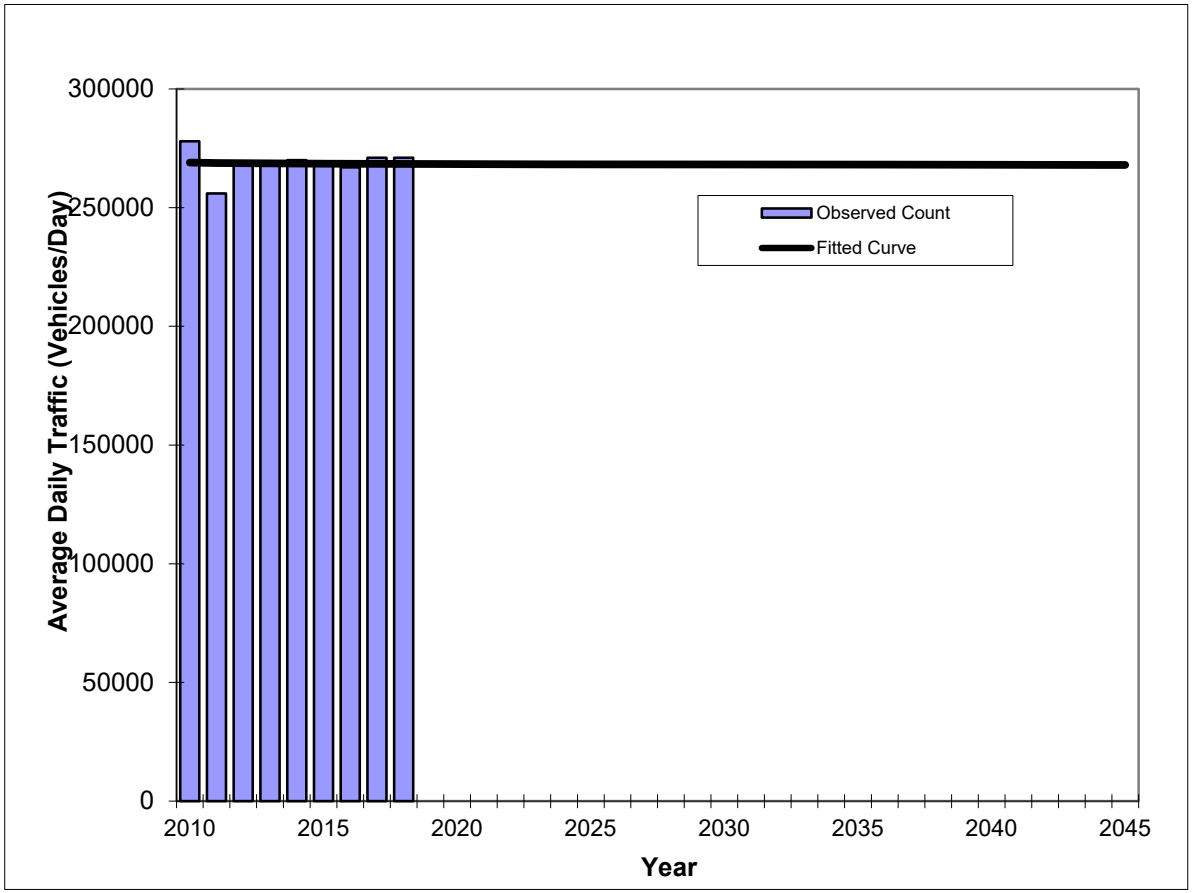
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 818/GRIFFIN RD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2456
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	278000	269000
2011	256000	268800
2012	268000	268700
2013	268000	268600
2014	270000	268600
2015	268500	268500
2016	267000	268500
2017	271000	268400
2018	271000	268400
2031 Opening Year Trend		
2031	N/A	268200
2035 Mid-Year Trend		
2035	N/A	268100
2045 Design Year Trend		
2045	N/A	268000
TRANPLAN Forecasts/Trends		

Trend R-squared:	0.12%
Compounded Annual Historic Growth Rate:	-0.03%
Compounded Growth Rate (2018 to Design Year):	-0.01%
Printed:	11-May-22

Decaying Exponential Growth Option

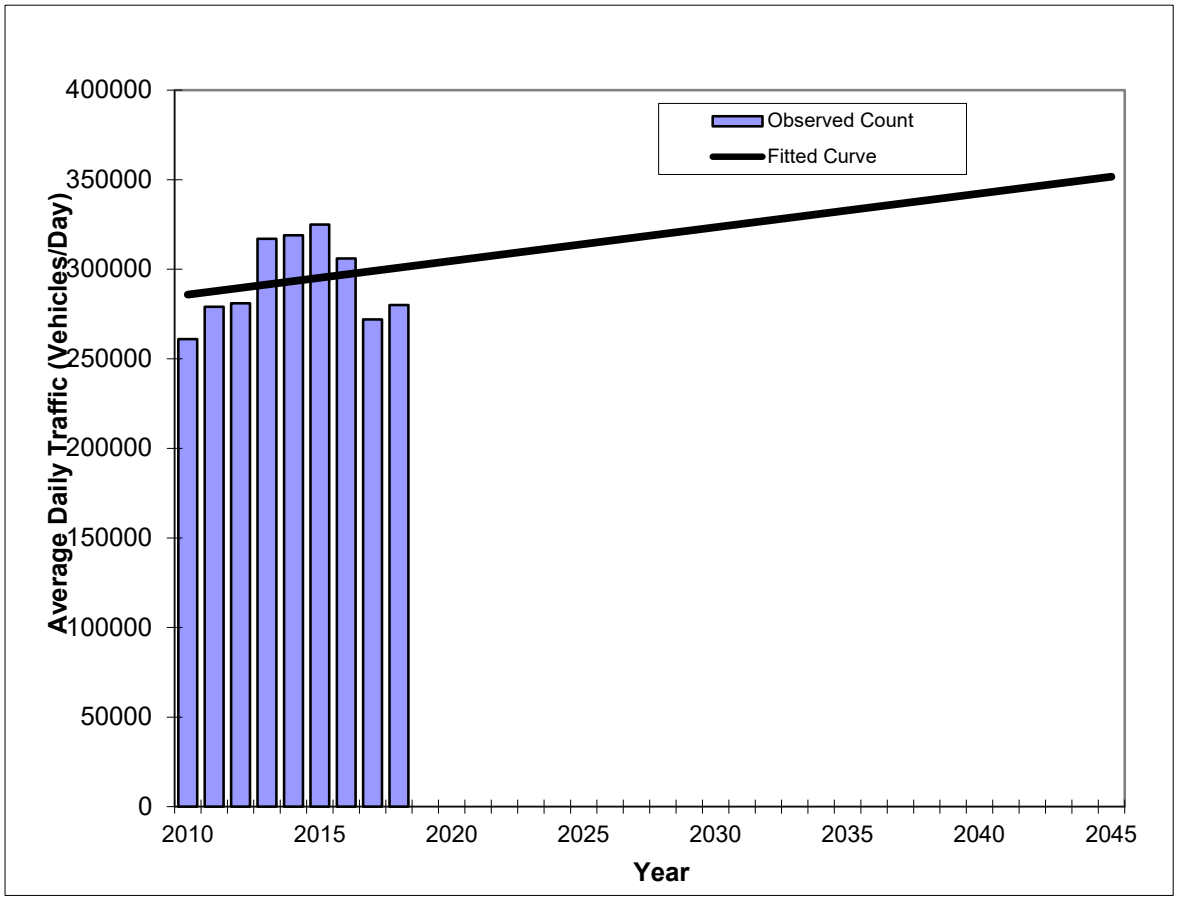
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 862/I-595

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2458
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	261000	285800
2011	279000	287700
2012	281000	289600
2013	317000	291500
2014	319000	293300
2015	325000	295200
2016	306000	297100
2017	272000	299000
2018	280000	300900
2031 Opening Year Trend		
2031	N/A	325400
2035 Mid-Year Trend		
2035	N/A	332900
2045 Design Year Trend		
2045	N/A	351700
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	1,883
Trend R-squared:	4.82%
Trend Annual Historic Growth Rate:	0.66%
Trend Growth Rate (2018 to Design Year):	0.63%
Printed:	5-Apr-22

Straight Line Growth Option

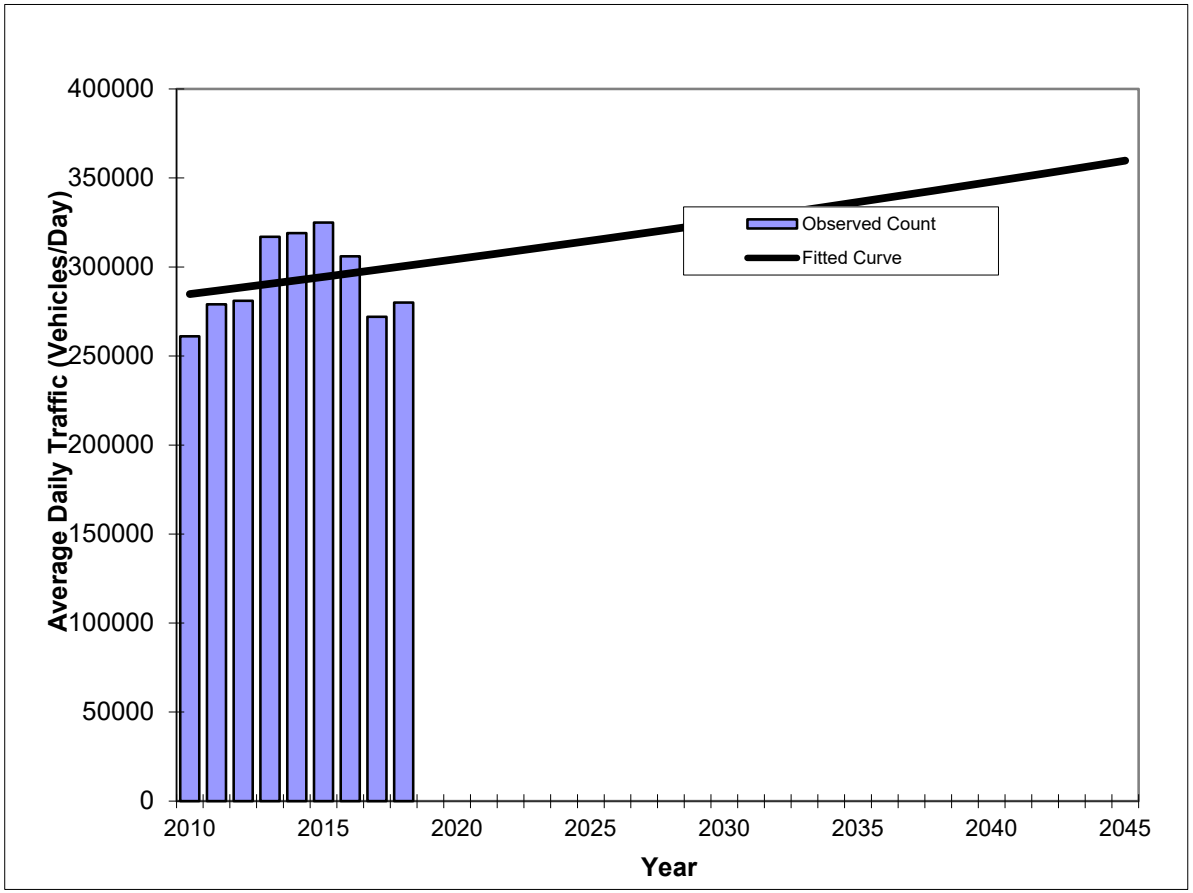
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- S OF SR 862/I-595

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2458
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	261000	284800
2011	279000	286700
2012	281000	288600
2013	317000	290600
2014	319000	292500
2015	325000	294500
2016	306000	296400
2017	272000	298400
2018	280000	300400
2031 Opening Year Trend		
2031	N/A	327600
2035 Mid-Year Trend		
2035	N/A	336500
2045 Design Year Trend		
2045	N/A	359700
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.22%
Compounded Annual Historic Growth Rate:	0.67%
Compounded Growth Rate (2018 to Design Year):	0.67%
Printed:	11-May-22

Exponential Growth Option

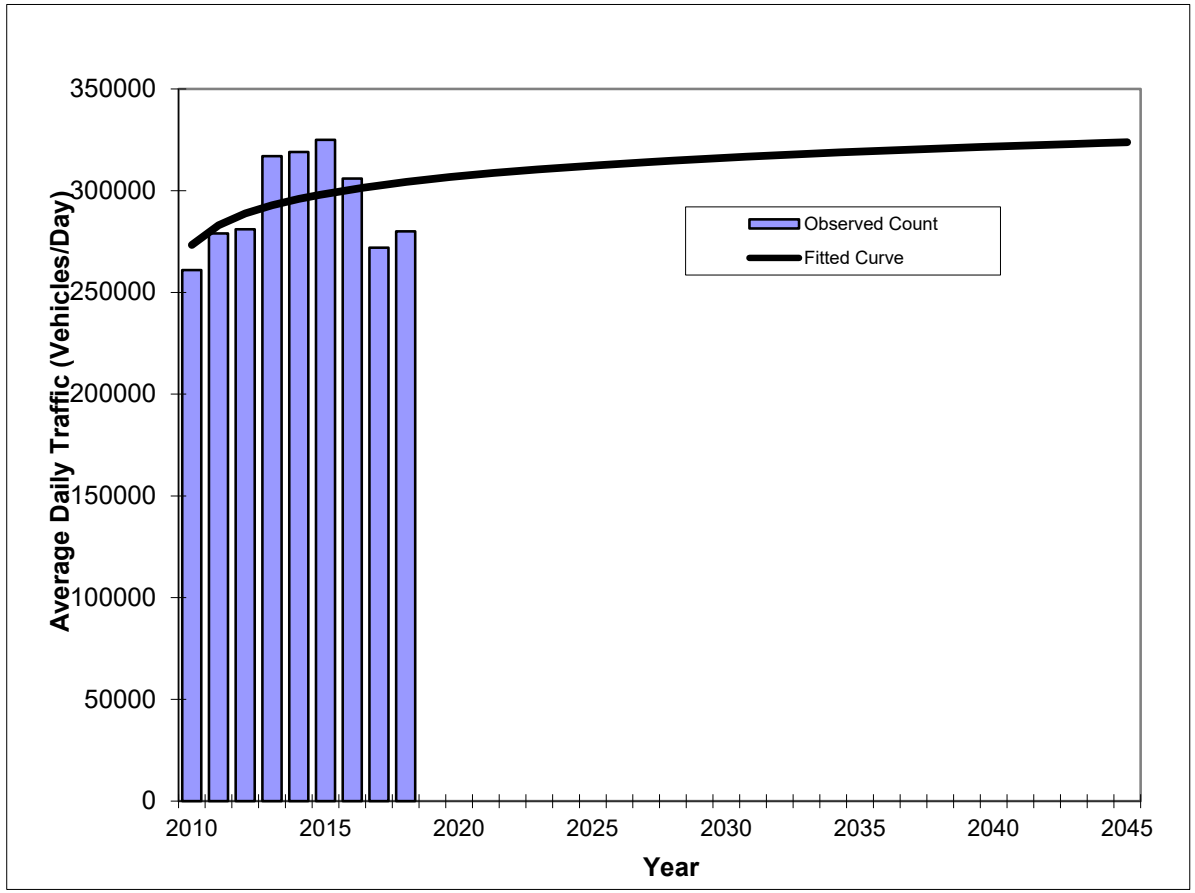
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 862/I-595

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2458
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	261000	273300
2011	279000	283000
2012	281000	288800
2013	317000	292800
2014	319000	296000
2015	325000	298500
2016	306000	300700
2017	272000	302600
2018	280000	304300
2031 Opening Year Trend		
2031	N/A	316900
2035 Mid-Year Trend		
2035	N/A	319200
2045 Design Year Trend		
2045	N/A	323800
TRANPLAN Forecasts/Trends		

Trend R-squared:	18.63%
Compounded Annual Historic Growth Rate:	1.35%
Compounded Growth Rate (2018 to Design Year):	0.23%
Printed:	11-May-22

Decaying Exponential Growth Option

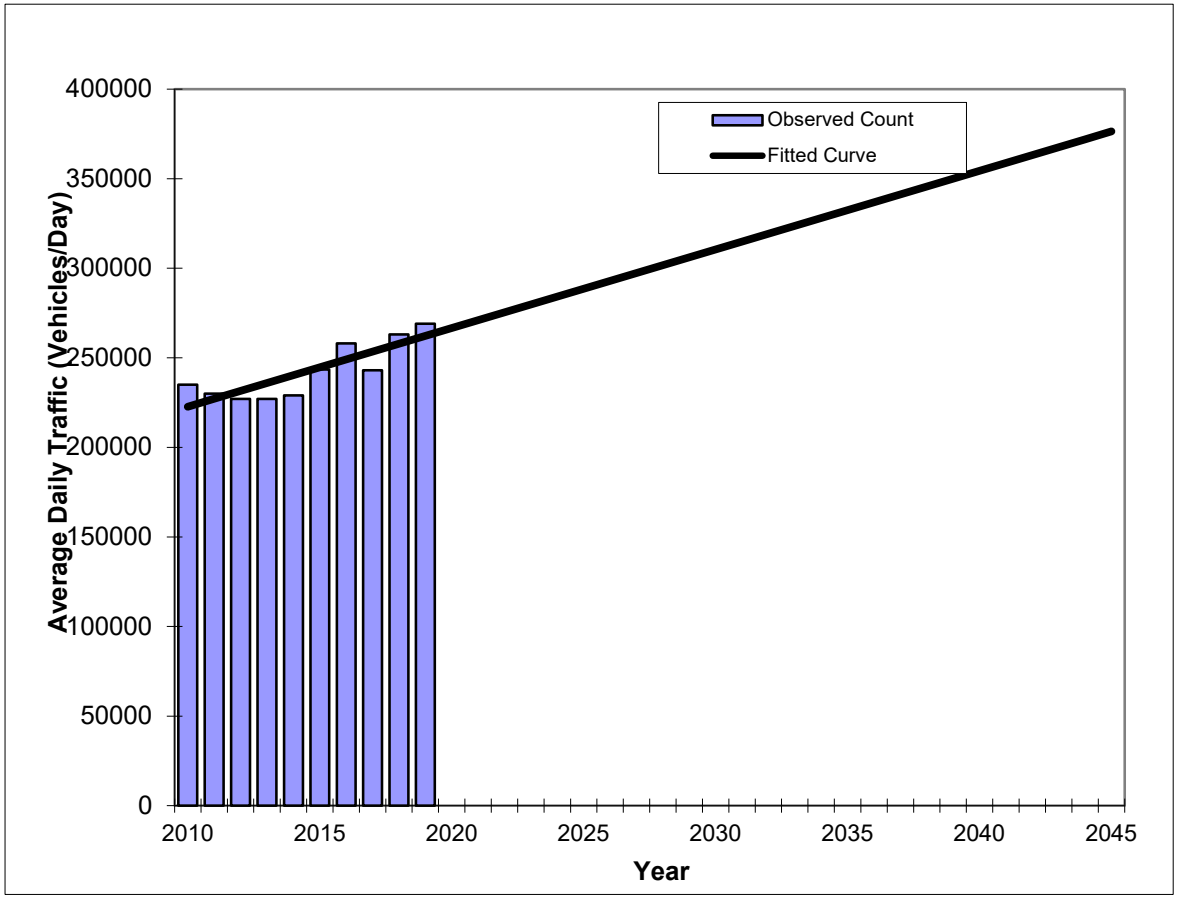
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 858/HALLANDALE BCH BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2487+1487
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	235000	222700
2011	230000	227100
2012	227000	231500
2013	227000	235900
2014	229000	240300
2015	243500	244600
2016	258000	249000
2017	243000	253400
2018	263000	257800
2019	269000	262200
2031 Opening Year Trend		
2031	N/A	314900
2035 Mid-Year Trend		
2035	N/A	332500
2045 Design Year Trend		
2045	N/A	376400
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	4,391
Trend R-squared:	71.03%
Trend Annual Historic Growth Rate:	1.97%
Trend Growth Rate (2019 to Design Year):	1.68%
Printed:	5-Apr-22

Straight Line Growth Option

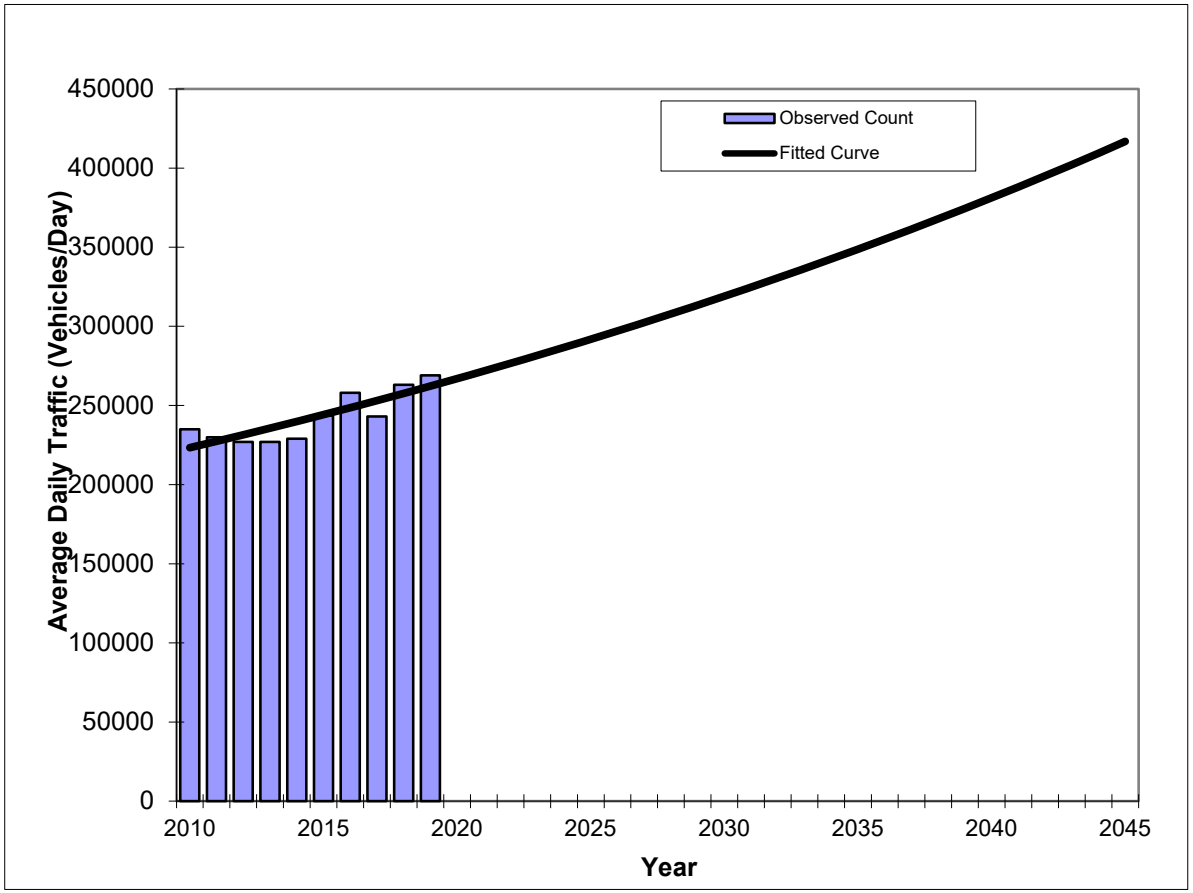
*Axle-Adjusted

Traffic Trends - V3.0

I-95 -- S OF SR 858/HALLANDALE BCH BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2487+1487
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	235000	223300
2011	230000	227400
2012	227000	231500
2013	227000	235600
2014	229000	239900
2015	243500	244200
2016	258000	248600
2017	243000	253000
2018	263000	257600
2019	269000	262200
2031 Opening Year Trend		
2031	N/A	324700
2035 Mid-Year Trend		
2035	N/A	348700
2045 Design Year Trend		
2045	N/A	416800
TRANPLAN Forecasts/Trends		

Trend R-squared:	70.91%
Compounded Annual Historic Growth Rate:	1.80%
Compounded Growth Rate (2019 to Design Year):	1.80%
Printed:	11-May-22

Exponential Growth Option

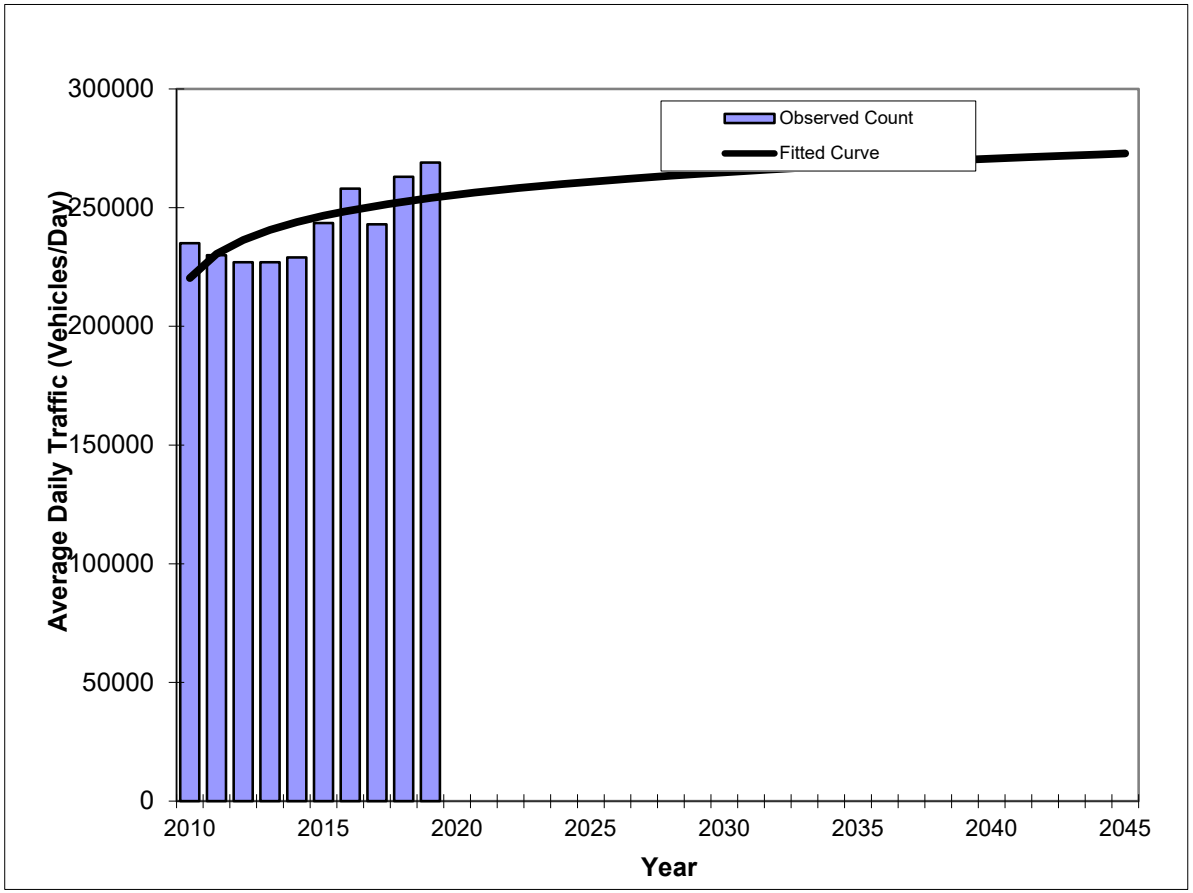
***Axle-Adjusted**

Traffic Trends - V3.0

I-95 -- S OF SR 858/HALLANDALE BCH BLVD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	2487+1487
Highway:	I-95



Year	Traffic (ADT/AADT) Count*	Trend**
2010	235000	220300
2011	230000	230500
2012	227000	236400
2013	227000	240600
2014	229000	243900
2015	243500	246600
2016	258000	248800
2017	243000	250800
2018	263000	252500
2019	269000	254100
2031 Opening Year Trend		
2031	N/A	265600
2035 Mid-Year Trend		
2035	N/A	268100
2045 Design Year Trend		
2045	N/A	272800
TRANPLAN Forecasts/Trends		

Trend R-squared:	46.42%
Compounded Annual Historic Growth Rate:	1.60%
Compounded Growth Rate (2019 to Design Year):	0.27%
Printed:	11-May-22

Decaying Exponential Growth Option

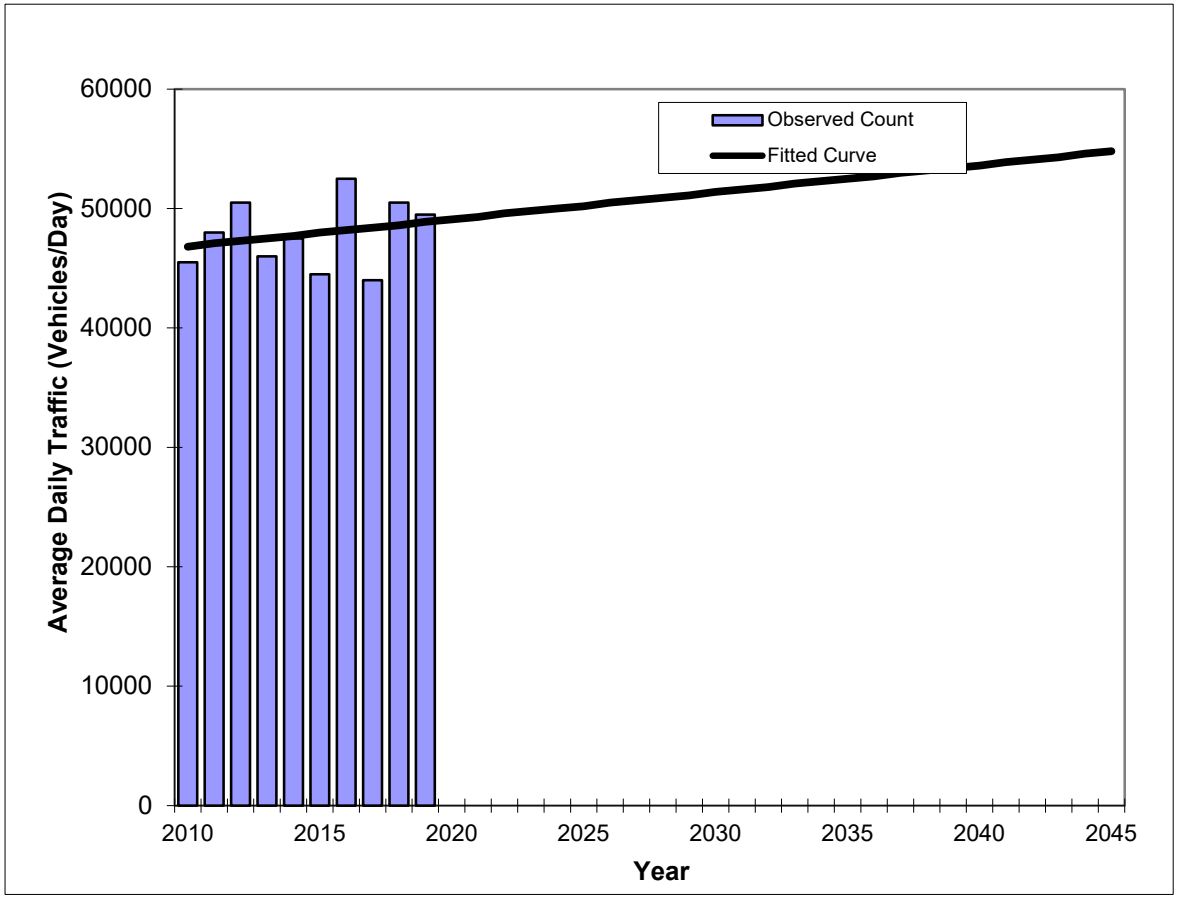
***Axle-Adjusted**

Traffic Trends - V3.0

SHERIDAN ST -- W OF N 29 AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5173
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45500	46800
2011	48000	47100
2012	50500	47300
2013	46000	47500
2014	47500	47700
2015	44500	48000
2016	52500	48200
2017	44000	48400
2018	50500	48600
2019	49500	48900
2031 Opening Year Trend		
2031	N/A	51600
2035 Mid-Year Trend		
2035	N/A	52500
2045 Design Year Trend		
2045	N/A	54800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	227
Trend R-squared:	5.80%
Trend Annual Historic Growth Rate:	0.50%
Trend Growth Rate (2019 to Design Year):	0.46%
Printed:	4-Apr-22

Straight Line Growth Option

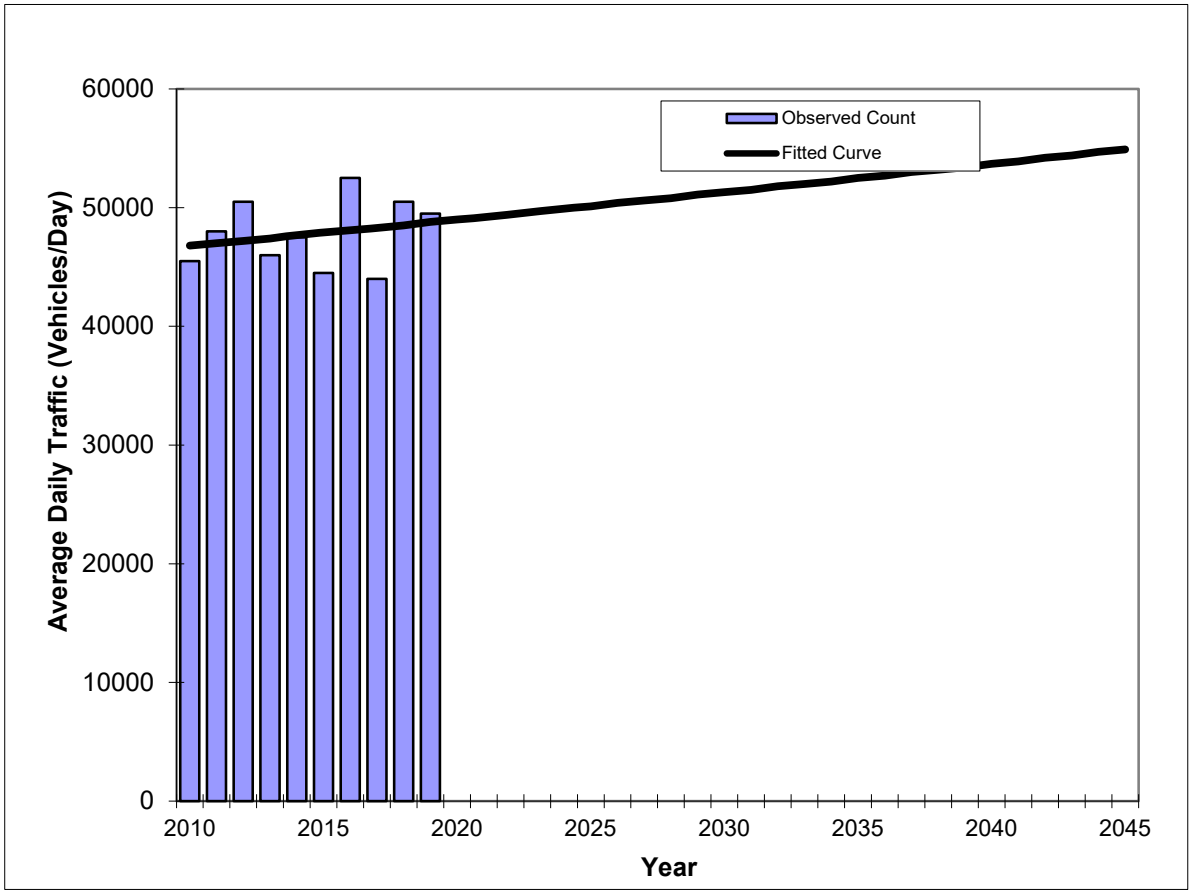
*Axle-Adjusted

Traffic Trends - V3.0

SHERIDAN ST -- W OF N 29 AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5173
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45500	46800
2011	48000	47000
2012	50500	47200
2013	46000	47400
2014	47500	47700
2015	44500	47900
2016	52500	48100
2017	44000	48300
2018	50500	48500
2019	49500	48800
2031 Opening Year Trend		
2031	N/A	51500
2035 Mid-Year Trend		
2035	N/A	52500
2045 Design Year Trend		
2045	N/A	54900
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.41%
Compounded Annual Historic Growth Rate:	0.47%
Compounded Growth Rate (2019 to Design Year):	0.45%
Printed:	11-May-22

Exponential Growth Option

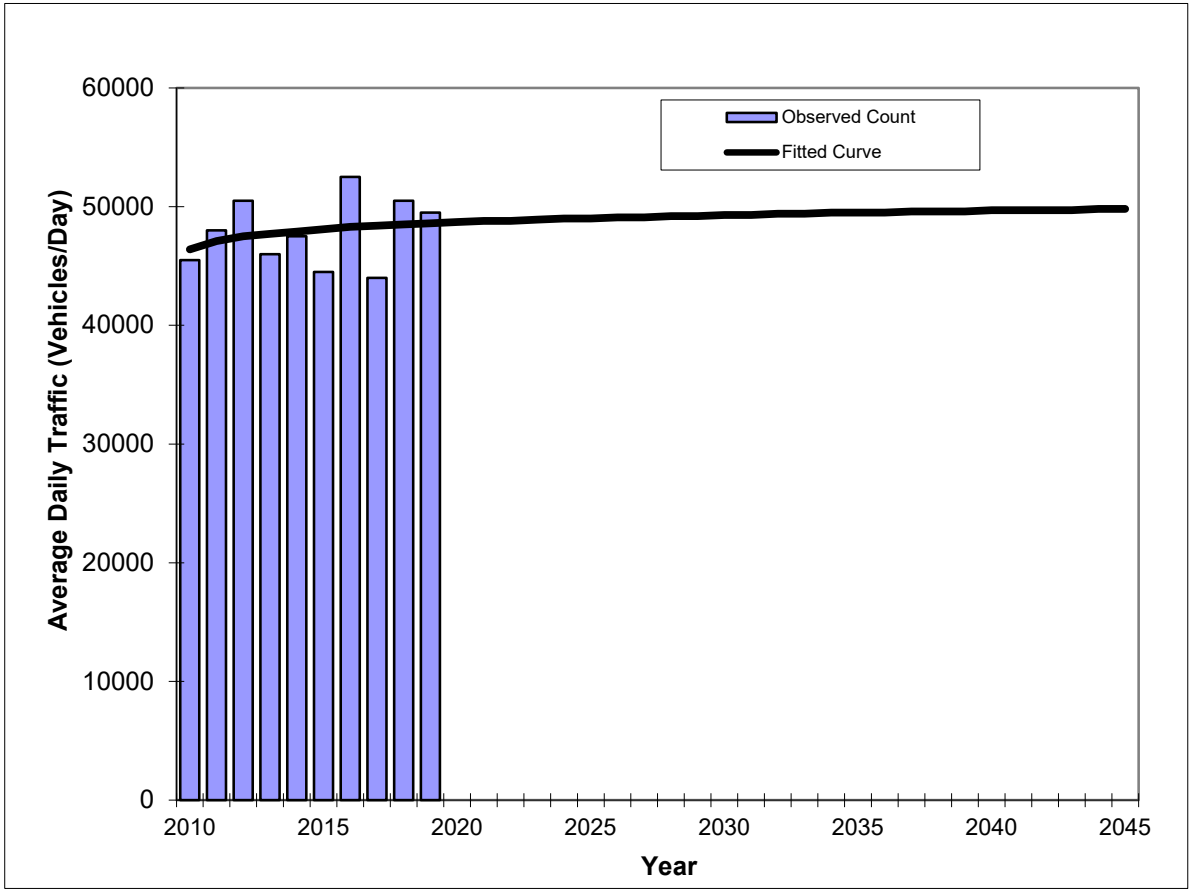
***Axle-Adjusted**

Traffic Trends - V3.0

SHERIDAN ST -- W OF N 29 AVE

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5173
Highway:	SHERIDAN ST



Year	Traffic (ADT/AADT) Count*	Trend**
2010	45500	46400
2011	48000	47100
2012	50500	47500
2013	46000	47700
2014	47500	47900
2015	44500	48100
2016	52500	48300
2017	44000	48400
2018	50500	48500
2019	49500	48600
2031 Opening Year Trend		
2031	N/A	49300
2035 Mid-Year Trend		
2035	N/A	49500
2045 Design Year Trend		
2045	N/A	49800
TRANPLAN Forecasts/Trends		

Trend R-squared:	5.82%
Compounded Annual Historic Growth Rate:	0.52%
Compounded Growth Rate (2019 to Design Year):	0.09%
Printed:	11-May-22

Decaying Exponential Growth Option

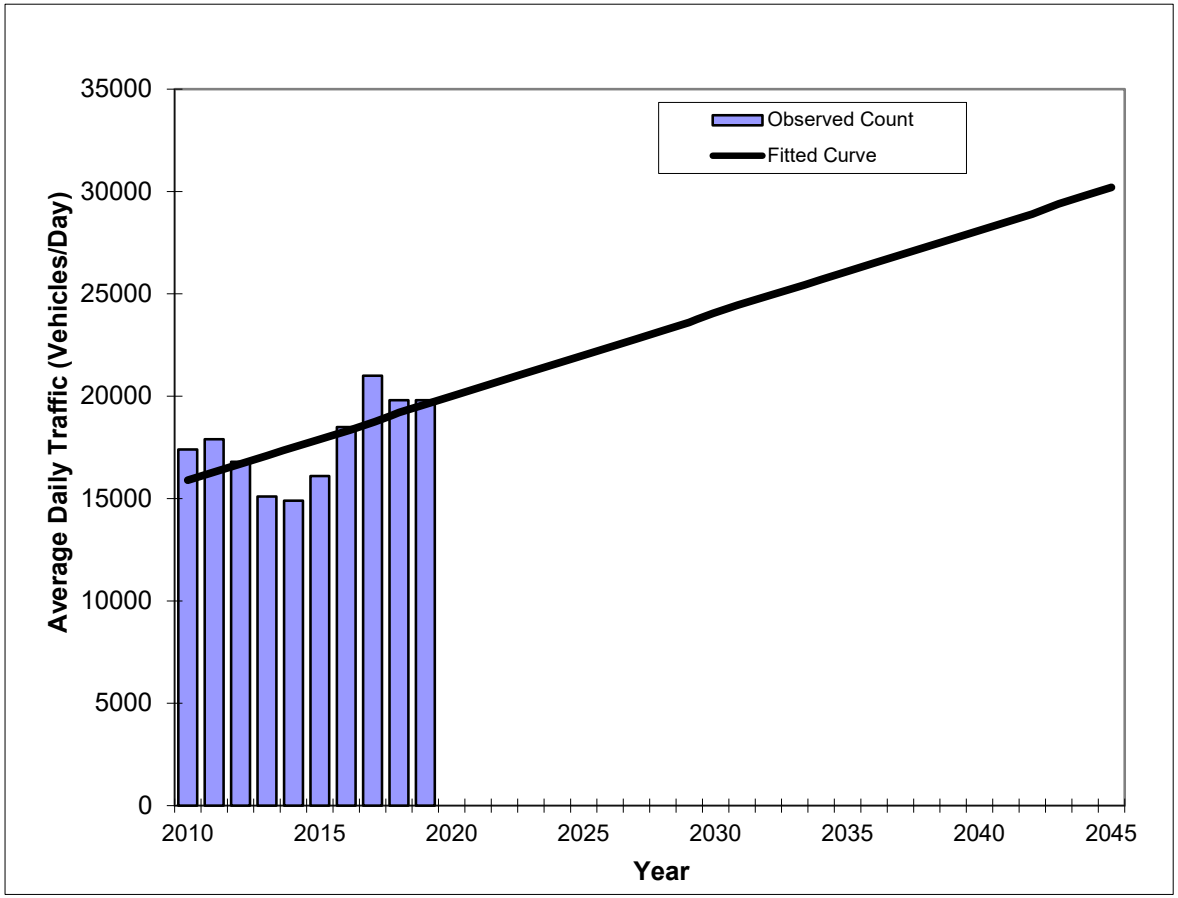
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF US 1

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5299
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	17400	15900
2011	17900	16300
2012	16800	16700
2013	15100	17100
2014	14900	17500
2015	16100	17900
2016	18500	18300
2017	21000	18700
2018	19800	19200
2019	19800	19600
2031 Opening Year Trend		
2031	N/A	24500
2035 Mid-Year Trend		
2035	N/A	26100
2045 Design Year Trend		
2045	N/A	30200
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	408
Trend R-squared:	35.70%
Trend Annual Historic Growth Rate:	2.59%
Trend Growth Rate (2019 to Design Year):	2.08%
Printed:	4-Apr-22

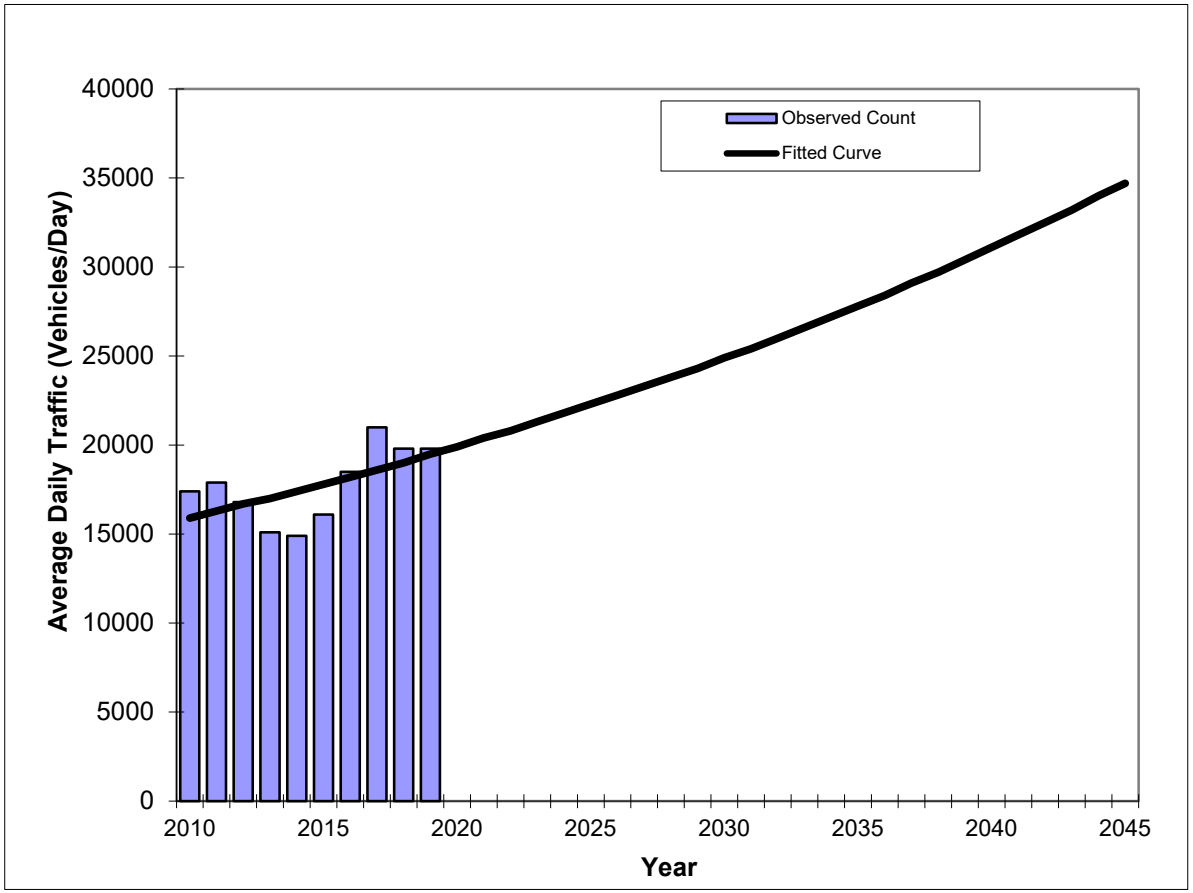
Straight Line Growth Option

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF US 1

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5299
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	17400	15900
2011	17900	16300
2012	16800	16700
2013	15100	17000
2014	14900	17400
2015	16100	17800
2016	18500	18200
2017	21000	18600
2018	19800	19000
2019	19800	19500
2031 Opening Year Trend		
2031	N/A	25400
2035 Mid-Year Trend		
2035	N/A	27800
2045 Design Year Trend		
2045	N/A	34700
TRANPLAN Forecasts/Trends		

Trend R-squared:	33.17%
Compounded Annual Historic Growth Rate:	2.29%
Compounded Growth Rate (2019 to Design Year):	2.24%
Printed:	11-May-22

Exponential Growth Option

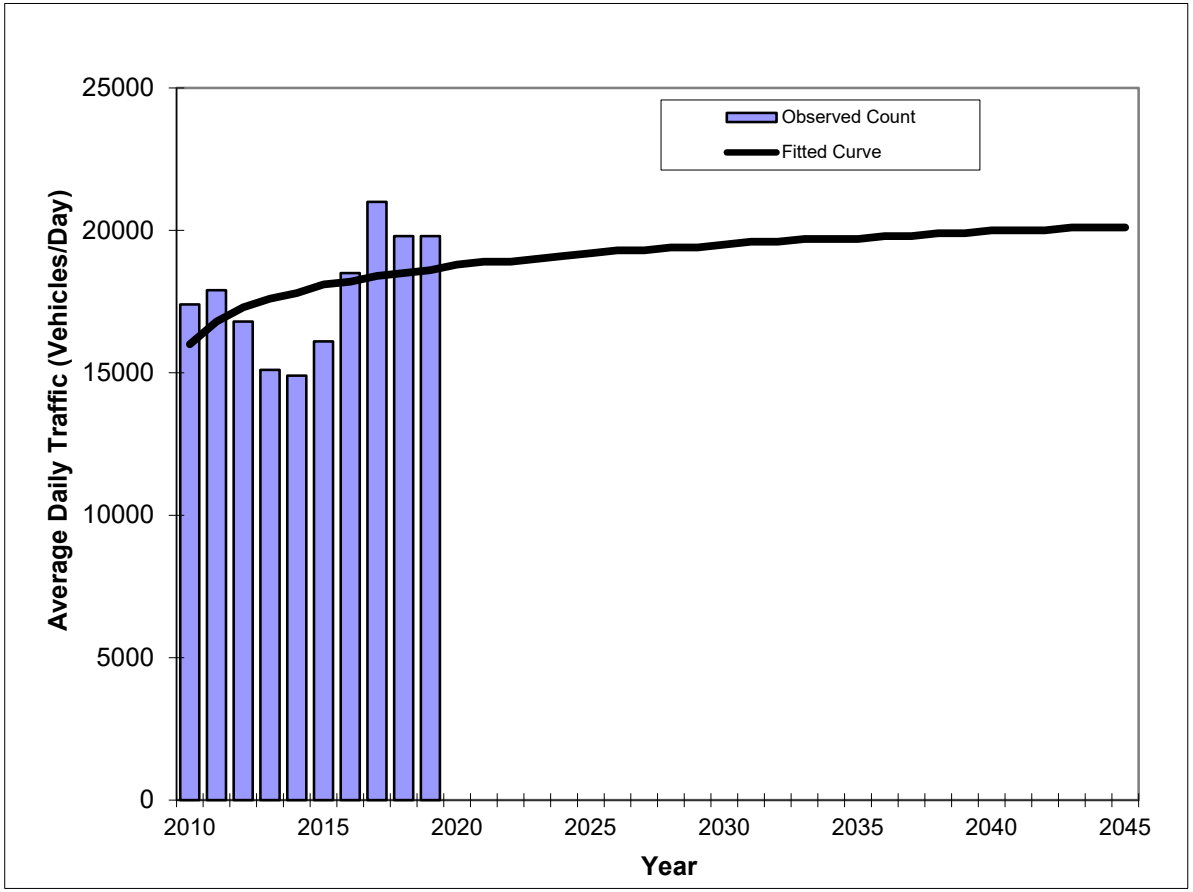
***Axle-Adjusted**

Traffic Trends - V3.0

GRIFFIN ROAD -- W OF US 1

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	5299
Highway:	GRIFFIN ROAD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	17400	16000
2011	17900	16800
2012	16800	17300
2013	15100	17600
2014	14900	17800
2015	16100	18100
2016	18500	18200
2017	21000	18400
2018	19800	18500
2019	19800	18600
2031 Opening Year Trend		
2031	N/A	19600
2035 Mid-Year Trend		
2035	N/A	19700
2045 Design Year Trend		
2045	N/A	20100
TRANPLAN Forecasts/Trends		

Trend R-squared:	16.80%
Compounded Annual Historic Growth Rate:	1.69%
Compounded Growth Rate (2019 to Design Year):	0.30%
Printed:	11-May-22

Decaying Exponential Growth Option

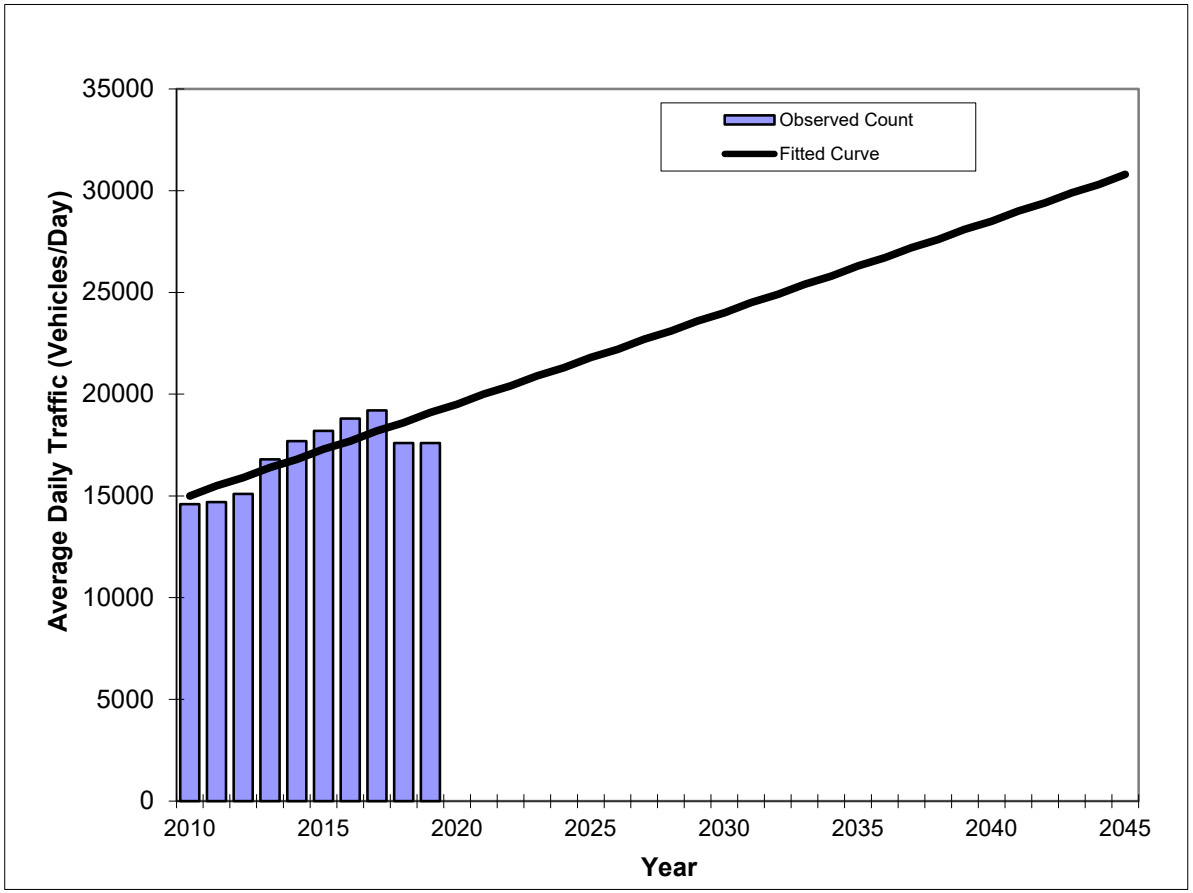
***Axle-Adjusted**

Traffic Trends - V3.0

RAVENSWOOD RD -- S OF GRIFFIN ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	8124
Highway:	RAVENSWOOD RD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	14600	15000
2011	14700	15500
2012	15100	15900
2013	16800	16400
2014	17700	16800
2015	18200	17300
2016	18800	17700
2017	19200	18200
2018	17600	18600
2019	17600	19100
2031 Opening Year Trend		
2031	N/A	24500
2035 Mid-Year Trend		
2035	N/A	26300
2045 Design Year Trend		
2045	N/A	30800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	450
Trend R-squared:	65.81%
Trend Annual Historic Growth Rate:	3.04%
Trend Growth Rate (2019 to Design Year):	2.36%
Printed:	11-May-22

Straight Line Growth Option

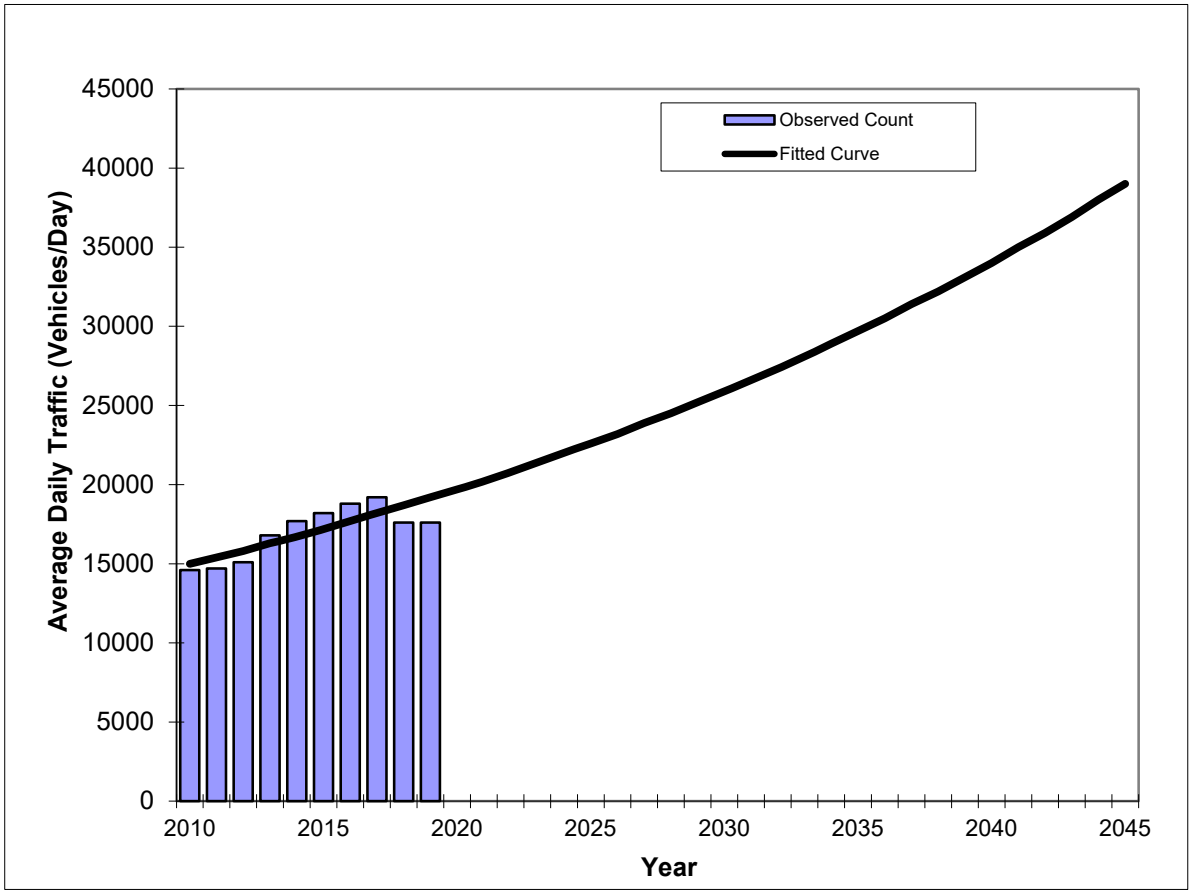
***Axle-Adjusted**

Traffic Trends - V3.0

RAVENSWOOD RD -- S OF GRIFFIN ROAD

FIN#	**430608-1**
Location	**1**

County:	Broward (86)
Station #:	8124
Highway:	RAVENSWOOD RD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	14600	15000
2011	14700	15400
2012	15100	15800
2013	16800	16300
2014	17700	16700
2015	18200	17200
2016	18800	17700
2017	19200	18200
2018	17600	18700
2019	17600	19200
2031 Opening Year Trend		
2031	N/A	26600
2035 Mid-Year Trend		
2035	N/A	29700
2045 Design Year Trend		
2045	N/A	39000
TRANPLAN Forecasts/Trends		

Trend R-squared:	66.93%
Compounded Annual Historic Growth Rate:	2.78%
Compounded Growth Rate (2019 to Design Year):	2.76%
Printed:	11-May-22

Exponential Growth Option

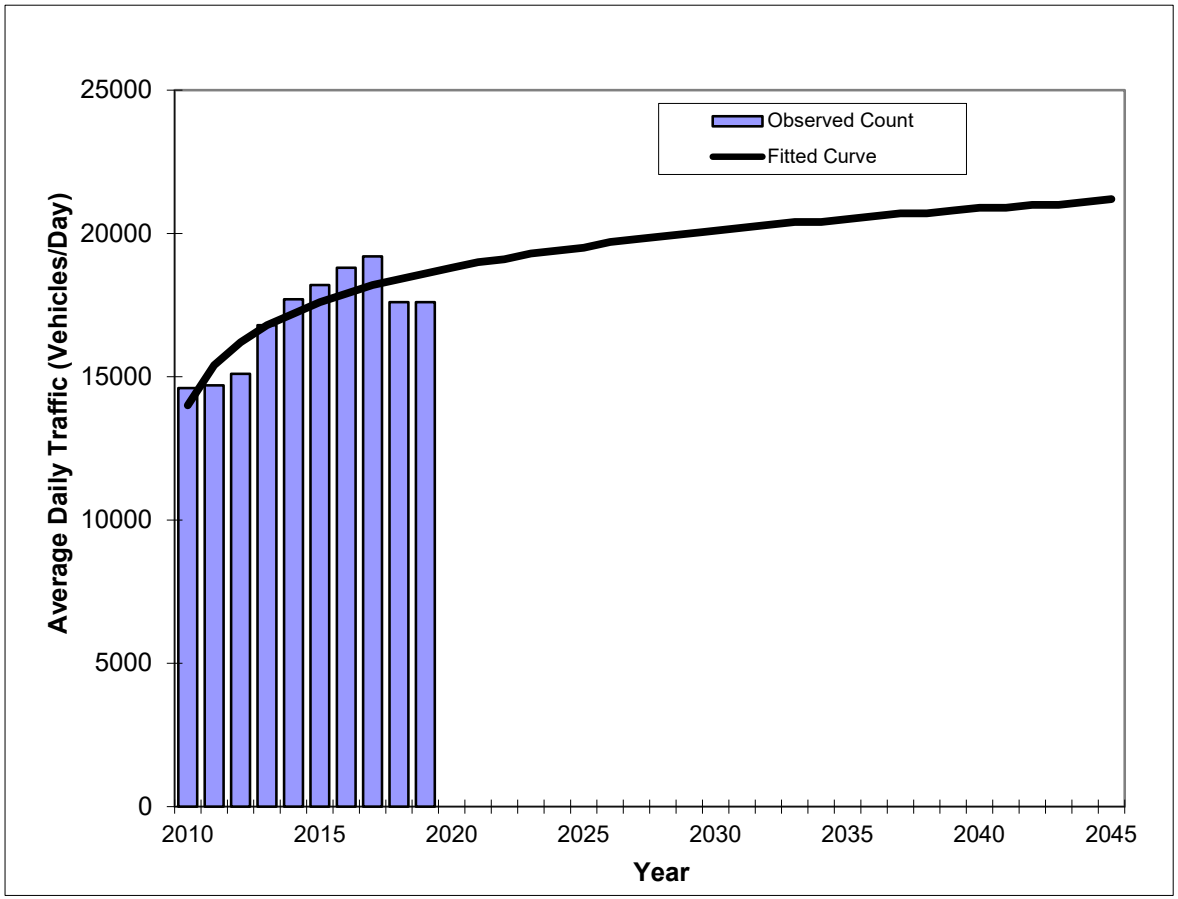
***Axle-Adjusted**

Traffic Trends - V3.0

RAVENSWOOD RD -- S OF GRIFFIN ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	8124
Highway:	RAVENSWOOD RD



Year	Traffic (ADT/AADT) Count*	Trend**
2010	14600	14000
2011	14700	15400
2012	15100	16200
2013	16800	16800
2014	17700	17200
2015	18200	17600
2016	18800	17900
2017	19200	18200
2018	17600	18400
2019	17600	18600
2031 Opening Year Trend		
2031	N/A	20200
2035 Mid-Year Trend		
2035	N/A	20500
2045 Design Year Trend		
2045	N/A	21200
TRANPLAN Forecasts/Trends		

Trend R-squared:	75.62%
Compounded Annual Historic Growth Rate:	3.21%
Compounded Growth Rate (2019 to Design Year):	0.50%
Printed:	4-Apr-22

Decaying Exponential Growth Option

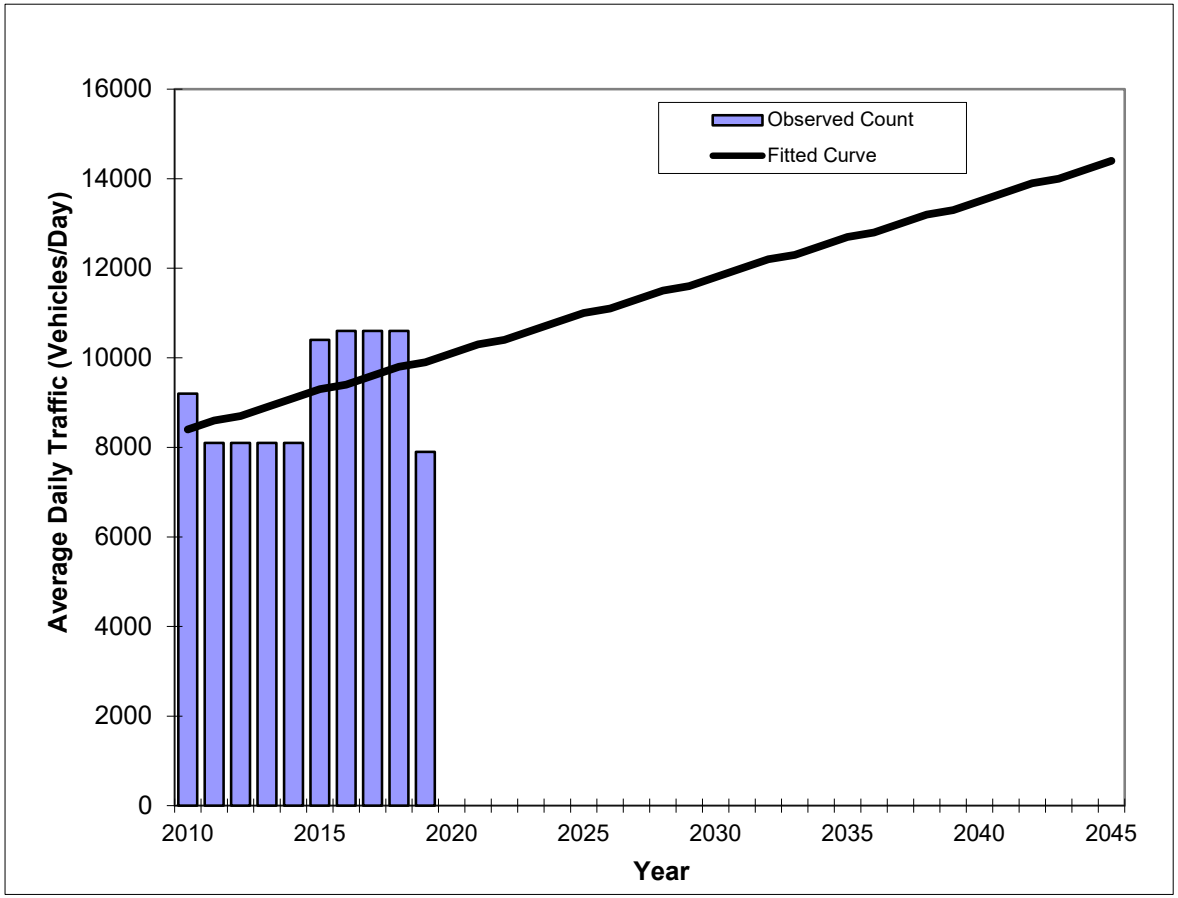
*Axle-Adjusted

Traffic Trends - V3.0

N 29 AV -- S OF STIRLING ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	9349
Highway:	N 29 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2010	9200	8400
2011	8100	8600
2012	8100	8700
2013	8100	8900
2014	8100	9100
2015	10400	9300
2016	10600	9400
2017	10600	9600
2018	10600	9800
2019	7900	9900
2031 Opening Year Trend		
2031	N/A	12000
2035 Mid-Year Trend		
2035	N/A	12700
2045 Design Year Trend		
2045	N/A	14400
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

** Annual Trend Increase:	170
Trend R-squared:	17.29%
Trend Annual Historic Growth Rate:	1.98%
Trend Growth Rate (2019 to Design Year):	1.75%
Printed:	4-Apr-22

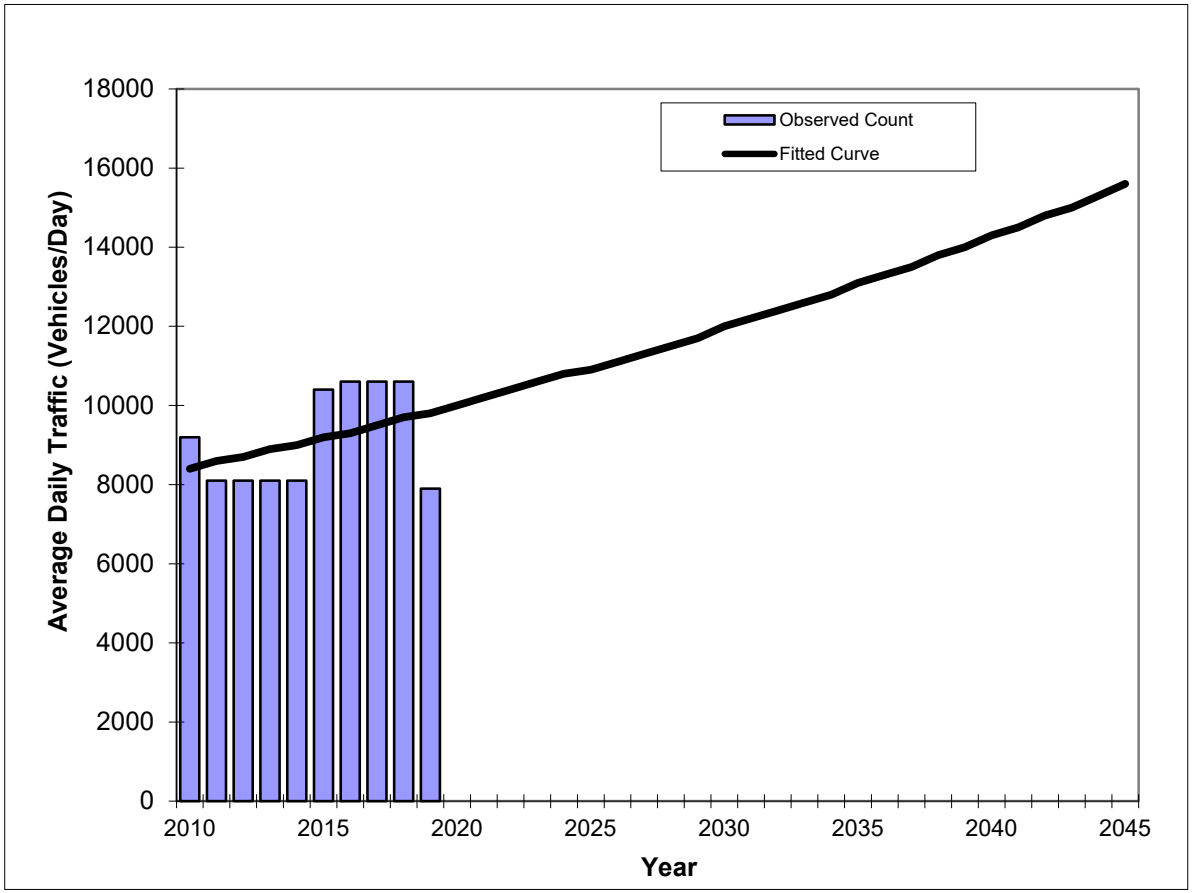
Straight Line Growth Option

Traffic Trends - V3.0

N 29 AV -- S OF STIRLING ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	9349
Highway:	N 29 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2010	9200	8400
2011	8100	8600
2012	8100	8700
2013	8100	8900
2014	8100	9000
2015	10400	9200
2016	10600	9300
2017	10600	9500
2018	10600	9700
2019	7900	9800
2031 Opening Year Trend		
2031	N/A	12200
2035 Mid-Year Trend		
2035	N/A	13100
2045 Design Year Trend		
2045	N/A	15600
TRANPLAN Forecasts/Trends		

Trend R-squared:	15.88%
Compounded Annual Historic Growth Rate:	1.73%
Compounded Growth Rate (2019 to Design Year):	1.80%
Printed:	11-May-22

Exponential Growth Option

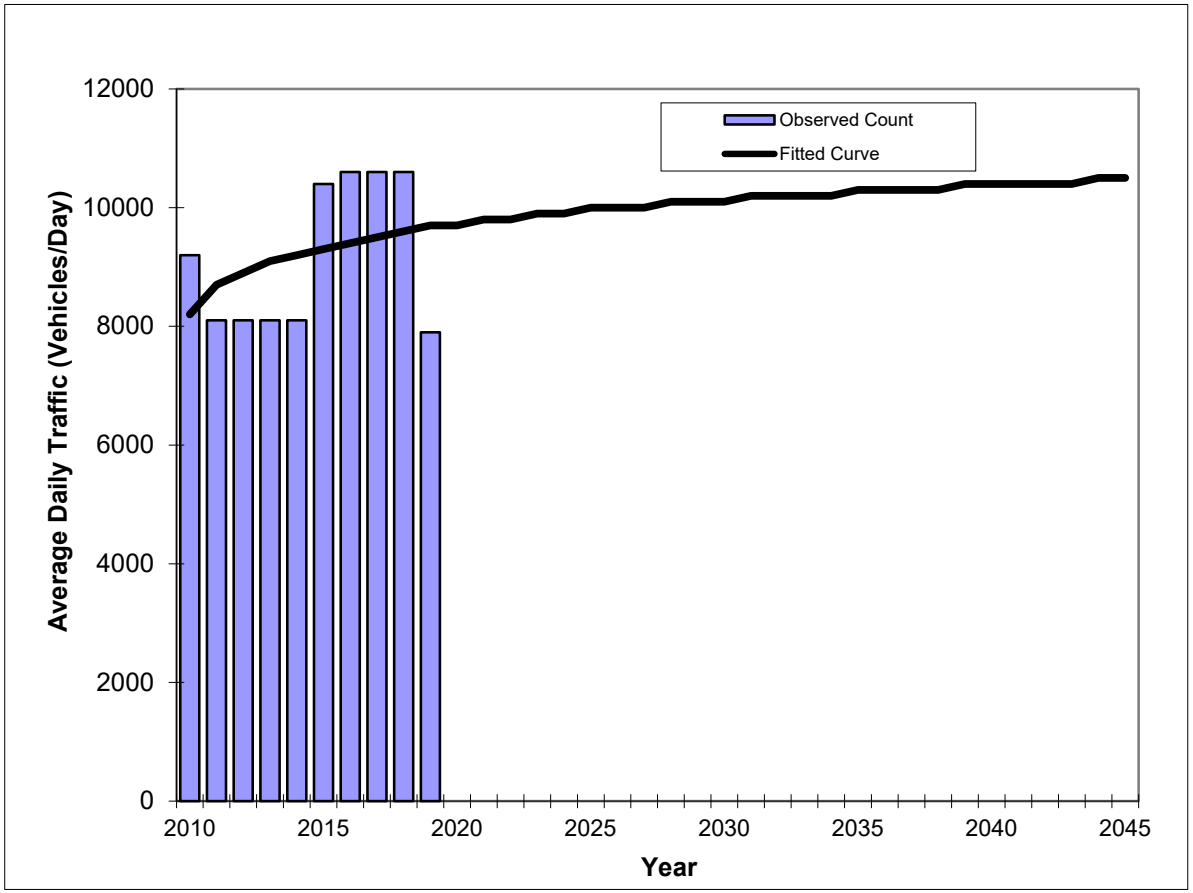
***Axle-Adjusted**

Traffic Trends - V3.0

N 29 AV -- S OF STIRLING ROAD

FIN#	430608-1
Location	1

County:	Broward (86)
Station #:	9349
Highway:	N 29 AV



Year	Traffic (ADT/AADT) Count*	Trend**
2010	9200	8200
2011	8100	8700
2012	8100	8900
2013	8100	9100
2014	8100	9200
2015	10400	9300
2016	10600	9400
2017	10600	9500
2018	10600	9600
2019	7900	9700
2031 Opening Year Trend		
2031	N/A	10200
2035 Mid-Year Trend		
2035	N/A	10300
2045 Design Year Trend		
2045	N/A	10500
TRANPLAN Forecasts/Trends		

Trend R-squared:	13.95%
Compounded Annual Historic Growth Rate:	1.88%
Compounded Growth Rate (2019 to Design Year):	0.31%
Printed:	11-May-22

Decaying Exponential Growth Option

***Axle-Adjusted**

APPENDIX D
ORIGIN-DESTINATION MATRIX

Average Tuesday

Destination Zones

| Origin Zones | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 |
|---|---|---

Average Wednesday

Destination Zones

| Origin Zones | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 |
|---|---|---

Average Thursday

Destination Zones

| Origin Zones | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 |
|---|---|---

Appendix D: Existing AM and PM VISSIM Peak Period Volumes

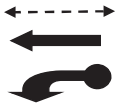
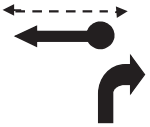
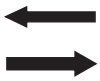
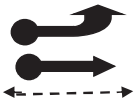
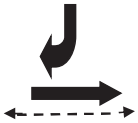
Existing Conditions AM Vissim 15-min Volume Inputs																					
Time Interval			**100% Peak Hour**	0-900	900-1800	1800-2700	2700-3600	3600-4500	4500-5400	5400-6300	6300-7200	7200-8100	8100-9000	9000-9900	9900-10800	10800-11700	11700-12600	12600-13500	13500-14400	14400-15300	15300-16200
Hourly Volume Factors				**0.97**		**0.97**				**1.00**				**0.95**				**0.75**			
No	**Name**	**Link No.**																			
1	Sheridan St EB	63	2100	2027	2027	1995	2016	2037	2058	2058	2142	2142	2058	2058	1995	1995	1932	1932	1785	1323	1218
2	Tri-Rail Station EB	231	254	245	245	241	244	246	249	249	259	259	249	249	241	241	234	234	216	160	147
3	29th Ave NB	70	16	15	15	15	15	16	16	16	16	16	16	16	15	15	15	15	14	10	9
4	29th Ave SB	72	260	251	251	247	250	252	255	255	265	265	255	255	247	247	239	239	221	164	151
5	28th Ave SB	89	15	14	14	14	14	15	15	15	15	15	15	15	14	14	14	14	13	9	9
6	26th Ave NB	99	480	463	463	456	461	466	470	470	490	490	470	470	456	456	442	442	408	302	278
7	26th Ave SB	103	300	290	290	285	288	291	294	294	306	306	294	294	285	285	276	276	255	189	174
8	Sheridan St WB	98	1420	1370	1370	1349	1363	1377	1392	1392	1448	1448	1392	1392	1349	1349	1306	1306	1207	895	824
9	Stirling Rd EB	109	1680	1621	1621	1596	1613	1630	1646	1646	1714	1714	1646	1646	1596	1596	1546	1546	1428	1058	974
10	Anglers Ave SB	115	300	290	290	285	288	291	294	294	306	306	294	294	285	285	276	276	255	189	174
11	29th Ave NB	121	150	145	145	143	144	146	147	147	153	153	147	147	143	143	138	138	128	95	87
12	Oakwood Blvd NB	142	310	299	299	295	298	301	304	304	316	316	304	304	295	295	285	285	264	195	180
13	18th Ave SB	150	150	145	145	143	144	146	147	147	153	153	147	147	143	143	138	138	128	95	87
14	Compass Way NB	154	30	29	29	29	29	29	29	29	31	31	29	29	29	29	28	28	26	19	17
15	Compass Way SB	164	150	145	145	143	144	146	147	147	153	153	147	147	143	143	138	138	128	95	87
16	Bryan Rd SB	173	250	241	241	238	240	243	245	245	255	255	245	245	238	238	230	230	213	158	145
17	Stirling Rd WB	170	970	936	936	922	931	941	951	951	989	989	951	951	922	922	892	892	825	611	563
18	Griffin Rd EB	176	1350	1303	1303	1283	1296	1310	1323	1323	1377	1377	1323	1323	1283	1283	1242	1242	1148	851	783
19	Anglers Ave NB	184	520	502	502	494	499	504	510	510	530	530	510	510	494	494	478	478	442	328	302
20	Anglers Ave SB	189	320	309	309	304	307	310	314	314	326	326	314	314	304	304	294	294	272	202	186
21	DCOTA NB	223	27	26	26	26	26	26	26	26	28	28	26	26	26	26	25	25	23	17	16
22	Old Griffin Dead End SB	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	Old Griffin Rd SB	226	270	261	261	257	259	262	265	265	275	275	265	265	257	257	248	248	230	170	157
24	Griffin Rd WB	220	540	521	521	513	518	524	529	529	551	551	529	529	513	513	497	497	459	340	313
25	I-95 NB	20	6,270	6656	6656	6552	6621	6690	6759	6759	7035	7035	6759	6145	5957	5957	5768	5768	5330	3950	3637
26	I-95 EL NB	2	1,560	1505	1505	1482	1498	1513	1529	1529	1591	1591	1529	1529	1482	1482	1435	1435	1326	983	905
27	Hollywood Blvd NB	657	1,460	1409	1409	1387	1402	1416	1431	1431	1489	1489	1431	1431	1387	1387	1343	1343	1241	920	847
28	I-95 SB	33	6,710	6475	6475	6375	6442	6509	6576	6576	6844	6844	6576	6576	6375	6375	6173	6173	5704	4227	3892
29	I-595 SB	45	2,560	2470	2470	2432	2458	2483	2509	2509	2611	2611	2509	2509	2432	2432	2355	2355	2176	1613	1485

Existing Conditions PM Vissim 15-min Volume Inputs																					
Time Interval			**100% Peak Hour**	0-900	900-1800	1800-2700	2700-3600	3600-4500	4500-5400	5400-6300	6300-7200	7200-8100	8100-9000	9000-9900	9900-10800	10800-11700	11700-12600	12600-13500	13500-14400	14400-15300	15300-16200
Hourly Volume Factors				**0.98**		**0.98**				**1.00**				**0.99**				**0.83**			
No	**Name**	**Link No.**																			
1	Sheridan St EB	63	1800	1764	1764	1782	1800	1746	1728	1764	1872	1800	1764	1818	1800	1782	1692	1602	1530	1458	1368
2	Tri-Rail Station EB	231	182	178	178	180	182	177	175	178	189	182	178	184	182	180	171	162	155	147	138
3	29th Ave NB	70	18	18	18	18	18	17	17	18	19	18	18	18	18	18	17	16	15	15	14
4	29th Ave SB	72	610	598	598	604	610	592	586	598	634	610	598	616	610	604	573	543	519	494	464
5	28th Ave SB	89	15	15	15	15	15	15	14	15	16	15	15	15	15	15	14	13	13	12	11
6	26th Ave NB	99	480	470	470	475	480	466	461	470	499	480	470	485	480	475	451	427	408	389	365
7	26th Ave SB	103	660	647	647	653	660	640	634	647	686	660	647	667	660	653	620	587	561	535	502
8	Sheridan St WB	98	1520	1490	1490	1505	1520	1474	1459	1490	1581	1520	1490	1535	1520	1505	1429	1353	1292	1231	1155
9	Stirling Rd EB	109	1570	1539	1539	1554	1570	1523	1507	1539	1633	1570	1539	1586	1570	1554	1476	1397	1335	1272	1193
10	Anglers Ave SB	115	550	539	539	545	550	534	528	539	572	550	539	556	550	545	517	490	468	446	418
11	29th Ave NB	121	410	402	402	406	410	398	394	402	426	410	402	414	410	406	385	365	349	332	312
12	Oakwood Blvd NB	142	650	637	637	644	650	631	624	637	676	650	637	657	650	644	611	579	553	527	494
13	18th Ave SB	150	460	451	451	455	460	446	442	451	478	460	451	465	460	455	432	409	391	373	350
14	Compass Way NB	154	35	34	34	35	35	34	34	34	36	35	34	35	35	35	33	31	30	28	27
15	Compass Way SB	164	255	250	250	252	255	247	245	250	265	255	250	258	255	252	240	227	217	207	194
16	Bryan Rd SB	173	390	382	382	386	390	378	374	382	406	390	382	394	390	386	367	347	332	316	296
17	Stirling Rd WB	170	1400	1372	1372	1386	1400	1358	1344	1372	1456	1400	1372	1414	1400	1386	1316	1246	1190	1134	1064
18	Griffin Rd EB	176	1120	1098	1098	1109	1120	1086	1075	1098	1165	1120	1098	1131	1120	1109	1053	997	952	907	851
19	Anglers Ave NB	184	690	676	676	683	690	669	662	676	718	690	676	697	690	683	649	614	587	559	524
20	Anglers Ave SB	189	680	666	666	673	680	660	653	666	707	680	666	687	680	673	639	605	578	551	517
21	DCOTA NB	223	258	253	253	255	258	250	248	253	268	258	253	261	258	255	243	230	219	209	196
22	Old Griffin Dead End SB	230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23	Old Griffin Rd SB	226	365	358	358	361	365	354	350	358	380	365	358	369	365	361	343	325	310	296	277
24	Griffin Rd WB	220	1020	1000	1000	1010	1020	989	979	1000	1061	1020	1000	1030	1020	1010	959	908	867	826	775
25	I-95 NB	20	6,440	6311	6311	6376	6440	6247	6182	6311	6698	6440	6311	6504	6440	6376	6054	5732	5474	5216	4894
26	I-95 EL NB	2	1,310	1284	1284	1297	1310	1271	1258	1284	1362	1310	1284	1323	1310	1297	1231	1166	1114	1061	996
27	Hollywood Blvd NB	657	1,180	1156	1156	1168	1180	1145	1133	1156	1227	1180	1156	1192	1180	1168	1109	1050	1003	956	897
28	I-95 SB	33	6,480	6478	6478	6544	6610	6412	6346	6668	7076	6804	6668	6545	6480	6415	6091	5767	5508	5249	4925
29	I-595 SB	45	2,600	2642	2642	2669	2696	2615	2588	2760	2929	2816	2760	2626	2600	2574	2444	2314	2210	2106	1976

Appendix E: Traffic Signal Timing Plans

3176 Sheridan / I-95 / 29th Mod. 26 and Higher

SEQUENCE of OPERATION

	N. 29 Avenue	West Ramp	East Ramp
PHASE 1 SB			
PHASE 2 WB	P2B 	P2A	P2 
PHASE 3 NB			
PHASE 4 NB CL			
PHASE 5 EB	 P6B	 P6A	P6
PHASE 6 SB 29	P8		
PHASE 7 NB 29			

North

Phase 3 ON------|<------ Phase 4 DETECT

● Detector

Sheridan and I-95 and NW 29 Timing Parameters
Maximum Greens Update per field settings 5/9/17

Alt #	Time Interval	Ø 1 SB	Ø 2 WB	Ø 3 NB	Ø 4 NBCL	Ø 5 EB	Ø 6 SB 29	Ø NB 29
	Default	25	25	25	15	20	20	8
1	0600-1000 M-F	40	40	35	15	35	20	20
2	1000-1500 M-F	30	30	25	15	25	20	8
3	1500-1900 M-F	38	38	35	15	30	25	15

Default values effective all other times.
To access alternate timing tables (2070) keystroke: 1, 1, 6,1, (Alt. #)

Station : 3176 - Sheridan St & I-95/NW 29 Ave (Standard File)

Phase	1 (ST)	2 (WT)	3 (NT)	4	5 (ET)	6	7	8	9	10	11	12	13	14	15	16
Walk		7			7	7										
Ped Clearance		27			25	40										
Min Green	6	6	6	15	10	6	6		7							
Gap Ext	2	3	2		3	2	2		1							
Max1	25	25	25	15	20	20	8		7							
Max2	25	25	25	15	20	20	8		7							
Yellow Clr	4	4.5	4	4	4.5	4	4	3	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	4	2.5		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON		ON							
Auto Flash Entry							ON									
Auto Flash Exit									ON							
Non-Actuated 1																
Non-Actuated 2																
Lock Call										ON	ON	ON	ON	ON	ON	ON
Min Recall					ON											
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable										ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3176 - Sheridan St & I-95/NW 29 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		1	1			1	1	10	50		40	40	35	15	35	20	20		7							
10		2	2			2	1	10	50		30	30	25	15	25	20	8		7							
15		3	3			3	1	10	50		38	38	35	15	30	25	15		7							
19		100	254																							
Day Plan 2											**Easy**															
		100	254																							
6		1	1			1	1	10	50		40	40	35	15	35	20	20		7							
10		2	2			2	1	10	50		30	30	25	15	25	20	8		7							
15		3	3			3	1	10	50		38	38	35	15	30	25	15		7							
19		100	254																							

Day Plan 3											Easy																
		100	254																								
6		1	1			1	1	10	50		40	40	35	15	35	20	20		7								
10		2	2			2	1	10	50		30	30	25	15	25	20	8		7								
15		3	3			3	1	10	50		38	38	35	15	30	25	15		7								
19		100	254																								

Broward County Timing Sheet 6/27/2023 9:39:01 AM

Station : 3176 - Sheridan St & I-95/NW 29 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1		1																															2
5	1												1							1																															2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																												2
10									1				1							1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																															1				2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3176	**Initial Operation Date**	UNKNOWN
Controller Type	2070/ TS2/ ITS	**System Number**	3176
Modification Number	26	**Modification Date**	03/10/2015
Drawing/Project No	424674-1-52-01	**FPL Grid Number**	87473856406
Intersection	SHERIDAN STREET (SR 822) and I-95 (SR 9) & NW 29 AVE.		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	(9)
Face Number								
Direction	SB	WB	NB	NBCL	EB	SB 29	NB 29	
Initial Green(MIN)	6	6	6	15	10	6	6	(7)
Vehicle Ext.(GAP)	2.0	3.0	2.0	0.0	3.0	2.0	2.0	(1.0)
Maximum Green I	25	25	25	15	20	20	8	(7)
Maximum Green II	25	25	25	15	20	20	8	(7)
Yellow Clearance	4.0	4.5	4.0	4.0	4.5	4.0	4.0	(4.0)
All Red Clearance	2.0	2.0	2.0	2.0	2.0	4.0	2.5	(2.0)
Phase Recall	OFF	OFF	OFF	OFF	MIN	OFF	OFF	(OFF)
Detector Delay								
Walk		7			7	7		
Pedestrian Clearance		27			25	40		
Permissive		DUAL			NOTE			
Flash Operation	RED	RED	RED	RED	RED	RED	RED	NOTE 3

Attachment **Sheridan and 95 Max Greens C-176.pdf,C-176.xps**

NOTES:

1. SEQUENCE OF OPERATION ATTACHED.
2. DIODE STRAP: PHASE 3 ON -----]<----- PHASE 4 DETECT.
3. PHASE 9 USED FOR EXIT FROM FLASH ONLY.
4. INTERNAL TIME CLOCK FOR TIMING PLANS. SEE ATTACHED TABLE. ONLY MAXIMUM GREEN I'S VARY, ALL OTHER TIMING PARAMETERS REMAIN CONSTANT.
5. PHASE 5 (EBL) IS DUAL AT I-95 AND PROTECTED ONLY AT NW 29 AVENUE.
6. PHOTO ENFORCEMENT, CITY OF HOLLYWOOD.
7. MOD. 26 REFLECTS TIMING MODIFICATIONS PER FDOT INTERSECTION PROJECT.

Submitted By _____ **Approved By** _____

Station : 3362 - Sheridan St & N 26 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		21		24		21		24								
Min Green	5	10	4	6	4	10	4	6								
Gap Ext	2	3	1.5	2	1.5	3	1.5	2								
Max1	25	40	12	25	12	40	12	25								
Max2																
Yellow Clr	4.5	4.5	4	4	4.5	4.5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert		4				4										
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON								ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/27/2023 9:39:48 AM

Station : 3362 - Sheridan St & N 26 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	60	2	1	10	50		30	59	25	46	30	59	25	46								
9		3	3	160	92	3	1	10	50		38	52	25	45	26	64	25	45								
15		4	4	160	41	4	1	10	50		38	55	23	44	26	67	23	44								
20		3	3	160	92	3	1	10	50		38	52	25	45	26	64	25	45								
23	30																									
Day Plan 2											**Easy**															
		3	3	160	92	3	1	10	50		38	52	25	45	26	64	25	45								
1		100	254																							
6	30	3	3	160	92	3	1	10	50		38	52	25	45	26	64	25	45								

Day Plan 3											Easy																
		3	3	160	92	3	1	10	50		38	52	25	45	26	64	25	45									
1		100	254																								
6	30	3	3	160	92	3	1	10	50		38	52	25	45	26	64	25	45									
23		100	254																								

Station : 3362 - Sheridan St & N 26 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

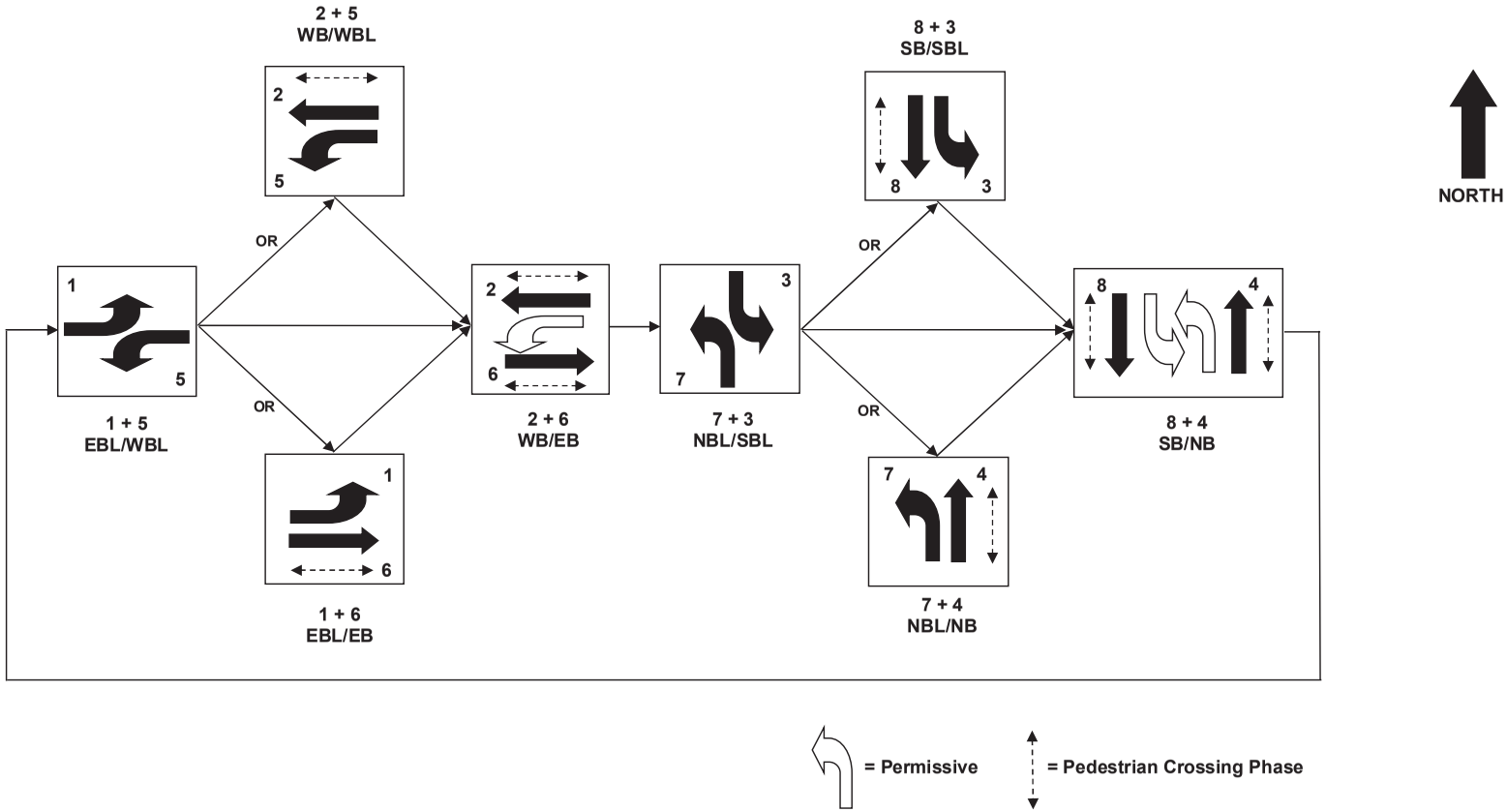
Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																					2
7							1											1					1																													2
8							1							1	1	1	1	1						1																											2
9							1							1											1																											2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																																			2
12											1							1																																			2
13												1		1				1																																			2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																			2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

| | | |

Sequence of Operation

Sheridan Street (SR 822) and N 26 Avenue
Intersection Number 3362 (Hollywood) Mod 10 and Higher



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3362	**Initial Operation Date**	2/23/88
Controller Type	2070	**System Number**	3362
Modification Number	11	**Modification Date**	03/11/2021
Drawing/Project No	415283-1-52-01	**FPL Grid Number**	87573206400
Intersection	SHERIDAN STREET (SR 822) and N 26 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	10	4	6	4	10	4	6
Vehicle Ext.(GAP)	2.0	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	25	40	12	25	12	40	12	25
Maximum Green II								
Yellow Clearance	4.5	4.5	4.0	4.0	4.5	4.5	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								30-RT
Walk		7		7		7		7
Pedestrian Clearance		21		24		21		24
Permissive	NO		5 SECT		5 SECT		5 SECT	
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED

Attachment

NOTES:

1. SPECIAL ANTI-BACKDOWN SEQUENCE: CALL ON PHASE 1 IN THE ABSENCE OF A CALL ON PHASES 4+8 ACTIVATES A 4.0 SECOND RED REVERT, THEN PHASES 1+6.
2. DUAL ENTRY NORTH/SOUTH.
3. MOD. 11 UPDATES WALK TIME.

Submitted By _____ **Approved By** _____

Station : 3044 - Stirling Rd & Anglers/Ravenswood Rd (Standard File)

Phase	1 (EL)	2 (WT)	3	4	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7				7		7								
Ped Clearance		19						26								
Min Green	4	10				10		6								
Gap Ext	1.5	3				3		2								
Max1	20	50				50		25								
Max2																
Yellow Clr	5	5				5		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2				2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON				ON		ON								
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON	ON	ON	ON	ON
Override Higher Preempt		ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration	6					
Min Green	6					
Min Walk						
Ped Clear						
Track Green	15					
Min Dwell	6					
Max Presence						
Track Veh 1	2					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	1					
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	8					
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/27/2023 9:40:40 AM

Station : 3044 - Stirling Rd & Anglers/Ravenswood Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	30	2	2	160	148	2	1	10	40		30	80				110		50								
9		3	3	160	149	3	1	10	40		25	85				110		50								
15		4	4	160	1	4	1	10	40		25	85				110		50								
20		3	3	160	149	3	1	10	40		25	85				110		50								
23		100	254																							
Day Plan 2											**Easy**															
		100	254																							
7	30	3	3	160	149	3	1	10	40		25	85				110		50								
23		100	254																							

Day Plan 3											Easy																
		100	254																								
8		3	3	160	149	3	1	10	40		25	85				110		50									
22		100	254																								

Station : 3044 - Stirling Rd & Anglers/Ravenswood Rd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																													2
10									1					1						1	1	1	1	1	1	1																											2
11											1						1																																				2
12											1							1																																			2
13												1		1				1																																			2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																			2
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1

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BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3044	**Initial Operation Date**	6/21/77
Controller Type	2070LN	**System Number**	3044
Modification Number	16	**Modification Date**	07/19/2018
Drawing/Project No	411438-1-52-01	**FPL Grid Number**	87474607108
Intersection	STIRLING ROAD (SR 848) and ANGLERS AVE/ RAVENSWOOD ROAD		
Municipality	DANIA BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2				6		8,P4
Direction	EBL	WB				EB		SB
Initial Green(MIN)	4	10				10		6
Vehicle Ext.(GAP)	1.5	3.0				3.0		2.0
Maximum Green I	20	50				50		25
Maximum Green II								
Yellow Clearance	5.0	5.0				5.0		4.0
All Red Clearance	2.0	2.0				2.0		2.0
Phase Recall	OFF	MIN				MIN		OFF
Detector Delay								
Walk		7						7
Pedestrian Clearance		19						26
Permissive	5 SECT							
Flash Operation		YELLOW				YELLOW		RED

Attachment

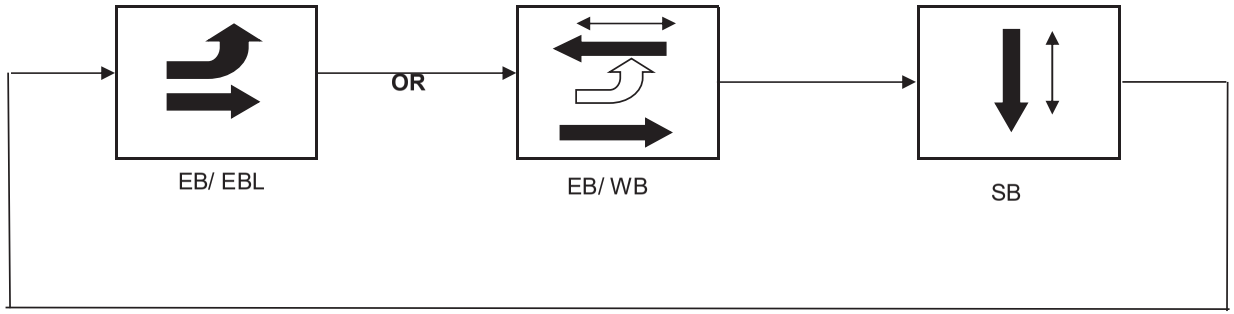
NOTES:

1. ANTI-BACKDOWN EASTBOUND: PHASES 2+6 ON---> OMIT PHASE 1.
2. RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEAR: 15G, 5Y, 2AR WB (PHASE 2).
(B) ACTIVE PHASE: EBL (PHASE 1).
(C) RETURN TO PHASE 8 (SOUTHBOUND).
3. MOD. 16 UPDATES RAILROAD PREEMPTION SEQUENCE.

Submitted By _____ **Approved By** _____

Sequence of Operation
Stirling Road (SR 848) and Anglers Ave / Ravenswood Road
Intersection Number 3044

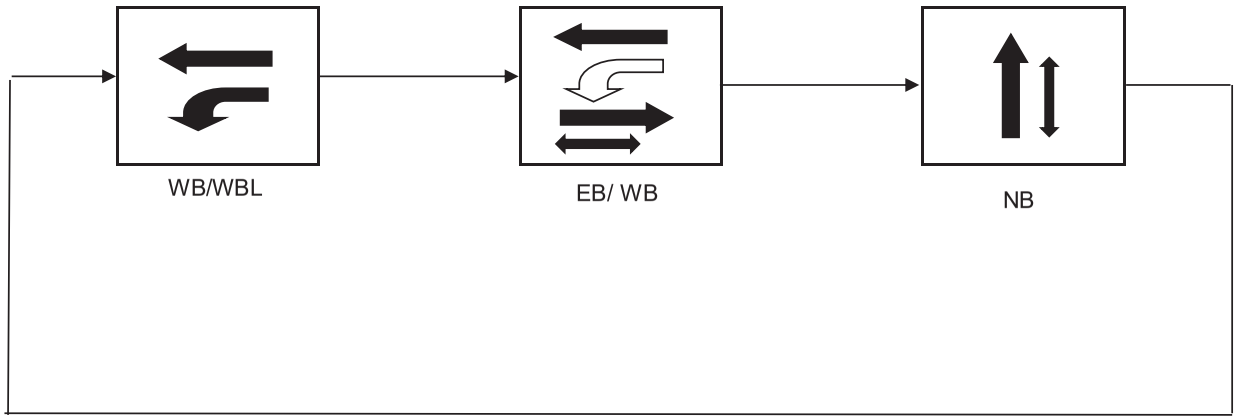
MODIFICATION #16



PREEMPTION SEQUENCE

TRACK CLEAR	ACTIVE PHASE	RETURN PHASE
WB	EBL	SB

Sequence of Operation
Stirling Road (SR 848) and N. 29 Avenue
Intersection Number C-045



Station : 3045 - Stirling Rd & N 29 Ave (Standard File)

Phase	1 (EL)	2 (WT)	3	4 (NT)	5 (WL)	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk				7		7										
Ped Clearance				25		27										
Min Green		12		6	4	12										
Gap Ext		3		2.5	1.5	3										
Max1		50		25	12	50										
Max2																
Yellow Clr		5		4	5	5			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON										
Auto Flash Entry		ON				ON		ON								
Auto Flash Exit				ON												
Non-Actuated 1		ON				ON										
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk						ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash		ON	ON	ON	ON	ON
Override Higher Preempt		ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/27/2023 9:41:27 AM

Station : 3045 - Stirling Rd & N 29 Ave (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	30	2	2	160	145	2	1	2	40			120		40	25	95										
9		3	3	160	131	3	1	2	40			120		40	20	100										
15		4	4	160	16	4	1	5	40			110		50	23	87										
20		3	3	160	131	3	1	2	40			120		40	20	100										
23		100	254																							
Day Plan 2											**Easy**															
		100	254																							
7	30	3	3	160	131	3	1	2	40			120		40	20	100										
23		100	254																							

Day Plan 3											Easy																
		100	254																								
8		3	3	160	131	3	1	2	40			120		40	20	100											
22		100	254																								

Station : 3045 - Stirling Rd & N 29 Ave (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1							1																													1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																																1				2
15												1		1																																					1			2
16												1		1				1																																			1	2
17																																																						1
18																																																						1
19																																																						1
20																																																						1
21																																																						1
22																																																						1

| | | |

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3045	**Initial Operation Date**	4/26/76
Controller Type	2070 LN	**System Number**	3045
Modification Number	16	**Modification Date**	05/04/2022
Drawing/Project No	411438-1-52-01	**FPL Grid Number**	87474627500
Intersection	STIRLING ROAD (SR 848) and N. 29 AVENUE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		
Direction		WB		NB	WBL	EB		
Initial Green(MIN)		12		6	4	12		
Vehicle Ext.(GAP)		3.0		2.5	1.5	3.0		
Maximum Green I		50		25	12	50		
Maximum Green II								
Yellow Clearance		5.0		4.0	5.0	5.0		
All Red Clearance		2.0		2.0	2.0	2.0		
Phase Recall		MIN		OFF	OFF	MIN		
Detector Delay				30-RT				
Walk				7		7		
Pedestrian Clearance				25		27		
Permissive					YES			
Flash Operation		YELLOW		RED		YELLOW		

Attachment

NOTES:

1. ANTI-BACKDOWN WESTBOUND: PHASES 2+6 ON---> OMIT PHASE 5.
2. WITH WOIT2022042386 DATED 4/29/22, REMOVES RAIL PRE-EMPTION.

Submitted By _____ **Approved By** _____

Station : 3273 - Stirling Rd & I-95 (Standard File)

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7			7											
Ped Clearance		23			22											
Min Green	2	10	6	2	6	6										
Gap Ext		3	2		2	2										
Max1	2	30	24	2	33	24										
Max2																
Yellow Clr	5	5	5	5	5	5	5	5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry						ON										
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk																
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	ON
Override Higher Preempt					ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6		
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8		
Max Presence	180	180	180	180		
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/27/2023 9:42:15 AM

Station : 3273 - Stirling Rd & I-95 (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	30	2	2	160	138	2	1		30		9	42	29	9	42	29										
9		3	3	160	151	3	1		30		9	42	29	9	42	29										
15		4	4	160		4	1		30		9	42	29	9	42	29										
20		3	3	160	151	3	1		30		9	42	29	9	42	29										
Day Plan 2											**Easy**															
		100	254																							
7	30	3	3	160	151	3	1		30		9	42	29	9	42	29										
23		100	254																							

Day Plan 3											Easy															
		100	254																							
8		3	3	160	151	3	1		30		9	42	29	9	42	29										
22		100	254																							

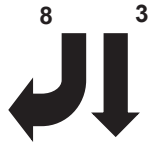
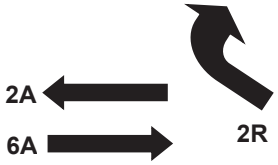
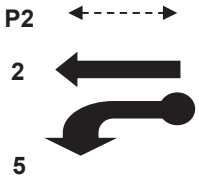
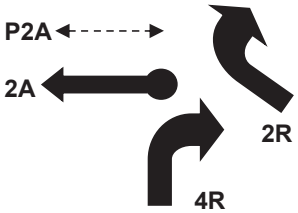
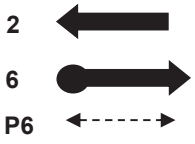
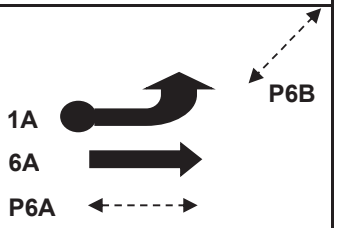
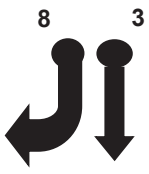
Station : 3273 - Stirling Rd & I-95 (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1					2
14												1		1	1	1	1	1																																1				2
15												1		1																																					1			2
16												1		1				1																																			1	2
17																																																						1
18																																																						1
19																																																						1
20																																																						1
21																																																						1
22																																																						1

| | | |

Sequence of Operation Stirling Road (SR848) and I-95 Interchnage Intersection Number 3273-11 and Higher (Hollywood)		
SB Off-Ramp	**Phase**	**NB Off-Ramp**
	**Ø1 WBST**	
	**Ø2 WB**	
	Ø3 NB	
	Ø4 EBST	
	**Ø5 EB**	
	**Ø6 SB**	

● = Detection ◄- - - -

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3273	**Initial Operation Date**	12/1/82
Controller Type	2070 LN	**System Number**	3273
Modification Number	12	**Modification Date**	10/25/2019
Drawing/Project No	231731-1-52-01	**FPL Grid Number**	87574037211
Intersection	STIRLING ROAD (SR 848) and I-95 INTERCHANGE		
Municipality	HOLLYWOOD		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	WBST	WB	NB	EBST	EB	SB		
Initial Green(MIN)	2	10	6	2	6	6		
Vehicle Ext.(GAP)	0.0	3.0	2.0	0.0	2.0	2.0		
Maximum Green I	2	30	24	2	33	24		
Maximum Green II								
Yellow Clearance	5.0	5.0	5.0	5.0	5.0	5.0		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	OFF		
Detector Delay								
Walk		7			7			
Pedestrian Clearance		23			22			
Permissive		DUAL			DUAL			
Flash Operation	RED	RED	RED	RED	RED	RED		

Attachment

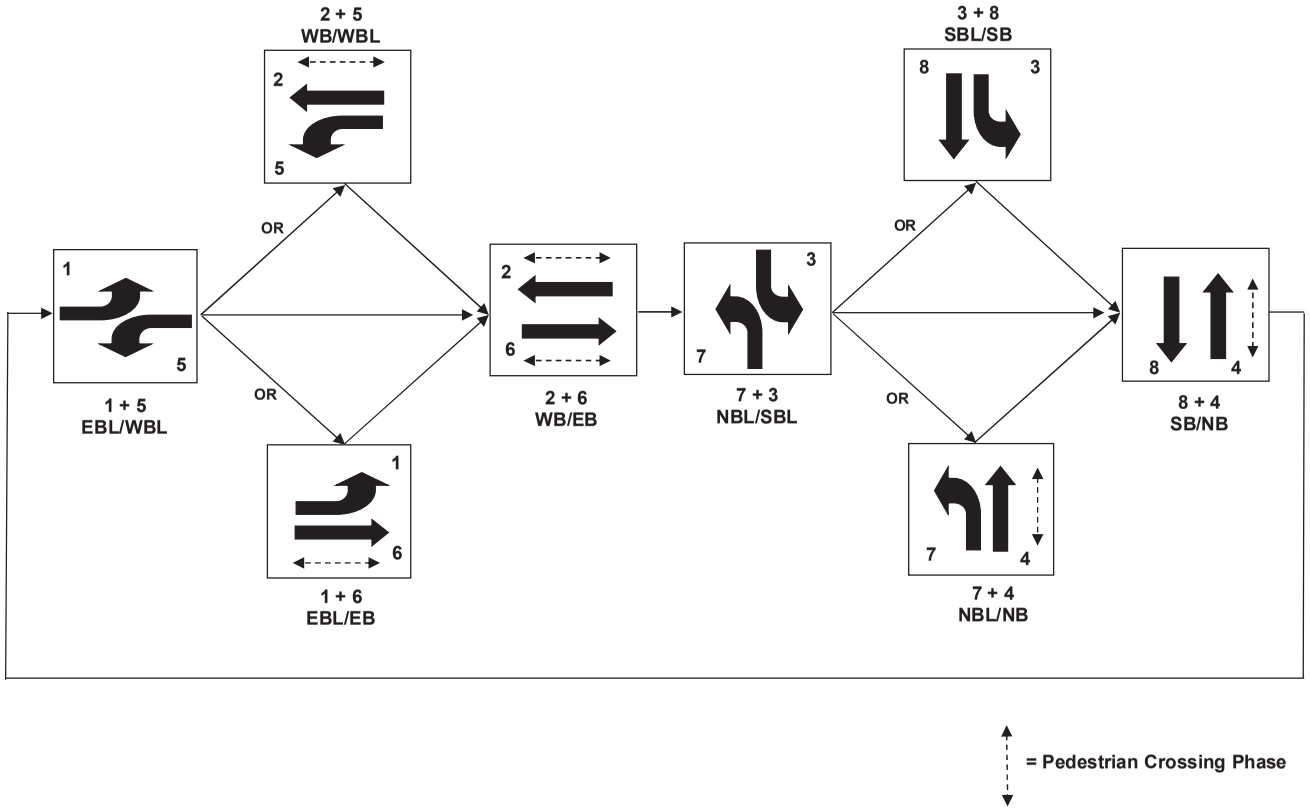
NOTES:

1. PHASE 6 ON--->|---CALL PHASE 1,
PHASE 3 ON--->|---CALL PHASE 4,
PHASE 2 DETECT--->|---CALL PHASE 1,
PHASE 5 DETECT--->|---CALL PHASE 4.
2. MOD 12 UPDATES MAXIMUM GREEN TIMES.

Submitted By _____ **Approved By** _____

Sequence of Operation

Stirling Road (SR 848) and SW 18 Avenue/Oakwood
Intersection Number 3423 (Dania Beach) Mod 11 and Higher



Station : 3423 - Stirling Rd & SW 18 Ave/Oakwood Blvd (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		30		32		30										
Min Green	5	12	5	6	5	12	5	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	45	15	20	25	45	20	20								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4								
Red Clr	2	2	2	2	2	2	2	2								
Red Revert		4				4										
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable																
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input						
Override Auto Flash						
Override Higher Preempt						
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/27/2023 9:43:06 AM

Station : 3423 - Stirling Rd & SW 18 Ave/Oakwood Blvd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6	30	2	2	160	52	2	1		25		30	59	24	47	30	59	24	47								
9		3	3	160	70	3	2	4	40		30	58	25	47	30	58	35	37								
15		4	4	160	70	4	2	4	40		30	63	20	47	27	66	36	31								
20		3	3	160	70	3	2	4	40		30	58	25	47	30	58	35	37								
Day Plan 2											**Easy**															
		100	254																							
7	30	3	3	160	70	3	2	4	40		30	58	25	47	30	58	35	37								
23		100	254																							

Day Plan 3											Easy																
		100	254																								
8		3	3	160	70	3	2	4	40		30	58	25	47	30	58	35	37									
22		100	254																								

Station : 3423 - Stirling Rd & SW 18 Ave/Oakwood Blvd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1			1																															2
5	1												1								1																														2
6					1								1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1						1	1	1	1	1						1																												2
9							1						1											1																											2
10									1				1							1	1	1	1	1	1	1																									2
11											1						1																													1	1	1	1	1	1	2
12											1							1																													1	1	1	1	1	1	2
13												1		1				1																															1				2
14												1		1	1	1	1	1																														1				2
15												1		1																																			1			2
16												1		1				1																																	1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3423	**Initial Operation Date**	9/7/94
Controller Type	2070 LN2 (BIU)	**System Number**	3423
Modification Number	11	**Modification Date**	11/21/2019
Drawing/Project No	KHA 147507000	**FPL Grid Number**	87574167300
Intersection	STIRLING ROAD (SR 848) and SW 18 AVENUE/OAKWOOD		
Municipality	DANIA BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	2	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	5	6	5	12	5	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	45	15	20	25	45	20	20
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay								
Walk		7		7		7		
Pedestrian Clearance		30		32		30		
Permissive	DUAL		NO		NO		DUAL	
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED

Attachment

NOTES:

1. DUAL ENTRY N/S.
2. WITH WOIT2019111015 DATED 11/12/19, CONVERTS WBL TO PROTECTED-ONLY PER FDOT REQUEST.

Submitted By _____ **Approved By** _____

Station : 3589 - Stirling Rd & Compass Way (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7	7							
Ped Clearance		30		35		30		35	32							
Min Green	5	12	4	6	4	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	45	12	30	10	45	12	30								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry																
Auto Flash Exit																
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3589 - Stirling Rd & Compass Way (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	142	2	1	4	50		19	79	12	50	12	86	12	50								
9		3	3	160	142	3	1	4	50		24	70	16	50	12	82	16	50								
15		4	4	160	144	4	1	4	50		24	70	16	50	12	82	16	50								
20		3	3	160	142	3	1	4	50		24	70	16	50	12	82	16	50								
Day Plan 2											**Easy**															
		100	254																							
7	30	3	3	160	142	3	1	4	50		24	70	16	50	12	82	16	50								
23		100	254																							

Day Plan 3											Easy																
		100	254																								
8		3	3	160	142	3	1	4	50		24	70	16	50	12	82	16	50									
22		100	254																								

Station : 3589 - Stirling Rd & Compass Way (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		100	254																							
6		2	2	160	142	2	1	4	50		19	79	12	50	12	86	12	50								
9		3	3	160	142	3	1	4	50		24	70	16	50	12	82	16	50								
15		5	5				1		17																	
20		3	3	160	142	3	1	4	50		24	70	16	50	12	82	16	50								

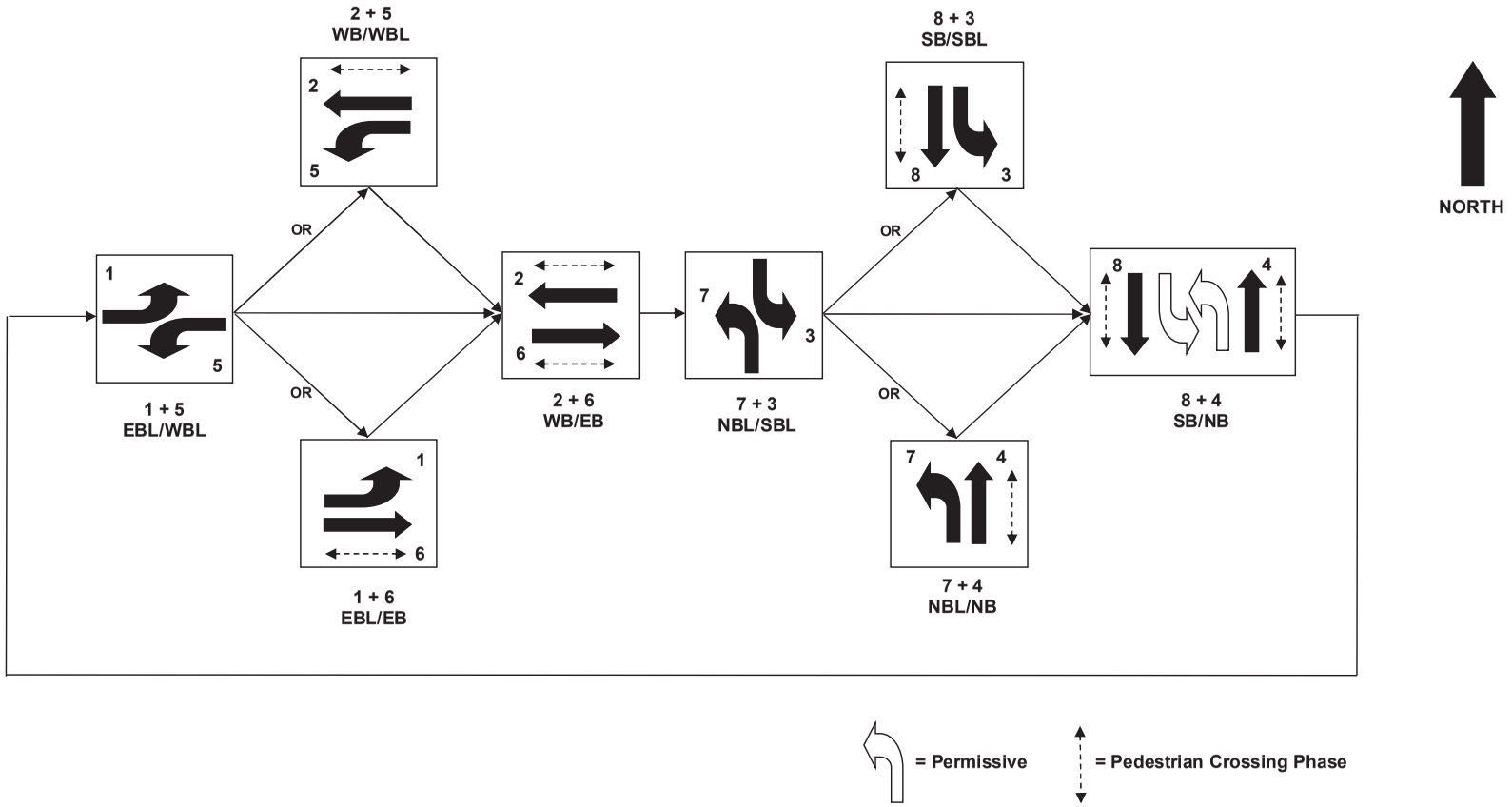
Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																				2
7							1											1					1																												2
8							1							1	1	1	1	1					1																												2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1	1																										2
11											1							1																																			2
12											1							1																																			2
13												1		1				1																																			2
14												1		1	1	1	1	1																																			2
15												1		1																																							2
16												1		1				1																																			2
17	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Sequence of Operation

Stirling Road (SR 848) and Compass Way
Intersection Number 3589 (Dania Beach) Mod 0 and Higher



BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3589	**Initial Operation Date**	2/28/19
Controller Type	2070 LN2 (BIU)	**System Number**	3589
Modification Number	0	**Modification Date**	
Drawing/Project No	KHA 147507000	**FPL Grid Number**	
Intersection	STIRLING ROAD (SR 848) and COMPASS WAY		
Municipality	DANIA BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	4	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	45	12	30	10	45	12	30
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				30-RT				
Walk		7		7		7		7
Pedestrian Clearance		30		35		30		35
Permissive	DUAL		YES		NO		YES	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

NOTES:

1. DUAL ENTRY N/S.
2. INITIAL OPERATION DATE IS DATE OF BURN-IN COMMENCEMENT.

Submitted By _____ **Approved By** _____

Station : 3307 - Stirling Rd & Bryan Rd (Standard File)

Phase	1 (EL)	2 (WT)	3	4	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7						7								
Ped Clearance		23						33								
Min Green	5	12				12		6								
Gap Ext	1.5	3				3		2								
Max1	15	50				50		25								
Max2																
Yellow Clr	5	5				5		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2				2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON				ON		ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable	ON	ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell	ON	ON	ON	ON	ON	ON
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/27/2023 9:44:45 AM

Station : 3307 - Stirling Rd & Bryan Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	72	2	1	4	40		20	92				112		48								
9		3	3	160	72	3	1	4	40		20	92				112		48								
15		4	4	160	79	4	1	4	40		20	92				112		48								
20		3	3	160	72	3	1	4	40		20	92				112		48								
Day Plan 2											**Easy**															
		100	254																							
7	30	3	3	160	72	3	1	4	40		20	92				112		48								
23		100	254																							

Day Plan 3											Easy																
		100	254																								
8		3	3	160	72	3	1	4	40		20	92				112		48									
22		100	254																								

Station : 3307 - Stirling Rd & Bryan Rd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															
		100	254																							
6		2	2	160	72	2	1	4	40		20	92				112		48								
9		3	3	160	72	3	1	4	40		20	92				112		48								
15		5	5				1		17																	
20		3	3	160	72	3	1	4	40		20	92				112		48								

Scheduler

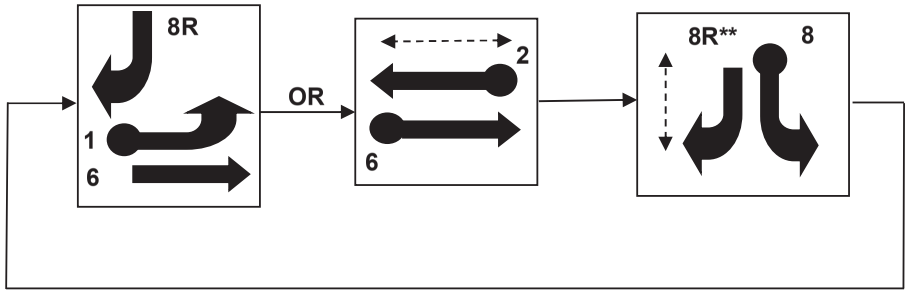
	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	1													1	1	1	1	1		1																														2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1							1																																		2
12											1							1																																		2
13												1		1				1																																		2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

Sequence of Operation

Stirling Road And Bryan Road

Intersection Number 3307 (Dania Beach) Mod. 11



NORTH

= Pedestrian Crossing Phase

= Detector

**P8 on Omit 8R

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3307	**Initial Operation Date**	12/14/82
Controller Type	2070 LN	**System Number**	3307
Modification Number	11	**Modification Date**	07/02/2019
Drawing/Project No	KHA 147507000	**FPL Grid Number**	87574427507
Intersection	STIRLING ROAD (SR 848) and BRYAN ROAD		
Municipality	DANIA BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1,8R	2				6		8,8R*
Direction	EBL	WB				EB		SB
Initial Green(MIN)	5	12				12		6
Vehicle Ext.(GAP)	1.5	3.0				3.0		2.0
Maximum Green I	15	50				50		25
Maximum Green II								
Yellow Clearance	5.0	5.0				5.0		4.0
All Red Clearance	2.0	2.0				2.0		2.0
Phase Recall	OFF	MIN				MIN		OFF
Detector Delay								30-RT
Walk		7						7
Pedestrian Clearance		23						33
Permissive	DUAL							
Flash Operation	RED	YELLOW				YELLOW		RED

Attachment

NOTES:

1. 8R OVERLAPS WITH PHASE 1 (EBL) AND PHASE 8 (SB).
2. * P8 ON--->OMIT 8R.
3. MOD 11 REFLECTS REBUILD UNDER FDOT CONTRACT.

Submitted By _____ **Approved By** _____

Station : 3029 - Griffin Rd & Ravenswood Rd (Standard File)

Phase	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		5		7		5								
Ped Clearance		23		32		25		35								
Min Green	5	12	4	6	5	12	4	6								
Gap Ext	1.5	3	1.5	2	1.5	3	1.5	2								
Max1	18	50	15	25	20	50	15	50								
Max2																
Yellow Clr	5	5	4	4	5	5	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call	ON				ON				ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry				ON				ON								
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash					ON	
Override Higher Preempt					ON	
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	6	6	6	6	6	6
Min Walk						
Ped Clear						
Track Green						
Min Dwell	8	8	8	8	8	8
Max Presence	180	180	180	180	180	180
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	4	2	3	2	4	1
Dwell Cyc Veh 2	8	6	8	5	7	6
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	1	3	4	2	4	2
Exit 2	5	7	8	6	8	6
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/27/2023 9:34:45 AM

Station : 3029 - Griffin Rd & Ravenswood Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	118	2	1	10	50		32	54	28	46	30	56	25	49								
9		3	3	160	97	3	1	10	50		25	59	30	46	30	54	30	46								
15		4	4	160	2	4	1	10	50		20	64	30	46	35	49	30	46								
20		3	3	160	97	3	1	10	50		25	59	30	46	30	54	30	46								
Day Plan 2											**Easy**															
		3	3	160	97	3	1	10	50		25	59	30	46	30	54	30	46								
1		100	254																							
6	30	3	3	160	97	3	1	10	50		25	59	30	46	30	54	30	46								

Day Plan 3											Easy																
		3	3	160	97	3	1	10	50		25	59	30	46	30	54	30	46									
1		100	254																								
6	30	3	3	160	97	3	1	10	50		25	59	30	46	30	54	30	46									
23		100	254																								

Station : 3029 - Griffin Rd & Ravenswood Rd (Standard File)

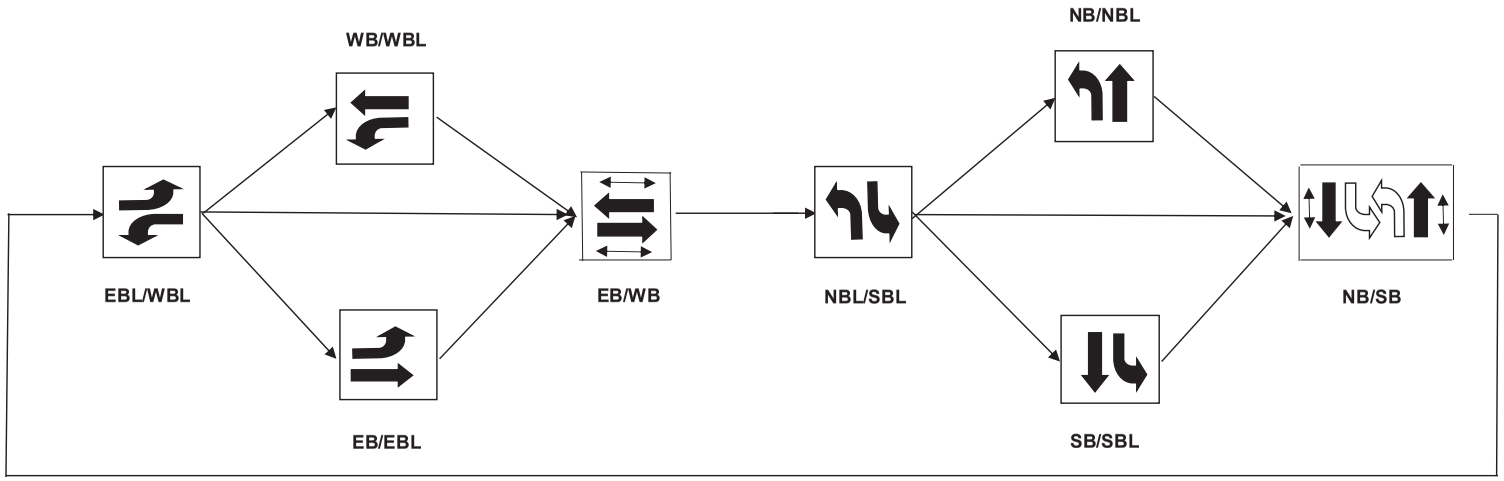
Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																													1	1	1	1	1	1	1	2
12											1							1																														1	1	1	1	1	1	2
13												1		1				1																															1						2
14												1		1	1	1	1	1																															1					2
15												1		1																																				1				2
16												1		1				1																																			1	2
17																																																						1
18																																																						1
19																																																						1
20																																																						1
21																																																						1
22																																																						1

| | | |

Sequence of Operation for (C-029) GRIFFIN ROAD (SR 818) and RAVENSWOOD ROAD



BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3029	**Initial Operation Date**	5/4/60
Controller Type	2070 LN	**System Number**	3029
Modification Number	24	**Modification Date**	12/04/2014
Drawing/Project No	413832-1-52-01	**FPL Grid Number**	87475678106
Intersection	GRIFFIN ROAD (SR 818) and RAVENSWOOD ROAD		
Municipality	DANIA BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	3	4	5	6	7	8
Direction	EBL	WB	SBL	NB	WBL	EB	NBL	SB
Initial Green(MIN)	5	12	4	6	5	12	4	6
Vehicle Ext.(GAP)	1.5	3.0	1.5	2.0	1.5	3.0	1.5	2.0
Maximum Green I	18	50	15	25	20	50	15	25
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0	4.0	4.0
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN	OFF	OFF
Detector Delay				20-RT				20-RT
Walk		7		5		7		5
Pedestrian Clearance		23		32		23		35
Permissive	NO		5 SECT		DUAL		5 SECT	
Flash Operation	RED	YELLOW		RED	RED	YELLOW		RED

Attachment

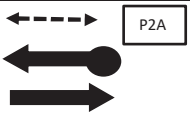
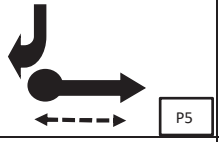
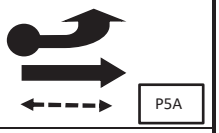
NOTES:

1. DUAL ENTRY HARDWIRED NORTH/SOUTH.
2. MOD. 24 UPDATES YELLOW AND ALL RED CLEARANCES.

Submitted By _____ **Approved By** _____

Sequence of Operation

GRIFFIN ROAD AND I-95 INTERCHANGE (3274)
MOD 20

NORMAL OPERATION		
WEST side	**Phase**	**EAST side**
	Phase 1 WB ST	
	Phase 2 WB	
	Phase 3 NB	
	Phase 4 EB ST	
	Phase 5 EB	
	Phase 6 SB	
	PREEMPTION	
	TRACK CLEARANCE (EASTBOUND)	
	DWELL (SOUTHBOUND LEFT)	
	DWELL (WESTBOUND LEFT)	
	RETURN WB Ø 2	

RAILROAD PREEMPTION SEQUENCE:
(A) TRACK CLEARANCE: 20G, 5Y, 2AR EASTBOUND;
(B) DWELL 1: SOUTHBOUND;
(C) DWELL 2: WESTBOUND LEFT (MIN DWELL = 10);

Station : 3274 - Griffin Rd & I-95 (Standard File)

Phase	1	2 (WT)	3 (NT)	4	5 (ET)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk		7			5											
Ped Clearance		9			7											
Min Green	2	12	4	2	12	4	5	5	5	20						
Gap Ext		3	2		3	2	1	2	5							
Max1	2	25	20	2	25	20	25	25	25	20						
Max2	2	40	25	2	40	25	50	25	25							
Yellow Clr	5	5	4	5	5	4	3.5	4	5	5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	2	2	2	1.5	2	2	2	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON										
Auto Flash Entry						ON										
Auto Flash Exit		ON														
Non-Actuated 1																
Non-Actuated 2																
Lock Call																
Min Recall		ON														
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON														
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON				
Override Higher Preempt	ON	ON				
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	10		6	6	6	6
Min Walk						
Ped Clear						
Track Green	20					
Min Dwell	10		8	8	8	8
Max Presence			180	180	180	180
Track Veh 1	7					
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	8		6	2	3	5
Dwell Cyc Veh 2	9					
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2		1	3	4	6
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/27/2023 9:45:34 AM

Station : 3274 - Griffin Rd & I-95 (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
7		12	12			12	1		17		2	40	25	2	40	25										
9		13	13			13	1		17		2	40	25	2	40	30										
15		14	14			14	1		17		2	40	25	2	40	25										
19		100	254																							
Day Plan 2											**Easy**															
		100	254																							
7		13	13			13	1		17		2	40	25	2	40	30										
19		100	254																							

Day Plan 3											Easy															
		100	254																							
7		13	13			13	1		17		2	40	25	2	40	30										
19		100	254																							

Broward County Timing Sheet 6/27/2023 9:45:34 AM

Station : 3274 - Griffin Rd & I-95 (Standard File)

Day Plan 4											Easy															

Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																														2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																													2
8							1							1	1	1	1	1					1																												2
9							1							1										1																											2
10									1					1						1	1	1	1	1	1	1																									2
11											1						1																												1	1	1	1	1	1	1	2
12											1							1																												1	1	1	1	1	1	1	2
13												1		1				1																																	1	2
14												1		1	1	1	1	1																															1			2
15												1		1																																			1			2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

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BROWARD COUNTY TRAFFIC ENGINEERING

ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3274	**Initial Operation Date**	4/22/85
Controller Type	2070 LN	**System Number**	3274
Modification Number	20	**Modification Date**	05/06/2020
Drawing/Project No		**FPL Grid Number**	87475848100
Intersection	GRIFFIN ROAD (SR 818) and I-95 INTERCHANGE (SR 9)		
Municipality	DANIA BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number								
Direction	WBST	WB	NB	EBST	EB	SB		
Initial Green(MIN)	2	12	4	2	12	4		
Vehicle Ext.(GAP)	0.0	3.0	2.0	0.0	3.0	2.0		
Maximum Green I	2	25	20	2	25	20		
Maximum Green II	2	40	25	2	40	25		
Yellow Clearance	5.0	5.0	4.0	5.0	5.0	4.0		
All Red Clearance	2.0	2.0	2.0	2.0	2.0	2.0		
Phase Recall	OFF	MIN	OFF	OFF	OFF	OFF		
Detector Delay								
Walk		7			5			
Pedestrian Clearance		9			7			
Permissive		DUAL			DUAL			
Flash Operation		RED	RED		**	RED		

Attachment

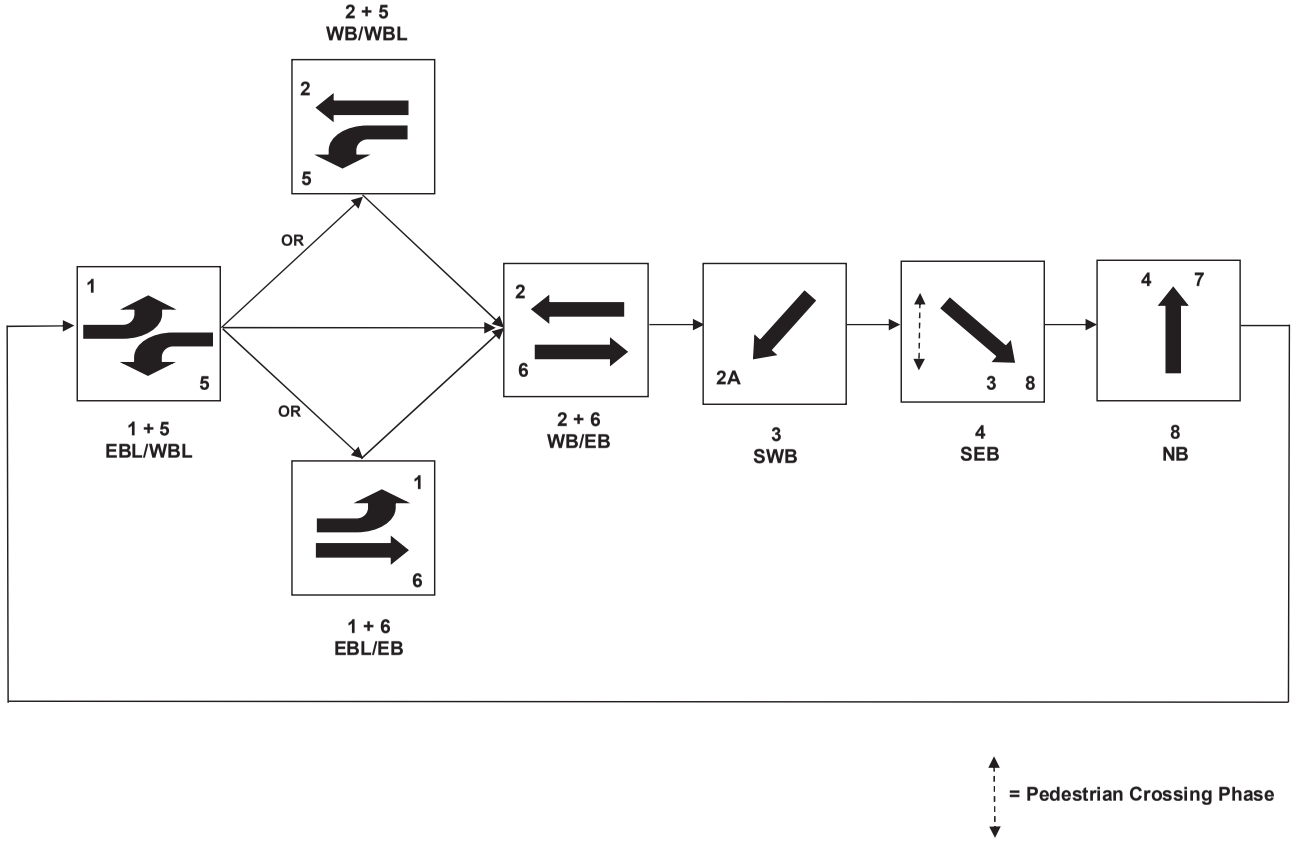
NOTES:

1. MAXIMUM GREEN II: 0700-1900, 7 DAYS.
2. DIODE STRAPS: PH6 ON-CALLS PH1, PH3 AND PH 5 ON-CALLS PH4.
3. PRE-EMPTION SEQUENCE:
(A) TRACK CLEAR: 20G, 5Y, 2AR EASTBOUND.
(B) DWELL 1: SOUTHBOUND.
(C) DWELL 2: WESTBOUND LEFT (MIN DWELL = 10).
(D) RETURN: PHASE 2 (WB).
4. ** FLASH OPERATION FOR EB NEARSIDE IS YELLOW, EB FARSIDE IS RED.
5. MOD. 20 UPDATES PRE-EMPTION NOTES.

Submitted By _____ **Approved By** _____

Sequence of Operation

Griffin Road (SR 818) and Old Griffin Road/DCOTA Entrance
Intersection Number 3341 (Dania Beach) Mod 12 and Higher



Station : 3341 - Griffin Rd & DCOTA/Old Griffin Rd (Standard File)

Phase	1 (EL)	2 (WT)	3 (ST)	4 (SL)	5 (WL)	6 (ET)	7	8 (NT)	9	10	11	12	13	14	15	16
Walk				7												
Ped Clearance				31												
Min Green	4	12	6	5	5	12		6								
Gap Ext	1.5	3	2	1.5	1.5	3		2								
Max1	12	50	30	15	20	50		20								
Max2																
Yellow Clr	5	5	4	4	5	5		4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	2	3	2	2		2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable	ON	ON	ON	ON	ON	ON		ON								
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry																
Sim Gap Enable									ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk		ON				ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON	ON	ON	ON	ON
Override Higher Preempt	ON	ON	ON	ON	ON	ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green						
Min Walk						
Ped Clear						
Track Green						
Min Dwell						
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1						
Dwell Cyc Veh 2						
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1						
Exit 2						
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Station : 3341 - Griffin Rd & DCOTA/Old Griffin Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	19	2	1	10	50		24	42	30	41	24	42		23								
9		3	3	160	145	3	1	10	50		21	45	25	46	21	45		23								
15		4	4	160	67	4	1	10	50		22	49	33	20	22	49		36								
20		3	3	160	145	3	1	10	50		21	45	25	46	21	45		23								
Day Plan 2											**Easy**															
		3	3	160	145	3	1	10	50		21	45	25	46	21	45		23								
1		100	254																							
6	30	3	3	160	145	3	1	10	50		21	45	25	46	21	45		23								

Day Plan 3											Easy																
		3	3	160	145	3	1	10	50		21	45	25	46	21	45		23								
1		100	254																							
6	30	3	3	160	145	3	1	10	50		21	45	25	46	21	45		23								
23		100	254																							

Station : 3341 - Griffin Rd & DCOTA/Old Griffin Rd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

Scheduler

| | Month | | | | | | | | | | | Day of Weekk | | | | | | | Day of Month | | | | | | | | | | | | | | | | | | |

| | | |

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3341	**Initial Operation Date**	4/8/85
Controller Type	2070 LN	**System Number**	3341
Modification Number	12	**Modification Date**	01/21/2021
Drawing/Project No	413832-1-52-01	**FPL Grid Number**	87575058200
Intersection	GRIFFIN ROAD (SR 818) and DESIGN CENTER		
Municipality	DANIA BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number	1	2	2A	3,8	5	6		4,7
Direction	EBL	WB	SWB	SEB	WBL	EB		NB
Initial Green(MIN)	4	12	6	5	5	12		6
Vehicle Ext.(GAP)	1.5	3.0	2.0	1.5	1.5	3.0		2.0
Maximum Green I	12	50	30	15	20	50		20
Maximum Green II								
Yellow Clearance	5.0	5.0	4.0	4.0	5.0	5.0		4.0
All Red Clearance	2.0	2.0	2.0	3.0	2.0	2.0		2.0
Phase Recall	OFF	MIN	OFF	OFF	OFF	MIN		OFF
Detector Delay								30-RT
Walk				7				
Pedestrian Clearance				31				
Permissive	NO				DUAL			
Flash Operation	RED	YELLOW	RED	RED	RED	YELLOW		RED

Attachment

NOTES:

1. PHASING OPERATES AS HALF QUAD (PHASES 1,2,5,6), HALF SEQUENTIAL (PHASES 3,4,8).
2. MOD. 12 UPDATES WALK TIME.

Submitted By _____ **Approved By** _____

Station : 3068 - US 1 & Old Griffin Rd (Standard File)

Phase	1	2 (NT)	3	4 (ET)	5 (NL)	6 (ST)	7	8	9	10	11	12	13	14	15	16
Walk				7		7										
Ped Clearance				19		16										
Min Green		15		10	4	15										
Gap Ext		3		3	1.5	3										
Max1		50		35	20	50										
Max2																
Yellow Clr		4		4	4	4			3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr		2		2	2	2			1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert																
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit																
Dynamic Max Step																
Enable		ON		ON	ON	ON										
Auto Flash Entry				ON												
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Rest In Walk						ON										
Cond Service																
Add Init Calc																

Preemption

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash				ON		ON
Override Higher Preempt	ON	ON		ON		ON
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green			6		6	6
Min Walk						
Ped Clear						
Track Green	20				1	
Min Dwell	6		8		8	8
Max Presence			180		180	180
Track Veh 1	4				9	
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1	2		2		2	4
Dwell Cyc Veh 2	6		6		5	
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						

Preempt LP

Channel	1	2	3	4
Min				
Max	200		200	
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt	ON		ON	
No Skip	ON		ON	
Priority P1	6		2	
Priority P2				
Priority P3				
Priority P4				
Lock				
Headway				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1	2		4		2	2
Exit 2	5				6	5
Exit 3						
Exit 4						

Prepared By	Date Implemented
Reviewed By	Traffic Engineer

Broward County Timing Sheet 6/27/2023 9:46:31 AM

Station : 3068 - US 1 & Old Griffin Rd (Standard File)

Coordination

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 1											**Easy**															
		100	254																							
6		2	2	160	23	2	1	10	50		20	74		66	20	74		66								
9		3	3	160	30	3	1	5	50		24	101		35	24	101		35								
15		4	4	160	110	4	1	5	50		22	103		35	22	103		35								
20		3	3	160	30	3	1	5	50		24	101		35	24	101		35								
Day Plan 2											**Easy**															
		3	3	160	30	3	1	5	50		24	101		35	24	101		35								
1		100	254																							
6	30	3	3	160	30	3	1	5	50		24	101		35	24	101		35								

Day Plan 3											Easy																
		3	3	160	30	3	1	5	50		24	101		35	24	101		35								
1		100	254																							
6	30	3	3	160	30	3	1	5	50		24	101		35	24	101		35								
23		100	254																							

Station : 3068 - US 1 & Old Griffin Rd (Standard File)

Hour	Minute	Action	Pattern	Cycle	Offset	Split	seqnc	Short	Long	Dwell	Split 1	Split 2	Split 3	Split 4	Split 5	Split 6	Split 7	Split 8	Split 9	Split 10	Split 11	Split 12	Split 13	Split 14	Split 15	Split 16
Day Plan 4											**Easy**															

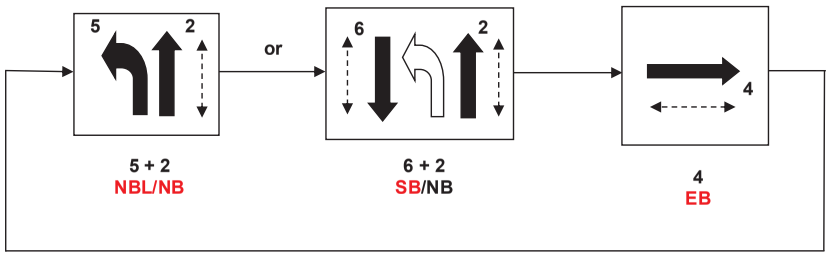
Scheduler

	Month											Day of Weekk							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1													1	1	1	1	1		1																															2
5	1													1							1																															2
6					1									1																																1	1	1	1	1	1	2
7							1											1				1																														2
8							1							1	1	1	1	1					1																													2
9							1							1										1																												2
10									1					1						1	1	1	1	1	1	1																										2
11											1						1																																			2
12											1							1																																		2
13												1		1				1																																			2
14												1		1	1	1	1	1																																		2
15												1		1																																						2
16												1		1				1																																		1	2
17																																																			1
18																																																			1
19																																																			1
20																																																			1
21																																																			1
22																																																			1

| | | |

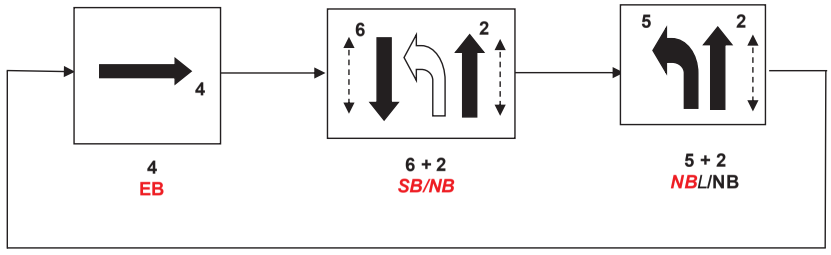
Sequence of Operation

Federal Highway and Old Griffin Road
Intersection Number 3068 (Dania Beach)



= Permissive = Pedestrian Crossing Phase

RAILROAD PREMEPTION SEQUENCE:
(A) TRACK CLEARANCE: 20G, 4Y, 2AR (EB).
(B) DWELL: PHASES 2+6 (N/S).
(C) RETURN: PHASES 2 + 5 (NB/NBL) .



= Permissive = Pedestrian Crossing Phase

BROWARD COUNTY TRAFFIC ENGINEERING
ACTUATED TRAFFIC SIGNAL TIMING SHEET

Intersection Number	3068	**Initial Operation Date**	UNKNOWN
Controller Type	2070	**System Number**	3068
Modification Number	14	**Modification Date**	08/28/2020
Drawing/Project No	413830-1-52-01	**FPL Grid Number**	87675175500
Intersection	FEDERAL HWY. (US 1/SR 5) and OLD GRIFFIN ROAD		
Municipality	DANIA BEACH		

Controller Phase	1	2	3	4	5	6	7	8
Face Number		2		4	5	6		
Direction		NB		EB	NBL	SB		
Initial Green(MIN)		15		10	4	15		
Vehicle Ext.(GAP)		3.0		3.0	1.5	3.0		
Maximum Green I		50		35	20	50		
Maximum Green II								
Yellow Clearance		4.0		4.0	4.0	4.0		
All Red Clearance		2.0		2.0	2.0	2.0		
Phase Recall		MIN		OFF	OFF	MIN		
Detector Delay								
Walk				7		7		
Pedestrian Clearance				19		16		
Permissive					YES			
Flash Operation		YELLOW		RED		YELLOW		

Attachment

NOTES:

1. ANTI-BACKDOWN NORTHBOUND: PHASES 2+6 ON--->OMIT PHASE 5.
2. RAILROAD PREEMPTION:
(A) TRACK CLEAR: 20G,4Y,2AR PHASE 4 (EB).
(B) DWELL: PHASES 2+6 (N/S).
(C) RETURN: PHASES 2+5 (NB/NBL).
3. MOD. 14 UPDATES PREEMPTION NOTES, NO CHANGE IN TIMING.

Submitted By _____ **Approved By** _____

Appendix F: Volume Calibration Spreadsheets

AM Peak Period Volume Comparison
Hour 1. Simulation Time: 1,800 - 5,400 seconds
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	6,709	6,628	-81	1.2%	1.0	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	8,125	8,036	-89	1.1%	1.0	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	8,571	8,479	-92	1.1%	1.0	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	7,708	7,635	-73	0.9%	0.8	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	9,221	9,134	-87	0.9%	0.9	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	10,046	9,973	-73	0.7%	0.7	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	9,532	9,461	-71	0.7%	0.7	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	6,825	6,778	-47	0.7%	0.6	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
66,737	66,124	-613	-0.9%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

AM Peak Period Volume Comparison
Hour 1. Simulation Time: 1,800 - 5,400 seconds
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	6,509	6,469	-40	0.6%	0.5	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	5,885	5,846	-39	0.7%	0.5	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	8,235	8,193	-42	0.5%	0.5	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	9,021	8,983	-38	0.4%	0.4	Yes	-	-	Yes
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	8,032	7,998	-34	0.4%	0.4	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	6,402	6,372	-30	0.5%	0.4	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	7,178	7,150	-28	0.4%	0.3	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	7,159	7,134	-25	0.3%	0.3	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	5,898	5,868	-30	0.5%	0.4	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
64,318	64,013	-305	-0.5%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
9	0	0	9
0	0	0	0

AM Peak Period Volume Comparison
Hour 2 - Peak Hour. Simulation Time: 5,400 - 9,000 seconds
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	6,897	6,893	-4	0.1%	0.0	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	8,357	8,236	-121	1.4%	1.3	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	8,817	8,528	-289	3.3%	3.1	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	7,927	7,671	-256	3.2%	2.9	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	9,487	9,247	-240	2.5%	2.5	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	10,337	10,128	-209	2.0%	2.1	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	9,807	9,638	-169	1.7%	1.7	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	7,017	6,900	-117	1.7%	1.4	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
68,646	67,241	-1,405	-2.0%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

AM Peak Period Volume Comparison
Hour 2 - Peak Hour. Simulation Time: 5,400 - 9,000 seconds
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	6,710	6,703	-7	0.1%	0.1	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	6,067	6,075	8	0.1%	0.1	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	8,490	8,494	4	0.0%	0.0	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	9,300	9,307	7	0.1%	0.1	Yes	-	-	Yes
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	8,280	8,285	5	0.1%	0.1	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	6,600	6,629	29	0.4%	0.4	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	7,400	7,431	31	0.4%	0.4	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	7,380	7,382	2	0.0%	0.0	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	6,080	6,070	-10	0.2%	0.1	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
66,307	66,376	69	0.1%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
9	0	0	9
0	0	0	0

AM Peak Period Volume Comparison
Hour 3. Simulation Time: 9,000 - 12,600 seconds
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	5,957	5,959	3	0.0%	0.0	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	7,344	7,501	158	2.1%	1.8	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	7,781	8,151	371	4.8%	4.2	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	6,935	7,287	352	5.1%	4.2	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	8,417	8,771	354	4.2%	3.8	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	9,225	9,600	376	4.1%	3.9	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	8,721	9,101	380	4.4%	4.0	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	6,071	6,354	284	4.7%	3.6	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
60,449	62,724	2,276	3.8%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

AM Peak Period Volume Comparison
Hour 3. Simulation Time: 9,000 - 12,600 seconds
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	6,375	6,363	-12	0.2%	0.1	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	5,764	5,753	-11	0.2%	0.1	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	8,066	8,050	-16	0.2%	0.2	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	8,835	8,830	-5	0.1%	0.1	Yes	-	-	Yes
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	7,866	7,869	3	0.0%	0.0	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	6,270	6,297	27	0.4%	0.3	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	7,030	7,061	31	0.4%	0.4	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	7,011	7,034	23	0.3%	0.3	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	5,776	5,800	24	0.4%	0.3	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
62,992	63,057	65	0.1%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
9	0	0	9
0	0	0	0

AM Peak Period Volume Comparison
Hour 4. Simulation Time: 12,600 - 16,200 seconds
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	4,703	4,681	-22	0.5%	0.3	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	5,798	5,818	21	0.4%	0.3	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	6,143	6,238	96	1.6%	1.2	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	5,475	5,574	99	1.8%	1.3	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	6,645	6,771	126	1.9%	1.5	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	7,283	7,435	153	2.1%	1.8	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	6,885	7,084	199	2.9%	2.4	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	4,793	4,963	171	3.6%	2.4	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
47,723	48,564	842	1.8%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

AM Peak Period Volume Comparison
Hour 4. Simulation Time: 12,600 to 16,200 seconds
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	5,033	5,043	11	0.2%	0.1	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	4,550	4,592	42	0.9%	0.6	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	6,368	6,445	78	1.2%	1.0	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	6,975	7,100	125	1.8%	1.5	Yes	-	-	Yes
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	6,210	6,342	132	2.1%	1.7	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	4,950	5,084	134	2.7%	1.9	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	5,550	5,707	157	2.8%	2.1	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	5,535	5,722	187	3.4%	2.5	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	4,560	4,731	171	3.8%	2.5	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
49,730	50,766	1,036	2.1%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
9	0	0	9
0	0	0	0

AM Peak Period Volume Comparison
Hour 1 - Hour 4 (Simulation Time: 1,800 - 16,200 seconds)
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	24,265	24,161	-104	0.4%	0.7	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	29,623	29,591	-32	0.1%	0.2	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	31,311	31,396	85	0.3%	0.5	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	28,045	28,167	122	0.4%	0.7	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	33,770	33,923	153	0.5%	0.8	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	36,890	37,136	246	0.7%	1.3	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	34,945	35,284	339	1.0%	1.8	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	24,705	24,995	290	1.2%	1.8	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
243,554	244,653	1,099	0.5%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

AM Peak Period Volume Comparison
Hour 1 - Hour 4 (Simulation Time: 1,800 - 16,200 seconds)
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	24,626	24,578	-48	0.2%	0.3	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	22,266	22,266	0	0.0%	0.0	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	31,158	31,182	24	0.1%	0.1	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	34,131	34,220	89	0.3%	0.5	Yes	-	-	Yes
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	30,388	30,494	106	0.4%	0.6	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	24,222	24,382	160	0.7%	1.0	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	27,158	27,349	191	0.7%	1.2	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	27,085	27,272	187	0.7%	1.1	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	22,314	22,469	155	0.7%	1.0	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
243,347	244,212	865	0.4%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
9	0	0	9
0	0	0	0

PM Peak Period Volume Comparison
Hour 1. Simulation Time: 1,800 - 5,400 seconds
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume	Simulated Volume	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
		Hourly	Hourly	Volume	Abs. %	Volume	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	6,311	6,291	-20	0.3%	0.3	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	7,468	7,445	-23	0.3%	0.3	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	7,526	7,517	-9	0.1%	0.1	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	6,507	6,511	4	0.1%	0.0	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	7,791	7,792	1	0.0%	0.0	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	8,830	8,854	24	0.3%	0.3	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	8,644	8,657	13	0.2%	0.1	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	6,203	6,238	35	0.6%	0.4	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
59,280	59,305	25	0.0%

GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
	(± 100 vph)	(± 15%)	(± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

PM Peak Period Volume Comparison
Hour 1. Simulation Time: 1,800 - 5,400 seconds
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume	Simulated Volume	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
		Hourly	Hourly	Volume	Abs. %	Volume	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	6,480	6,472	-8	0.1%	0.1	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	5,793	5,779	-14	0.2%	0.2	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	8,242	8,244	2	0.0%	0.0	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	9,340	9,344	4	0.0%	0.0	Yes	-	-	Yes
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	8,409	8,392	-17	0.2%	0.2	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	6,621	6,616	-5	0.1%	0.1	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	7,660	7,652	-8	0.1%	0.1	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	7,523	7,519	-4	0.0%	0.0	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	6,180	6,170	-10	0.2%	0.1	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
66,249	66,188	-61	-0.1%

GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
	(± 100 vph)	(± 15%)	(± 400 vph)
100.0%	0.0%	0.0%	100.0%
9	0	0	9
0	0	0	0

PM Peak Period Volume Comparison
Hour 2 - Peak Hour. Simulation Time: 5,400 - 9,000 seconds
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	6,440	6,431	-9	0.1%	0.1	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	7,620	7,621	1	0.0%	0.0	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	7,680	7,678	-2	0.0%	0.0	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	6,640	6,654	14	0.2%	0.2	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	7,950	7,985	35	0.4%	0.4	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	9,010	9,055	45	0.5%	0.5	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	8,820	8,856	36	0.4%	0.4	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	6,330	6,353	23	0.4%	0.3	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
60,490	60,633	143	0.2%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

PM Peak Period Volume Comparison
Hour 2 - Peak Hour. Simulation Time: 5,400 - 9,000 seconds
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 5)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	6,804	6,784	-20	0.3%	0.2	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	6,103	5,951	-152	2.5%	2.0	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	8,720	8,419	-301	3.5%	3.3	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	9,840	9,421	-419	4.3%	4.3	Yes	-	-	No
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	8,890	8,504	-386	4.3%	4.1	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	7,036	6,763	-273	3.9%	3.3	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	8,096	7,821	-275	3.4%	3.1	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	7,956	7,687	-269	3.4%	3.0	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	6,586	6,352	-234	3.6%	2.9	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
70,031	67,702	-2,329	-3.3%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	88.9%
9	0	0	8
0	0	0	1

PM Peak Period Volume Comparison
Hour 3. Simulation Time: 9,000 - 12,600 seconds
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume	Simulated Volume	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
		Hourly	Hourly	Volume	Abs. %	Volume	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	6,376	6,343	-33	0.5%	0.4	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	7,544	7,507	-37	0.5%	0.4	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	7,603	7,588	-15	0.2%	0.2	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	6,574	6,586	12	0.2%	0.2	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	7,871	7,871	1	0.0%	0.0	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	8,920	8,924	4	0.0%	0.0	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	8,732	8,743	11	0.1%	0.1	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	6,267	6,274	7	0.1%	0.1	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
59,885	59,836	-49	-0.1%

GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
	(± 100 vph)	(± 15%)	(± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

PM Peak Period Volume Comparison
Hour 3. Simulation Time: 9,000 - 12,600 seconds
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume	Simulated Volume	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
		Hourly	Hourly	Volume	Abs. %	Volume	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	6,415	6,386	-29	0.5%	0.4	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	5,721	5,807	86	1.5%	1.1	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	8,098	8,272	174	2.1%	1.9	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	9,207	9,435	228	2.5%	2.4	Yes	-	-	Yes
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	8,267	8,461	195	2.4%	2.1	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	6,485	6,666	182	2.8%	2.2	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	7,534	7,718	184	2.4%	2.1	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	7,395	7,549	154	2.1%	1.8	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	6,039	6,158	119	2.0%	1.5	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
65,161	66,452	1,291	2.0%

GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
	(± 100 vph)	(± 15%)	(± 400 vph)
100.0%	0.0%	0.0%	100.0%
9	0	0	9
0	0	0	0

PM Peak Period Volume Comparison
Hour 4. Simulation Time: 12,600 - 16,200 seconds
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume	Simulated Volume	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
		Hourly	Hourly	Volume	Abs. %	Volume	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	5,345	5,331	-14	0.3%	0.2	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	6,325	6,346	21	0.3%	0.3	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	6,374	6,440	66	1.0%	0.8	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	5,511	5,574	63	1.1%	0.8	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	6,599	6,672	74	1.1%	0.9	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	7,478	7,554	76	1.0%	0.9	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	7,321	7,423	102	1.4%	1.2	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	5,254	5,333	79	1.5%	1.1	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
50,207	50,673	466	0.9%

GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
	(± 100 vph)	(± 15%)	(± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

PM Peak Period Volume Comparison
Hour 4. Simulation Time: 12,600 to 16,200 seconds
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume	Simulated Volume	Difference	Difference	GEH	GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
		Hourly	Hourly	Volume	Abs. %	Volume	(< 5)	(± 100 vph)	(± 15%)	(± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	5,378	5,392	14	0.3%	0.2	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	4,797	4,822	25	0.5%	0.4	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	6,789	6,876	87	1.3%	1.0	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	7,719	7,930	211	2.7%	2.4	Yes	-	-	Yes
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	6,931	7,158	228	3.3%	2.7	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	5,437	5,625	189	3.5%	2.5	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	6,316	6,544	228	3.6%	2.8	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	6,200	6,405	205	3.3%	2.6	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	5,063	5,246	183	3.6%	2.5	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
54,630	55,998	1,368	2.5%

GEH	Flow < 700 vph	700 < Flow <2,700	Flow > 2700 vph
	(± 100 vph)	(± 15%)	(± 400 vph)
100.0%	0.0%	0.0%	100.0%
9	0	0	9
0	0	0	0

PM Peak Period Volume Comparison
Hour 1 - Hour 4 (Simulation Time: 1,800 - 16,200 seconds)
I-95: Northbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 4)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
1000	I-95 Northbound - south of Hollywood Blvd	24,472	24,396	-76	0.3%	0.5	Yes	-	-	Yes
1004	I-95 Northbound - Between Hollywood Blvd and Sheridan Street	28,956	28,919	-37	0.1%	0.2	Yes	-	-	Yes
1008	I-95 Northbound - Between Sheridan Street and Stirling Rd	29,184	29,223	39	0.1%	0.2	Yes	-	-	Yes
1009	I-95 Northbound - Stirling Rd on ramp and Express Lane Egress	25,232	25,325	93	0.4%	0.6	Yes	-	-	Yes
1010	I-95 Northbound - Express Lane Egress and Stirling Rd on ramp	30,210	30,320	110	0.4%	0.6	Yes	-	-	Yes
1012	I-95 Northbound - Between Stirling Rd and Griffin Rd	34,238	34,387	149	0.4%	0.8	Yes	-	-	Yes
1016	I-95 Northbound - Between Griffin Rd and I-595	33,516	33,679	163	0.5%	0.9	Yes	-	-	Yes
1018	I-95 Northbound - north of I-595	24,054	24,198	144	0.6%	0.9	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
229,862	230,447	585	0.3%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
8	0	0	8
0	0	0	0

PM Peak Period Volume Comparison
Hour 1 - Hour 4 (Simulation Time: 1,800 - 16,200 seconds)
I-95: Southbound Direction

Segment							Calibration Targets			
No.	Location	Input Volume Hourly	Simulated Volume Hourly	Difference Volume	Difference Abs. %	GEH Volume	GEH (< 4)	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
2000	I-95 Southbound - North of Griffin Rd	25,078	25,034	-44	0.2%	0.3	Yes	-	-	Yes
2003	I-95 Southbound - between Griffin Rd on ramp and I-595 on ramp	22,414	22,359	-55	0.2%	0.4	Yes	-	-	Yes
2005	I-95 Southbound - between I-595 on ramp and Griffin Rd on ramp	31,850	31,811	-39	0.1%	0.2	Yes	-	-	Yes
2007	I-95 Southbound - between Griffin Rd and Stirling Rd	36,106	36,130	24	0.1%	0.1	Yes	-	-	Yes
2008	I-95 Southbound - between Stirling Rd on ramp and Express Lane Ingress	32,496	32,515	19	0.1%	0.1	Yes	-	-	Yes
2010	I-95 Southbound - between Express Lane Ingress and Stirling Rd on ramp	25,578	25,670	92	0.4%	0.6	Yes	-	-	Yes
2011	I-95 Southbound - between Stirling Rd and Sheridan St	29,606	29,735	129	0.4%	0.7	Yes	-	-	Yes
2015	I-95 Southbound - Sheridan St and Hollywood Blvd	29,074	29,160	86	0.3%	0.5	Yes	-	-	Yes
2017	I-95 Southbound - south of Hollywood Blvd	23,868	23,926	58	0.2%	0.4	Yes	-	-	Yes

Total Input Volume	Total Simulated Volume	Volume Difference	Percent Difference
256,070	256,340	270	0.1%

GEH	Flow < 700 vph (± 100 vph)	700 < Flow <2,700 (± 15%)	Flow > 2700 vph (± 400 vph)
100.0%	0.0%	0.0%	100.0%
9	0	0	9
0	0	0	0

Appendix G: RITIS Speed Data

RITIS Data
I-95 Northbound
October and November, 2021
Tuesday, Wednesday, Thursday

October 05, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	67	63	65	64	64	63	64	64	65	64	68	66	66	65	67	64	63	65	63	64	62	33	17	10	15	36	61	63	70	64	67	64
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	67	63	65	64	64	63	64	64	65	64	68	66	66	65	67	64	63	65	63	64	62	33	17	10	15	36	61	63	70	64	67	64
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	66	63	63	65	63	56	57	57	63	57	65	65	64	64	66	63	56	60	57	51	59	36	22	21	14	21	31	46	33	47	62	65
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	66	63	63	65	63	56	57	57	63	57	65	65	64	64	66	63	56	60	57	51	59	36	22	21	14	21	31	46	33	47	62	65
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	65	64	66	62	56	58	64	65	60	67	67	65	67	67	67	56	61	59	59	61	36	20	22	18	21	30	59	28	57	62	65
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	65	64	66	62	56	58	64	65	60	67	67	67	67	67	67	56	61	59	59	61	36	20	22	18	21	30	59	28	57	62	65
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	62	63	62	60	56	50	57	63	63	59	65	65	65	66	66	64	63	60	62	60	61	57	48	37	47	48	63	66	65	63	61	62
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	62	63	62	60	56	50	57	63	63	59	65	65	65	66	66	64	63	60	62	60	61	57	48	37	47	48	63	66	65	63	61	62
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	57	61	53	39	30	38	44	60	63	59	65	62	64	64	65	64	64	60	63	60	63	61	65	65	65	64	65	65	65	62	61	60
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	57	61	53	39	30	38	44	60	63	59	65	62	64	64	65	64	64	60	63	60	63	61	65	65	65	64	65	65	65	62	61	60
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	62	64	62	63	50	58	64	62	65	62	66	65	66	63	69	63	65	64	67	62	65	65	67	66	66	67	68	67	67	63	63	62
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	62	64	62	63	50	58	64	62	65	62	66	65	66	63	69	63	65	64	67	62	65	65	67	66	66	67	68	67	67	63	63	62
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	62	61	60	61	63	60	60	63	64	62	65	64	65	63	68	63	64	62	64	59	63	64	66	64	67	64	64	64	65	60	61	61
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	62	61	60	61	63	60	60	63	64	62	65	64	65	63	68	63	64	62	64	59	63	64	66	64	67	64	64	64	65	60	61	61
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	64	63	65	66	66	65	65	67	66	64	68	66	68	67	68	66	66	64	68	62	65	65	68	67	71	68	68	67	64	64	63	62
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	64	63	65	66	66	65	65	67	66	64	68	66	68	67	68	66	66	64	68	62	65	65	68	67	71	68	68	67	64	64	63	62
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	63	62	62	64	63	61	64	63	63	64	65	62	66	65	65	64	63	64	65	62	65	63	64	64	67	64	61	62	62	61	61	63
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	63	62	62	64	63	61	64	63	63	64	65	62	66	65	65	64	63	64	65	62	65	63	64	64	67	64	61	62	62	61	61	63

October 06, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	66	64	64	64	64	63	65	64	64	65	67	67	65	66	68	67	65	64	67	63	64	63	60	66	67	66	65	15	5	8	51	62
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	66	64	64	64	64	63	65	64	64	65	67	67	65	66	68	67	65	64	67	63	64	63	60	66	67	66	65	15	5	8	51	62
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	66	65	63	66	59	47	57	58	60	59	61	65	63	64	64	66	58	58	58	43	43	39	37	53	63	63	62	61	22	12	63	65
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	66	65	63	66	59	47	57	58	60	59	61	65	63	64	64	66	58	58	58	43	43	39	37	53	63	63	62	61	22	12	63	65
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	65	61	66	62	51	58	62	62	61	64	64	65	65	66	68	63	58	60	47	54	50	45	65	67	63	63	64	61	58	65	68
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	65	61	66	62	51	58	62	62	61	64	64	65	65	66	68	63	58	60	47	54	50	45	65	67	63	63	64	61	58	65	68
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	64	63	61	60	59	61	63	62	60	51	60	63	63	65	66	66	62	60	60	59	63	60	65	62	66	61	62	62	64	63	64	64
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	64	63	61	60	59	61	63	62	60	51	60	63	63	65	66	66	62	60	60	59	63	60	65	62	66	61	62	62	64	63	64	64
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	61	61	63	58	60	60	63	62	58	52	60	61	62	65	64	65	63	60	61	61	63	61	65	63	67	60	64	64	62	63	61	61
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	61	61	63	58	60	60	63	62	58	52	60	61	62	65	64	65	63	60	61	61	63	61	65	63	67	60	64	64	62	63	61	61
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	60	61	63	62	63	63	64	63	63	60	61	64	65	66	65	64	60	62	63	63	66	62	67	65	67	64	66	63	64	65	60	63
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	60	61	63	62	63	63	64	63	63	60	61	64	65	66	65	64	60	62	63	63	66	62	67	65	67	64	66	63	64	65	60	63
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	61	59	61	61	62	61	61	62	63	60	59	62	64	64	64	65	61	61	62	62	65	63	66	64	66	63	63	62	64	62	61	62
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	61	59	61	61	62	61	61	62	63	60	59	62	64	64	64	65	61	61	62	62	65	63	66	64	66	63	63	62	64	62	61	62
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	63	64	65	64	66	64	63	66	64	59	63	66	66	66	67	68	64	63	64	67	67	64	66	67	68	66	66	66	66	62	62	63
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	63	64	65	64	66	64	63	66	64	59	63	66	66	66	67	68	64	63	64	67	67	64	66	67	68	66	66	66	66	62	62	63
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	61	63	61	63	63	63	63	62	62	59	61	62	63	64	64	64	60	62	63	63	64	61	61	63	64	61	60	64	64	62	60	63
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	61	63	61	63	63	63	63	62	62	59	61	62	63	64	64	64	60	62	63	63	64	61	61	63	64	61	60	64	64	62	60	63

October 07, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	67	62	64	65	65	64	63	66	65	67	64	66	65	66	68	68	64	65	62	61	60	59	60	65	63	61	63	66	67	65	65	63
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	67	62	64	65	65	64	63	66	65	67	64	66	65	66	68	68	64	65	62	61	60	59	60	65	63	61	63	66	67	65	65	63
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	66	62	64	66	63	60	61	61	61	65	62	63	62	64	65	68	55	52	56	37	35	40	37	23	30	53	60	65	64	64	62	63
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	66	62	64	66	63	60	61	61	61	65	62	63	62	64	65	68	55	52	56	37	35	40	37	23	30	53	60	65	64	64	62	63
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	61	63	66	62	59	62	64	64	64	63	65	62	65	67	68	60	61	59	46	33	35	34	20	16	42	61	66	66	63	65	63
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	61	63	66	62	59	62	64	64	64	63	65	62	65	67	68	60	61	59	46	33	35	34	20	16	42	61	66	66	63	65	63
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	62	60	61	62	54	53	59	63	64	60	61	64	63	65	65	65	60	62	56	51	46	37	51	28	16	34	60	63	63	61	63	62
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	62	60	61	62	54	53	59	63	64	60	61	64	63	65	65	65	60	62	56	51	46	37	51	28	16	34	60	63	63	61	63	62
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	60	57	61	58	45	45	55	62	63	61	61	63	59	64	64	64	61	62	56	53	60	35	44	46	27	23	57	62	63	60	60	59
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	60	57	61	58	45	45	55	62	63	61	61	63	59	64	64	64	61	62	56	53	60	35	44	46	27	23	57	62	63	60	60	59
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	61	59	63	61	60	56	65	61	65	64	61	63	62	67	64	64	61	64	62	63	64	63	64	62	64	42	62	63	64	59	62	60
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	61	59	63	61	60	56	65	61	65	64	61	63	62	67	64	64	61	64	62	63	64	63	64	62	64	42	62	63	64	59	62	60
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	62	60	63	61	61	60	64	59	63	64	60	63	61	65	62	62	63	61	61	63	62	63	60	62	63	64	63	62	61	58	59	59
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	62	60	63	61	61	60	64	59	63	64	60	63	61	65	62	62	63	61	61	63	62	63	60	62	63	64	63	62	61	58	59	59
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	65	61	65	63	64	65	66	63	67	66	62	65	64	68	65	64	67	65	63	64	66	65	66	65	64	67	64	66	65	61	61	65
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	65	61	65	63	64	65	66	63	67	66	62	65	64	68	65	64	67	65	63	64	66	65	66	65	64	67	64	66	65	61	61	65
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	63	60	63	61	62	62	64	62	64	62	62	63	63	66	63	65	65	62	63	62	63	61	63	62	64	63	61	63	63	60	60	63
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	63	60	63	61	62	62	64	62	64	62	62	63	63	66	63	65	65	62	63	62	63	61	63	62	64	63	61	63	63	60	60	63

October 12, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	65	52	61	64	56	59	51	61	63	62	65	66	67	67	69	65	67	67	66	65	65	65	62	62	68	72	69	69	65	61	66	65
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	65	52	61	64	56	59	51	61	63	62	65	66	67	67	69	65	67	67	66	65	65	65	62	62	68	72	69	69	65	61	66	65
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	64	59	63	62	58	55	43	51	56	59	63	65	65	65	66	65	61	62	61	56	58	42	37	43	62	68	69	68	62	58	64	62
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	64	59	63	62	58	55	43	51	56	59	63	65	65	65	66	65	61	62	61	56	58	42	37	43	62	68	69	68	62	58	64	62
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	62	62	63	59	58	57	50	51	53	62	64	67	68	68	68	67	62	64	66	58	62	52	38	52	64	69	70	65	61	57	65	62
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	62	62	63	59	58	57	50	51	53	62	64	67	68	68	68	67	62	64	66	58	62	52	38	52	64	69	70	65	61	57	65	62
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	59	64	63	52	52	49	50	43	47	53	64	64	67	69	64	67	62	65	63	60	62	59	60	67	64	69	67	61	54	51	64	60
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	59	64	63	52	52	49	50	43	47	53	64	64	67	69	64	67	62	65	63	60	62	59	60	67	64	69	67	61	54	51	64	60
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	52	59	62	49	30	25	30	28	32	49	62	62	63	66	64	65	61	64	63	61	63	61	63	65	63	66	64	60	37	41	64	59
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	52	59	62	49	30	25	30	28	32	49	62	62	63	66	64	65	61	64	63	61	63	61	63	65	63	66	64	60	37	41	64	59
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	60	57	59	56	44	22	29	42	43	58	62	62	64	66	64	63	64	66	65	64	65	63	65	65	66	69	68	63	59	56	65	59
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	60	57	59	56	44	22	29	42	43	58	62	62	64	66	64	63	64	66	65	64	65	63	65	65	66	69	68	63	59	56	65	59
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	60	61	64	60	57	43	45	59	57	62	62	61	65	66	64	65	62	66	65	63	64	62	66	65	56	51	57	52	49	53	62	55
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	60	61	64	60	57	43	45	59	57	62	62	61	65	66	64	65	62	66	65	63	64	62	66	65	56	51	57	52	49	53	62	55
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	65	60	68	63	62	62	61	67	63	63	64	65	66	67	67	66	65	67	67	66	68	64	69	66	28	5	7	10	28	53	18	35
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	65	60	68	63	62	62	61	67	63	63	64	65	66	67	67	66	65	67	67	66	68	64	69	66	28	5	7	10	28	53	18	35
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	64	60	60	56	56	58	60	60	60	60	63	64	65	67	65	64	64	64	62	63	63	63	64	64	62	21	9	11	30	61	55	54
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	64	60	60	56	56	58	60	60	60	60	63	64	65	67	65	64	64	64	62	63	63	63	64	64	62	21	9	11	30	61	55	54

RITIS Data
I-95 Northbound
October and November, 2021
Tuesday, Wednesday, Thursday

		October 13, 2021																														
From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	63	63	62	64	62	63	66	65	64	67	66	66	64	69	66	68	64	65	63	63	67	62	63	62	65	65	64	67	65	64	63	65
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	63	63	62	64	62	63	66	65	64	67	66	66	64	69	66	68	64	65	63	63	67	62	63	62	65	65	64	67	65	64	63	65
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	63	62	64	63	58	58	63	60	61	63	63	64	64	64	64	66	62	60	58	57	61	51	40	45	47	36	36	64	63	62	62	62
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	63	62	64	63	58	58	63	60	61	63	63	64	64	64	64	66	62	60	58	57	61	51	40	45	47	36	36	64	63	62	62	62
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	63	63	62	63	58	58	63	62	63	63	63	64	64	69	66	66	67	62	62	61	59	63	58	54	60	62	59	62	66	63	62	63	63
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	63	63	62	63	58	58	63	62	63	63	63	64	64	69	66	66	67	62	62	61	59	63	58	54	60	62	59	62	66	63	62	63	63
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	61	63	62	55	47	53	63	60	57	61	66	64	64	66	66	66	62	51	58	59	62	51	61	63	65	64	65	64	64	61	63	64
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	61	63	62	55	47	53	63	60	57	61	66	64	64	66	66	66	62	51	58	59	62	51	61	63	65	64	65	64	64	61	63	64
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	59	61	61	53	40	42	63	62	57	58	64	62	63	64	64	66	60	54	60	61	62	57	60	64	63	62	64	61	64	60	62	62
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	59	61	61	53	40	42	63	62	57	58	64	62	63	64	64	66	60	54	60	61	62	57	60	64	63	62	64	61	64	60	62	62
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	61	60	61	60	60	56	64	63	61	64	66	62	64	64	63	64	62	64	63	63	63	63	66	65	66	66	61	62	65	61	61	64
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	61	60	61	60	60	56	64	63	61	64	66	62	64	64	63	64	62	64	63	63	63	63	66	65	66	66	61	62	65	61	61	64
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	61	60	59	61	61	61	64	60	61	64	64	65	61	64	62	63	60	61	63	61	63	61	62	64	62	65	63	63	62	60	57	64
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	61	60	59	61	61	61	64	60	61	64	64	65	61	64	62	63	60	61	63	61	63	61	62	64	62	65	63	63	62	60	57	64
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	64	64	63	63	65	63	65	61	63	67	66	67	65	66	66	65	64	63	67	64	66	64	66	66	65	67	62	64	64	62	61	63
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	64	64	63	63	65	63	65	61	63	67	66	67	65	66	66	65	64	63	67	64	66	64	66	66	65	67	62	64	64	62	61	63
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	61	63	61	61	64	63	64	64	63	64	63	64	63	65	65	65	63	62	64	64	63	62	63	62	62	55	49	56	55	57	60	62
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	61	63	61	61	64	63	64	64	63	64	63	64	63	65	65	65	63	62	64	64	63	62	63	62	62	55	49	56	55	57	60	62

		October 14, 2021																														
From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	64	62	62	65	63	65	60	60	60	63	62	64	67	66	66	67	64	65	57	28	32	59	60	68	64	59	61	62	64	64	63	64
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	64	62	62	65	63	65	60	60	60	63	62	64	67	66	66	67	64	65	57	28	32	59	60	68	64	59	61	62	64	64	63	64
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	63	63	63	63	66	61	62	55	55	57	58	61	64	63	61	64	66	60	59	55	45	27	32	35	53	51	38	47	62	62	61	63	63
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	63	63	63	66	61	62	55	55	57	58	61	64	63	61	64	66	60	59	55	45	27	32	35	53	51	38	47	62	62	61	63	63
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	63	63	62	67	62	63	59	55	58	57	63	64	64	64	66	67	62	62	60	55	33	26	37	67	61	51	56	63	63	59	63	63
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	63	63	62	67	62	63	59	55	58	57	63	64	64	64	66	67	62	62	60	55	33	26	37	67	61	51	56	63	63	59	63	63
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	60	58	64	64	53	57	52	47	49	48	62	61	63	64	66	66	60	61	58	58	59	30	40	66	57	57	54	59	61	59	61	61
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	60	58	64	64	53	57	52	47	49	48	62	61	63	64	66	66	60	61	58	58	59	30	40	66	57	57	54	59	61	59	61	61
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	59	58	63	63	37	20	26	29	29	37	63	60	64	63	66	66	62	61	59	61	63	49	25	11	23	26	34	35	55	59	59	60
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	59	58	63	63	37	20	26	29	29	37	63	60	64	63	66	66	62	61	59	61	63	49	25	11	23	26	34	35	55	59	59	60
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	60	59	62	63	55	17	23	38	53	59	64	61	64	63	66	68	64	63	60	65	65	64	53	9	11	34	58	63	62	62	60	61
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	60	59	62	63	55	17	23	38	53	59	64	61	64	63	66	68	64	63	60	65	65	64	53	9	11	34	58	63	62	62	60	61
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	61	58	63	64	58	29	22	58	62	58	62	61	61	61	64	65	65	60	59	64	63	64	65	37	10	35	55	63	61	60	63	62
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	61	58	63	64	58	29	22	58	62	58	62	61	61	61	64	65	65	60	59	64	63	64	65	37	10	35	55	63	61	60	63	62
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	64	62	67	67	61	61	58	66	63	60	65	67	65	63	65	69	67	57	63	64	62	64	68	65	38	32	51	64	64	62	63	63
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	64	62	67	67	61	61	58	66	63	60	65	67	65	63	65	69	67	57	63	64	62	64	68	65	38	32	51	64	64	62	63	63
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	64	63	64	64	62	59	60	63	62	61	60	64	64	66	63	65	66	64	59	62	62	61	60	57	59	64	64	63	63	61	61	62	62
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	64	63	64	62	59	60	63	62	61	60	64	64	66	63	65	66	64	59	62	62	61	60	57	59	64	64	63	63	61	61	62	62

		October 19, 2021																														
From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	67	62	60	63	62	64	63	63	66	66	68	67	63	65	66	66	64	64	62	65	66	63	62	64	67	64	67	66	64	64	65	67
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	67	62	60	63	62	64	63	63	66	66	68	67	63	65	66	66	64	64	62	65	66	63	62	64	67	64	67	66	64	64	65	67
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	64	61	62	64	58	61	57	58	60	60	63	65	62	62	65	64	61	59	56	59	59	41	33	47	64	61	62	61	62	62	63	65
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	64	61	62	64	58	61	57	58	60	60	63	65	62	62	65	64	61	59	56	59	59	41	33	47	64	61	62	61	62	62	63	65
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	64	63	61	64	57	60	59	60	62	63	62	65	62	65	65	67	64	60	59	63	59	41	30	41	65	63	64	62	62	62	61	63
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	64	63	61	64	57	60	59	60	62	63	62	65	62	65	65	67	64	60	59	63	59	41	30	41	65	63	64	62	62	62	61	63
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	61	62	61	57	48	47	50	57	62	63	65	67	62	65	66	65	65	60	61	61	60	55	53	63	63	59	62	64	58	59	60	62
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	61	62	61	57	48	47	50	57	62	63	65	67	62	65	66	65	65	60	61	61	60	55	53	63	63	59	62	64	58	59	60	62
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	60	60	61	54	35	25	32	55	61	62	63	65	62	63	63	64	65	61	60	63	60	59	64	63	63	62	63	63	58	59	60	59
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	60	60	61	54	35	25	32	55	61	62	63	65	62	63	63	64	65	61	60	63	60	59	64	63	63	62	63	63	58	59	60	59
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	62	62	61	60	48	27	42	64	64	64	63	67	63	64	61	65	64	61	61	65	62	61	63	66	66	64	64	64	56	58	60	59
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	62	62	61	60	48	27	42	64	64	64	63	67	63	64	61	65	64	61	61	65	62	61	63	66	66	64	64	64	56	58	60	59
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	61	62	60	59	61	48	59	61	64	62	62	64	60	58	61	64	62	61	62	63	61	59	64	65	64	63	67	64	58	57	57	58
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	61	62	60	59	61	48	59	61	64	62	62	64	60	58	61	64	62	61	62	63	61	59	64	65	64	63	67	64	58	57	57	58
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	67	64	64	63	65	61	67	65	65	67	67	67	64	65	67	67	65	64	66	65	65	63	69	68	66	64	66	68	61	58	60	54
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	67	64	64	63	65	61	67	65	65	67	67	67	64	65	67	67	65	64	66	65	65	63	69	68	66	64	66	68	61	58	60	54
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	62	62	62	60	63	60	64	62	63	64	65	64	62	63	63	65	62	61	61	62	62	60	63	63	64	60	64	64	61	61	59	58
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	62	62	62	60	63	60	64	62	63	64	65	64	62	63	63	65	62	61	61	62	62	60	63	63	64	60	64	64	61	61	59	58

		October 20, 2021																														
From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	65	64	65	64	66	63	67	66	67	66	67	64	65	64	67	65	61	61	64	63	61	61	5	1	1	3	21	41	58	65	67	65
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	65	64	65	64	66	63	67	66	67	66	67	64	65	64	67	65	61	61	64	63	61	61	5	1	1	3	21	41	58	65	67	65
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	63	64	62	63	62	54	60	52	61	60	64	62	62	60	67	63	54	55	59	49	39	39	14	5	4	6	15	34	60	65	64	64
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	63	64	62	63	62	54	60	52	61	60	64	62	62	60	67	63	54	55	59	49	39	39	14	5	4	6	15	34	60	65	64	64
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	64	64	63	64	64	58	63	62	63	61	65	62	64	63	68	65	49	56	59	58	42	34	31	9	6	5	10	33	61	64	62	65
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	64	64	63	64	64	58	63	62	63	61	65	62	64	63	68	65	49	56	59	58	42	34	31	9	6	5	10	33	61	64	62	65
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	63	63	61	62	59	48	61	61	60	54	65	61	63	63	66	64	52	60	59	62	58	41	38	15	8	7	8	44	61	60	60	62
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	63	63	61	62	59	48	61	61	60	54	65	61	63	63	66	64	52	60	59	62	58	41	38	15	8	7	8	44	61	60	60	62
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	63	61	60	60	58	53	64	62	58	53	63	61	62	61	66	65	55	58	60	62	62	50	40	45	21	11	10	24	48	58	59	64
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	63	61	60	60	58	53	64	62	58	53	63	61	62	61	66	65	55	58	60	62	62	50	40	45	21	11	10	24	48	58	59	64
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	62	61	61	60	62	61	66	66	62	60	62	65	62	64	69	64	45	65	64	63	64	62	62	67	65	52	27	30	61	62	60	64
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	62	61	61	60	62	61	66	66	62	60	62	65	62	64	69	64	45	65	64	63	64	62	62	67	65	52	27	30	61	62	60	64
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	61	60	61	61	61	61	63	60	44	57	62	65	61	60	66	63	57	62	63	62	62	62	64	64	65	62	60	63	60	61	59	62
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	61	60	61	61	61	61	63	60	44	57	62	65	61	60	66	63	57	62	63	62	62	62	64	64	65	62	60	63	60	61	59	62
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	66	64	63	66	64	64	67	63	35	58	62	69	64	65	67	65	63	64	64	65	63	65	69	66	66	67	62	67	63	60	59	64
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	66	64	63	66	64	64	67	63	35	58	62	69	64	65	67	65	63	64	64	65	63	65	69	66	66	67	62	67	63	60	59	64
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	62	62	60	62	59	61	63	64	62	62	63	64	62	63	64	63	61	63	62	64	62	64	65	64	63	62	62	64	60	59	60	62
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	62	62	60	62	59	61	63	64	62	62	63	64	62	63	64	63	61	63	62	64	62	64	65	64	63	62	62	64	60	59	60	62

RITIS Data
I-95 Northbound
October and November, 2021
Tuesday, Wednesday, Thursday

October 21, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	66	61	62	62	62	64	62	67	63	65	65	64	64	65	65	67	63	58	40	15	29	40	60	59	62	64	64	66	66	62	66	64
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	66	61	62	62	62	64	62	67	63	65	65	64	64	65	65	67	63	58	40	15	29	40	60	59	62	64	64	66	66	62	66	64
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	64	63	62	63	61	57	58	62	61	62	62	62	63	63	63	65	36	38	39	25	29	32	31	32	38	49	61	63	64	64	64	63
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	64	63	62	63	61	57	58	62	61	62	62	62	63	63	63	65	36	38	39	25	29	32	31	32	38	49	61	63	64	64	64	63
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	62	62	65	63	59	60	61	62	62	64	64	66	64	64	67	47	33	35	41	30	27	25	33	44	63	63	65	66	64	65	62
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	62	62	65	63	59	60	61	62	62	64	64	66	64	64	67	47	33	35	41	30	27	25	33	44	63	63	65	66	64	65	62
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	62	60	60	60	50	50	60	59	60	62	63	64	64	63	65	64	51	43	44	52	39	30	33	48	65	62	62	63	63	62	63	62
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	62	60	60	60	50	50	60	59	60	62	63	64	64	63	65	64	51	43	44	52	39	30	33	48	65	62	62	63	63	62	63	62
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	61	59	58	60	46	33	54	59	60	60	63	62	62	63	64	62	28	28	35	32	35	34	40	57	64	60	61	62	62	60	62	61
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	61	59	58	60	46	33	54	59	60	60	63	62	62	63	64	62	28	28	35	32	35	34	40	57	64	60	61	62	62	60	62	61
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	61	58	61	62	62	58	63	62	62	61	64	65	66	63	65	65	31	28	13	31	53	62	66	66	65	63	62	63	62	60	62	62
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	61	58	61	62	62	58	63	62	62	61	64	65	66	63	65	65	31	28	13	31	53	62	66	66	65	63	62	63	62	60	62	62
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	60	58	61	59	59	60	62	61	62	62	64	63	61	61	62	63	52	31	21	24	36	47	64	65	63	62	60	63	60	59	59	61
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	60	58	61	59	59	60	62	61	62	62	64	63	61	61	62	63	52	31	21	24	36	47	64	65	63	62	60	63	60	59	59	61
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	65	62	64	64	64	63	66	64	63	64	65	65	61	64	65	63	63	56	57	46	57	63	66	68	65	64	63	65	63	59	60	62
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	65	62	64	64	64	63	66	64	63	64	65	65	61	64	65	63	63	56	57	46	57	63	66	68	65	64	63	65	63	59	60	62
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	61	61	60	61	63	63	61	62	62	62	61	63	64	61	63	63	63	57	58	63	64	63	65	63	63	61	61	62	62	60	59	57	61
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	61	61	60	61	63	63	61	62	62	61	63	64	61	63	63	63	57	58	63	64	63	65	63	63	61	61	62	62	60	59	57	61

October 26, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	65	62	63	61	49	53	61	62	28	37	65	65	63	67	65	64	64	65	63	64	62	59	61	60	60	60	65	64	67	64	65	67
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	65	62	63	61	49	53	61	62	28	37	65	65	63	67	65	64	64	65	63	64	62	59	61	60	60	60	65	64	67	64	65	67
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	66	61	61	61	63	50	56	35	41	52	60	61	62	65	64	63	61	59	54	53	41	38	31	33	30	48	62	61	65	61	64	65
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	66	61	61	61	63	50	56	35	41	52	60	61	62	65	64	63	61	59	54	53	41	38	31	33	30	48	62	61	65	61	64	65
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	66	62	60	63	61	58	60	52	57	62	62	64	65	66	66	65	61	61	63	61	57	44	32	41	53	63	63	63	62	61	64	64
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	66	62	60	63	61	58	60	52	57	62	62	64	65	66	66	65	61	61	63	61	57	44	32	41	53	63	63	63	62	61	64	64
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	64	60	59	60	53	54	61	60	65	59	53	64	64	65	66	66	62	61	62	62	60	61	62	64	65	64	61	63	60	61	64	64
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	64	60	59	60	53	54	61	60	65	59	53	64	64	65	66	66	62	61	62	62	60	61	62	64	65	64	61	63	60	61	64	64
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	61	60	60	55	43	54	58	61	63	60	61	62	63	62	65	65	63	62	61	62	62	64	64	65	64	63	60	62	60	60	62	62
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	61	60	60	55	43	54	58	61	63	60	61	62	63	62	65	65	63	62	61	62	62	64	64	65	64	63	60	62	60	60	62	62
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	62	60	60	60	61	59	60	63	62	62	61	64	63	63	66	65	66	63	62	64	64	65	64	66	65	66	60	62	62	61	62	63
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	62	60	60	60	61	59	60	63	62	62	61	64	63	63	66	65	66	63	62	64	64	65	64	66	65	66	60	62	62	61	62	63
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	62	59	60	56	57	58	59	62	60	61	60	61	62	62	65	65	64	62	63	64	61	64	64	61	63	65	59	62	60	60	60	62
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	62	59	60	56	57	58	59	62	60	61	60	61	62	62	65	65	64	62	63	64	61	64	64	61	63	65	59	62	60	60	60	62
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	64	63	63	62	62	62	62	64	65	63	61	66	65	66	66	69	66	65	65	66	63	67	67	65	66	69	62	63	61	62	63	63
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	64	63	63	62	62	62	62	64	65	63	61	66	66	66	69	66	65	65	66	63	67	67	65	66	69	62	63	61	62	63	63	
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	54	52	61	62	65	59	62	62	64	63	63	63	65	67	65	66	63	62	63	64	64	66	65	64	65	63	60	62	60	62	60	63
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	54	52	61	62	65	59	62	62	64	63	63	63	65	67	65	66	63	62	63	64	64	66	65	64	65	63	60	62	60	62	60	63

October 27, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	65	61	64	61	62	63	62	62	63	62	69	68	62	63	64	65	66	64	66	60	61	62	62	61	61	63	68	66	66	64	67	67
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	65	61	64	61	62	63	62	62	63	62	69	68	62	63	64	65	66	64	66	60	61	62	62	61	61	63	68	66	66	64	67	67
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	65	57	61	59	54	53	54	56	59	59	67	66	58	58	63	60	60	58	54	37	38	34	27	31	33	42	65	64	64	62	65	63
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	65	57	61	59	54	53	54	56	59	59	67	66	58	58	63	60	60	58	54	37	38	34	27	31	33	42	65	64	64	62	65	63
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	66	63	62	61	51	39	54	58	64	60	68	68	59	60	65	65	62	61	61	44	38	29	23	24	32	61	65	64	64	63	65	66
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	66	63	62	61	51	39	54	58	64	60	68	68	59	60	65	65	62	61	61	44	38	29	23	24	32	61	65	64	64	63	65	66
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	62	65	62	55	50	42	48	61	63	58	67	63	52	53	63	66	62	62	58	52	49	41	33	32	45	63	64	62	61	60	63	63
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	62	65	62	55	50	42	48	61	63	58	67	63	52	53	63	66	62	62	58	52	49	41	33	32	45	63	64	62	61	60	63	63
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	59	61	61	55	38	36	44	59	41	40	35	38	30	41	61	63	61	61	58	46	59	59	60	62	64	63	64	62	61	61	62	61
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	59	61	61	55	38	36	44	59	41	40	35	38	30	41	61	63	61	61	58	46	59	59	60	62	64	63	64	62	61	61	62	61
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	60	61	60	60	59	52	63	63	61	31	7	4	28	49	62	64	64	64	63	61	64	62	62	66	65	64	63	63	62	62	63	63
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	60	61	60	60	59	52	63	63	61	31	7	4	28	49	62	64	64	64	63	61	64	62	62	66	65	64	63	63	62	62	63	63
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	61	62	59	58	59	58	60	63	61	60	17	3	25	63	60	61	63	60	60	59	64	59	62	65	64	64	63	62	61	59	61	60
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	61	62	59	58	59	58	60	63	61	60	17	3	25	63	60	61	63	60	60	59	64	59	62	65	64	64	63	62	61	59	61	60
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	66	64	64	62	63	63	62	65	63	64	61	19	21	67	66	66	64	64	64	63	67	65	66	67	67	66	67	64	66	61	62	62
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	66	64	64	62	63	63	62	65	63	64	61	19	21	67	66	66	64	64	64	63	67	65	66	67	67	66	67	64	66	61	62	62
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	63	63	62	60	62	61	61	62	63	62	64	62	54	66	64	64	64	65	63	62	63	63	64	65	63	60	63	62	63	62	62	63
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	63	63	62	60	62	61	61	62	63	62	64	62	54	66	64	64	64	65	63	62	63	63	64	65	63	60	63	62	63	62	62	63

October 28, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	66	63	62	64	62	62	61	64	66	65	62	63	67	65	64	62	64	50	36	42	12	11	18	21	23	23	36	64	62	63	64	64
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	66	63	62	64	62	62	61	64	66	65	62	63	67	65	64	62	64	50	36	42	12	11	18	21	23	23	36	64	62	63	64	64
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	67	64	60	64	56	57	56	58	65	64	59	60	63	62	61	58	58	47	27	28	23	12	22	27	28	30	43	61	58	58	59	59
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	67	64	60	64	56	57	56	58	65	64	59	60	63	62	61	58	58	47	27	28	23	12	22	27	28	30	43	61	58	58	59	59
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	66	61	64	44	47	54	60	66	64	58	62	66	64	65	61	60	51	26	30	27	14	22	29	30	34	47	60	48	25	27	35
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	66	61	64	44	47	54	60	66	64	58	62	66	64	65	61	60	51	26	30	27	14	22	29	30	34	47	60	48	25	27	35
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	62	63	63	60	48	37	48	55	62	55	51	56	63	60	62	63	59	53	36	47	35	17	20	32	46	48	60	61	55	27	18	39
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	62	63	63	60	48	37	48	55	62	55	51	56	63	60	62	63	59	53	36	47	35	17	20	32	46	48	60	61	55	27	18	39
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	61	62	62	51	39	26	31	31	17	22	29	55	63	63	64	62	61	55	51	33	29	18	17	23	30	53	60	60	58	56	41	57
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	61	62	62	51	39	26	31	31	17	22	29	55	63	63	64	62	61	55	51	33	29	18	17	23	30	53	60	60	58	56	41	57
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	63	62	62	56	40	41	52	57	11	11	45	65	65	65	64	62	63	61	49	40	30	27	18	42	45	62	60	60	58	60	61	64
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	63	62	62	56	40	41	52	57	11	11	45	65	65	65	64	62	63	61	49	40	30	27	18	42	45	62	60	60	58	60	61	64
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	62	62	65	58	56	58	61	62	28	10	50	61	62	60	61	61	62	61	45	44	50	45	25	19	61	61	59	57	57	58	58	62
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	62	62	65	58	56	58	61	62	28	10	50	61	62	60	61	61	62	61	45	44	50	45	25	19	61	61	59	57	57	58	58	62
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	66	66	67	62	63	64	65	65	54	32	38	48	45	46	55	63	65	60	43	49	56	59	60	49	66	63	63	59	61	58	61	61
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	66	66	67	62	63	64	65	65	54	32	38	48	45	46	55	63	65	60	43	49	56	59	60	49	66	63	63	59	61	58	61	61
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	63	62	63	60	61	61	60	55	51	48	53	48	45	46	59	61	63	61	46	54	57	59	60	57	60	61	61	58	60	58	61	61
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	63	62	63	60	61	61	60	55	51	48	53	48	45	46	59	61	63	61	46	54	57	59	60	57	60	61	61	58	60	58	61	61

RITIS Data
I-95 Northbound
October and November, 2021
Tuesday, Wednesday, Thursday

November 02, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	64	61	64	64	58	48	46	48	49	51	53	53	49	52	57	59	70	67	61	60	62	58	60	61	63	66	66	66	66	68	65	65
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	64	61	64	64	58	48	46	48	49	51	53	53	49	52	57	59	70	67	61	60	62	58	60	61	63	66	66	66	66	68	65	65
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	65	63	65	63	52	45	43	48	43	43	53	49	46	51	55	57	68	66	53	55	52	40	39	37	56	62	63	63	64	64	64	65
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	65	63	65	63	52	45	43	48	43	43	53	49	46	51	55	57	68	66	53	55	52	40	39	37	56	62	63	63	64	64	64	65
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	64	62	64	63	49	35	41	42	35	36	51	47	43	51	59	55	69	65	51	48	55	32	30	36	62	65	64	63	63	65	63	66
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	64	62	64	63	49	35	41	42	35	36	51	47	43	51	59	55	69	65	51	48	55	32	30	36	62	65	64	63	63	65	63	66
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	64	62	64	62	51	37	40	42	33	43	50	50	47	53	58	56	58	53	48	46	52	40	36	59	64	64	63	62	63	62	61	63
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	64	62	64	62	51	37	40	42	33	43	50	50	47	53	58	56	58	53	48	46	52	40	36	59	64	64	63	62	63	62	61	63
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	61	60	61	59	52	37	30	36	43	46	45	42	39	50	55	56	6	8	21	25	33	58	62	63	63	65	64	63	61	62	59	61
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	61	60	61	59	52	37	30	36	43	46	45	42	39	50	55	56	6	8	21	25	33	58	62	63	63	65	64	63	61	62	59	61
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	60	61	60	60	61	58	57	57	53	44	40	38	47	51	54	56	2	7	15	42	59	61	65	64	63	66	65	63	61	65	61	62
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	60	61	60	60	61	58	57	57	53	44	40	38	47	51	54	56	2	7	15	42	59	61	65	64	63	66	65	63	61	65	61	62
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	59	60	60	60	60	56	59	56	45	42	42	40	51	54	56	57	4	7	13	62	64	60	65	64	64	65	62	62	60	64	60	63
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	59	60	60	60	60	56	59	56	45	42	42	40	51	54	56	57	4	7	13	62	64	60	65	64	64	65	62	62	60	64	60	63
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	63	64	63	65	65	61	64	60	51	48	47	44	53	54	57	58	28	41	54	65	65	63	65	64	66	68	65	63	61	65	62	63
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	63	64	63	65	65	61	64	60	51	48	47	44	53	54	57	58	28	41	54	65	65	63	65	64	66	68	65	63	61	65	62	63
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	62	62	61	63	62	60	61	62	57	48	48	48	55	56	57	54	63	62	64	59	62	61	61	61	62	65	63	61	59	61	61	64
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	62	62	61	63	62	60	61	62	57	48	48	48	55	56	57	54	63	62	64	59	62	61	61	61	62	65	63	61	59	61	61	64

November 03, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	63	62	66	63	64	65	64	66	69	66	64	64	68	64	65	67	66	65	64	63	60	60	62	63	65	66	66	63	66	65	66	65
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	63	62	66	63	64	65	64	66	69	66	64	64	68	64	65	67	66	65	64	63	60	60	62	63	65	66	66	63	66	65	66	65
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	63	63	64	61	63	60	55	60	66	62	60	63	64	62	64	65	60	58	55	44	36	31	40	37	57	63	65	58	63	64	65	64
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	63	63	64	61	63	60	55	60	66	62	60	63	64	62	64	65	60	58	55	44	36	31	40	37	57	63	65	58	63	64	65	64
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	63	64	63	63	63	60	57	61	67	62	60	64	64	64	66	67	62	60	61	51	34	27	38	53	66	65	66	58	64	61	65	66
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	63	64	63	63	63	60	57	61	67	62	60	64	64	64	66	67	62	60	61	51	34	27	38	53	66	65	66	58	64	61	65	66
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	61	61	63	59	53	51	54	51	40	44	46	58	65	63	67	64	63	60	63	58	52	34	50	65	66	63	66	60	64	61	61	63
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	61	61	63	59	53	51	54	51	40	44	46	58	65	63	67	64	63	60	63	58	52	34	50	65	66	63	66	60	64	61	61	63
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	60	59	61	55	30	28	31	33	10	18	25	52	62	62	64	63	62	61	63	57	58	50	63	64	65	62	64	58	62	59	59	60
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	60	59	61	55	30	28	31	33	10	18	25	52	62	62	64	63	62	61	63	57	58	50	63	64	65	62	64	58	62	59	59	60
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	61	60	61	54	53	34	50	61	27	13	34	63	63	63	67	63	65	62	64	62	59	62	64	66	68	63	64	63	62	58	62	62
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	61	60	61	54	53	34	50	61	27	13	34	63	63	63	67	63	65	62	64	62	59	62	64	66	68	63	64	63	62	58	62	62
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	62	61	61	57	60	59	62	62	60	26	52	61	62	65	66	62	62	59	59	61	58	61	66	63	63	61	62	62	59	59	61	61
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	62	61	61	57	60	59	62	62	60	26	52	61	62	65	66	62	62	59	59	61	58	61	66	63	63	61	62	62	59	59	61	61
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	64	63	66	63	64	62	65	65	64	62	60	64	64	68	69	67	68	62	63	64	62	62	68	65	66	65	67	62	62	59	61	63
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	64	63	66	63	64	62	65	65	64	62	60	64	64	68	69	67	68	62	63	64	62	62	68	65	66	65	67	62	62	59	61	63
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	60	61	61	61	63	61	62	65	62	60	63	61	64	66	64	64	65	59	61	62	61	61	65	67	65	63	63	62	61	60	62	59
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	60	61	61	61	63	61	62	65	62	60	63	61	64	66	64	64	65	59	61	62	61	61	65	67	65	63	63	62	61	60	62	59

November 04, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	66	61	62	60	63	62	63	64	61	61	66	66	66	60	60	64	64	62	63	63	64	61	64	64	60	58	63	63	66	65	65	64
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	66	61	62	60	63	62	63	64	61	61	66	66	66	60	60	64	64	62	63	63	64	61	64	64	60	58	63	63	66	65	65	64
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	66	61	60	61	59	57	58	59	55	58	64	64	64	62	62	62	60	58	59	55	54	49	32	29	25	29	34	58	65	64	63	65
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	66	61	60	61	59	57	58	59	55	58	64	64	64	62	62	62	60	58	59	55	54	49	32	29	25	29	34	58	65	64	63	65
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	63	63	62	61	56	58	59	58	62	65	66	66	66	66	65	62	61	58	45	42	36	30	22	20	25	34	63	65	63	66	65
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	63	63	62	61	56	58	59	58	62	65	66	66	66	66	65	62	61	58	45	42	36	30	22	20	25	34	63	65	63	66	65
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	64	62	61	55	49	50	48	51	51	59	65	64	64	65	63	62	62	61	42	46	59	48	60	53	38	43	58	63	62	61	62	61
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	64	62	61	55	49	50	48	51	51	59	65	64	64	65	63	62	62	61	42	46	59	48	60	53	38	43	58	63	62	61	62	61
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	61	61	60	56	33	31	38	54	52	59	64	61	64	64	65	66	61	62	54	47	60	60	63	62	63	62	60	61	60	38	21	24
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	61	61	60	56	33	31	38	54	52	59	64	61	64	64	65	66	61	62	54	47	60	60	63	62	63	62	60	61	60	38	21	24
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	63	62	60	59	53	45	58	63	64	63	64	62	63	65	66	66	64	64	61	63	64	63	65	64	64	65	61	61	61	58	35	32
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	63	62	60	59	53	45	58	63	64	63	64	62	63	65	66	66	64	64	61	63	64	63	65	64	64	65	61	61	61	58	35	32
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	62	61	62	58	60	60	61	63	62	63	62	63	65	63	66	63	62	61	60	62	63	60	64	63	63	61	61	59	59	57	57	61
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	62	61	62	58	60	60	61	63	62	63	62	63	65	63	66	63	62	61	60	62	63	60	64	63	63	61	61	59	59	57	57	61
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	65	64	64	63	64	63	65	64	64	65	64	66	66	65	70	65	66	62	63	65	66	64	68	67	66	64	63	62	60	61	61	64
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	65	64	64	63	64	63	65	64	64	65	64	66	66	65	70	65	66	62	63	65	66	64	68	67	66	64	63	62	60	61	61	64
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	63	64	60	61	62	61	62	61	61	63	61	65	63	65	64	63	61	57	61	61	61	61	64	61	61	56	57	60	58	59	58	63
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	63	64	60	61	62	61	62	61	61	63	61	65	63	65	64	63	61	57	61	61	61	61	64	61	61	56	57	60	58	59	58	63

November 09, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	66	61	64	63	56	25	26	28	38	60	65	64	65	61	64	66	65	52	27	22	19	21	21	21	16	8	5	5	22	23	37	39
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	66	61	64	63	56	25	26	28	38	60	65	64	65	61	64	66	65	52	27	22	19	21	21	21	16	8	5	5	22	23	37	39
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	66	62	64	64	63	50	53	54	59	60	62	63	62	61	62	63	60	58	56	32	27	26	24	24	24	11	6	6	17	29	63	65
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	66	62	64	64	63	50	53	54	59	60	62	63	62	61	62	63	60	58	56	32	27	26	24	24	24	11	6	6	17	29	63	65
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	65	65	65	62	57	59	60	64	60	65	64	64	62	64	65	63	60	60	53	36	24	27	26	32	18	11	8	14	47	64	66
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	65	65	65	62	57	59	60	64	60	65	64	64	62	64	65	63	60	60	53	36	24	27	26	32	18	11	8	14	47	64	66
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	63	64	63	60	51	53	61	57	61	58	62	62	62	64	65	65	62	60	62	57	59	35	39	50	57	38	14	12	12	47	62	64
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	63	64	63	60	51	53	61	57	61	58	62	62	62	64	65	65	62	60	62	57	59	35	39	50	57	38	14	12	12	47	62	64
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	63	63	61	59	41	49	63	57	61	57	62	63	62	63	63	65	63	59	61	59	61	57	57	58	59	55	33	20	21	41	62	62
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	63	63	61	59	41	49	63	57	61	57	62	63	62	63	63	65	63	59	61	59	61	57	57	58	59	55	33	20	21	41	62	62
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	63	61	62	61	63	60	65	60	59	59	63	65	60	62	65	64	63	62	60	61	62	62	61	62	59	57	54	56	61	61	61	63
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	63	61	62	61	63	60	65	60	59	59	63	65	60	62	65	64	63	62	60	61	62	62	61	62	59	57	54	56	61	61	61	63
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	63	62	62	60	63	59	63	57	58	57	62	66	62	63	65	60	62	59	62	61	59	62	61	61	57	55	56	57	60	57	61	62
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	63	62	62	60	63	59	63	57	58	57	62	66	62	63	65	60	62	59	62	61	59	62	61	61	57	55	56	57	60	57	61	62
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	67	66	67	65	66	63	67	62	62	62	64	65	66	65	67	65	64	62	65	64	64	64	63	65	61	58	58	62	61	60	62	63
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	67	66	67	65	66	63	67	62	62	62	64	65	66	65	67	65	64	62	65	64	64	64	63	65	61	58	58	62	61	60	62	63
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	64	63	64	63	63	63	62	61	61	61	63	63	63	63	64	66	60	58	59	61	62	59	60	62	57	55	56	57	59	58	61	63
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	64	63	64	63	63	63	62	61	61	61	63	63	63	63	64	66	60	58	59	61	62	59	60	62	57	55	56	57	59	58	61	63

RITIS Data
I-95 Northbound
October and November, 2021
Tuesday, Wednesday, Thursday

November 10, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	67	65	64	43	26	31	24	25	25	29	46	65	65	64	66	63	26	22	20	17	19	18	19	13	16	28	20	24	25	26	29	49
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	67	65	64	43	26	31	24	25	25	29	46	65	65	64	66	63	26	22	20	17	19	18	19	13	16	28	20	24	25	26	29	49
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	65	65	63	64	49	33	32	38	33	33	36	64	63	63	64	64	40	24	24	19	23	16	23	16	10	15	21	18	46	53	55	60
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	65	65	63	64	49	33	32	38	33	33	36	64	63	63	64	64	40	24	24	19	23	16	23	16	10	15	21	18	46	53	55	60
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	66	64	65	61	37	42	39	43	35	64	67	65	65	64	67	41	28	21	18	23	16	19	21	14	14	27	19	48	53	58	62
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	66	64	65	61	37	42	39	43	35	64	67	65	65	64	67	41	28	21	18	23	16	19	21	14	14	27	19	48	53	58	62
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	63	63	62	61	55	43	49	51	61	56	65	65	63	64	64	67	43	45	25	25	25	21	17	18	23	15	13	33	40	45	50	52	59
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	63	63	62	61	55	43	49	51	61	56	65	65	63	64	64	67	43	45	25	25	25	21	17	18	23	15	13	33	40	45	50	52	59
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	64	62	63	60	49	31	32	58	60	62	63	63	64	62	62	62	52	59	44	28	27	20	16	22	22	15	20	21	21	36	43	58
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	64	62	63	60	49	31	32	58	60	62	63	63	64	62	62	62	52	59	44	28	27	20	16	22	22	15	20	21	21	36	43	58
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	64	62	64	62	62	61	57	62	63	66	66	65	65	62	64	64	62	65	62	59	61	48	43	37	50	29	16	32	20	29	44	57
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	64	62	64	62	62	61	57	62	63	66	66	65	65	62	64	64	62	65	62	59	61	48	43	37	50	29	16	32	20	29	44	57
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	62	62	62	62	60	58	62	58	63	63	64	65	63	63	64	63	61	63	61	61	60	60	58	59	53	53	36	33	46	37	52	50
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	62	62	62	62	60	58	62	58	63	63	64	65	63	63	64	63	61	63	61	61	60	60	58	59	53	53	36	33	46	37	52	50
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	66	66	66	66	64	63	63	60	64	64	67	65	67	68	66	65	63	63	63	62	64	62	62	61	54	54	56	54	53	51	58	59
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	66	66	66	66	64	63	63	60	64	64	67	65	67	68	66	65	63	63	63	62	64	62	62	61	54	54	56	54	53	51	58	59
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	64	64	63	63	63	61	63	63	63	63	64	63	64	64	63	63	59	59	60	61	63	62	63	59	54	55	57	56	56	58	60	61
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	64	64	63	63	63	61	63	63	63	63	64	63	64	64	63	63	59	59	60	61	63	62	63	59	54	55	57	56	56	58	60	61

November 11, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	68	66	69	66	65	65	65	64	64	65	64	65	65	64	66	64	61	58	58	44	25	20	25	23	25	18	27	27	26	24	54	65
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	68	66	69	66	65	65	65	64	64	65	64	65	65	64	66	64	61	58	58	44	25	20	25	23	25	18	27	27	26	24	54	65
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	66	65	66	64	62	61	62	59	62	63	62	63	64	64	63	61	58	61	56	57	51	27	29	29	50	30	14	16	11	10	56	65
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	66	65	66	64	62	61	62	59	62	63	62	63	64	64	63	61	58	61	56	57	51	27	29	29	50	30	14	16	11	10	56	65
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	63	68	65	63	63	64	64	65	66	64	66	67	66	66	62	63	63	59	60	57	43	31	41	59	60	41	26	30	26	63	66
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	63	68	65	63	63	64	64	65	66	64	66	67	66	66	62	63	63	59	60	57	43	31	41	59	60	41	26	30	26	63	66
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	63	61	66	60	61	63	64	64	62	65	64	66	64	67	64	63	61	60	62	61	57	55	44	58	59	59	60	58	64	62	65	66
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	63	61	66	60	61	63	64	64	62	65	64	66	64	67	64	63	61	60	62	61	57	55	44	58	59	59	60	58	64	62	65	66
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	65	62	65	60	63	63	62	63	62	63	63	64	63	65	64	61	60	61	62	61	58	58	61	58	57	57	59	59	61	56	63	62
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	65	62	65	60	63	63	62	63	62	63	63	64	63	65	64	61	60	61	62	61	58	58	61	58	57	57	59	59	61	56	63	62
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	63	63	66	63	64	64	64	63	65	62	64	65	63	65	63	61	63	64	64	63	57	60	63	60	56	59	60	58	61	60	63	63
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	63	63	66	63	64	64	64	63	65	62	64	65	63	65	63	61	63	64	64	63	57	60	63	60	56	59	60	58	61	60	63	63
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	63	63	64	64	63	63	63	60	62	62	62	63	63	66	63	59	62	63	61	62	58	60	64	60	58	59	59	58	58	57	62	61
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	63	63	64	64	63	63	63	60	62	62	62	63	63	66	63	59	62	63	61	62	58	60	64	60	58	59	59	58	58	57	62	61
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	65	66	67	67	66	66	65	65	65	65	66	66	67	69	66	64	65	67	62	65	61	65	65	63	61	60	60	60	62	61	66	65
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	65	66	67	67	66	66	65	65	65	65	66	66	67	69	66	64	65	67	62	65	61	65	65	63	61	60	60	60	62	61	66	65
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	63	63	64	63	65	65	62	63	62	64	65	64	65	66	63	63	64	64	62	60	59	63	62	61	60	60	60	59	59	61	63	64
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	63	63	64	63	65	65	62	63	62	64	65	64	65	66	63	63	64	64	62	60	59	63	62	61	60	60	60	59	59	61	63	64

November 16, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	66	63	65	52	43	55	60	62	61	56	48	64	57	64	65	65	51	45	35	25	25	22	20	23	22	26	31	47	63	63	62	61
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	66	63	65	52	43	55	60	62	61	56	48	64	57	64	65	65	51	45	35	25	25	22	20	23	22	26	31	47	63	63	62	61
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	65	67	65	61	59	60	56	56	55	55	57	63	61	62	63	62	59	57	52	37	30	27	24	25	27	25	31	44	60	59	61	61
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	65	67	65	61	59	60	56	56	55	55	57	63	61	62	63	62	59	57	52	37	30	27	24	25	27	25	31	44	60	59	61	61
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	65	66	65	65	60	61	57	35	35	38	55	65	64	64	66	65	60	60	59	53	48	28	26	29	31	28	47	63	62	60	62	63
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	65	66	65	65	60	61	57	35	35	38	55	65	64	64	66	65	60	60	59	53	48	28	26	29	31	28	47	63	62	60	62	63
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	65	64	62	58	49	54	51	32	28	34	52	65	64	64	62	65	60	62	60	64	56	31	29	29	36	51	59	61	60	60	62	63
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	65	64	62	58	49	54	51	32	28	34	52	65	64	64	62	65	60	62	60	64	56	31	29	29	36	51	59	61	60	60	62	63
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	64	65	63	51	28	27	26	27	19	25	44	63	63	62	62	64	60	60	59	63	58	48	27	26	30	48	58	59	58	57	60	62
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	64	65	63	51	28	27	26	27	19	25	44	63	63	62	62	64	60	60	59	63	58	48	27	26	30	48	58	59	58	57	60	62
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	65	65	64	60	33	22	25	28	26	30	64	66	64	63	64	64	62	64	63	65	62	59	54	40	46	56	57	57	56	58	60	64
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	65	65	64	60	33	22	25	28	26	30	64	66	64	63	64	64	62	64	63	65	62	59	54	40	46	56	57	57	56	58	60	64
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	64	63	65	58	56	23	37	51	49	45	64	64	62	61	64	63	60	62	62	62	60	59	59	56	58	56	58	57	56	57	59	63
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	64	63	65	58	56	23	37	51	49	45	64	64	62	61	64	63	60	62	62	62	60	59	59	56	58	56	58	57	56	57	59	63
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	69	69	67	63	64	50	62	64	63	63	67	66	63	64	68	65	65	63	65	66	62	62	61	61	62	59	60	60	59	60	61	63
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	69	69	67	63	64	50	62	64	63	63	67	66	63	64	68	65	65	63	65	66	62	62	61	61	62	59	60	60	59	60	61	63
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	67	67	66	62	63	61	62	63	61	62	63	63	62	63	64	62	61	60	62	63	62	61	62	59	58	56	57	59	59	58	60	61
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	67	67	66	62	63	61	62	63	61	62	63	63	62	63	64	62	61	60	62	63	62	61	62	59	58	56	57	59	59	58	60	61

November 17, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	53	60	63	63	61	62	50	61	66	65	64	64	67	65	63	67	59	52	35	24	24	26	28	25	23	23	27	48	61	59	63	64
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	53	60	63	63	61	62	50	61	66	65	64	64	67	65	63	67	59	52	35	24	24	26	28	25	23	23	27	48	61	59	63	64
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	64	63	65	65	59	57	58	57	62	59	61	63	62	61	63	66	59	57	56	41	26	36	33	32	26	31	43	59	60	59	64	64
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	64	63	65	65	59	57	58	57	62	59	61	63	62	61	63	66	59	57	56	41	26	36	33	32	26	31	43	59	60	59	64	64
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	63	63	66	65	59	55	57	58	65	63	61	65	65	62	65	67	60	59	58	53	35	31	29	36	29	33	58	59	61	61	61	65
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	63	63	66	65	59	55	57	58	65	63	61	65	65	62	65	67	60	59	58	53	35	31	29	36	29	33	58	59	61	61	61	65
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	61	61	63	60	50	49	48	52	63	60	59	66	64	61	64	67	58	56	58	54	54	33	32	38	48	51	58	56	59	58	62	63
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	61	61	63	60	50	49	48	52	63	60	59	66	64	61	64	67	58	56	58	54	54	33	32	38	48	51	58	56	59	58	62	63
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	60	61	63	60	35	29	31	52	64	60	61	64	62	60	63	65	59	58	60	55	56	51	35	26	36	55	51	54	58	59	61	61
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	60	61	63	60	35	29	31	52	64	60	61	64	62	60	63	65	59	58	60	55	56	51	35	26	36	55	51	54	58	59	61	61
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	64	64	64	61	54	42	50	60	65	60	63	65	64	61	65	65	62	62	63	61	59	64	58	48	53	53	42	47	57	58	61	62
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	64	64	64	61	54	42	50	60	65	60	63	65	64	61	65	65	62	62	63	61	59	64	58	48	53	53	42	47	57	58	61	62
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	63	62	63	59	62	61	61	64	64	59	60	65	62	61	62	64	61	57	62	60	64	60	58	55	56	54	54	54	56	57	59	63
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	63	62	63	59	62	61	61	64	64	59	60	65	62	61	62	64	61	57	62	60	64	60	58	55	56	54	54	54	56	57	59	63
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	67	65	67	65	65	64	64	67	65	63	64	66	63	63	65	66	65	61	64	62	65	66	63	58	60	59	60	59	59	59	61	63
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	67	65	67	65	65	64	64	67	65	63	64	66	63	63	65	66	65	61	64	62	65	66	63	58	60	59	60	59	59	59	61	63
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	64	63	64	62	63	63	62	65	64	60	63	64	60	61	64	65	60	60	60	60	62	62	61	59	56	56	56	58	56	56	61	62
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	64	63	64	62	63	63	62	65	64	60	63	64	60	61	64	65	60	60	60	60	62	62	61	59	56	56	56	58	56	56	61	62

RITIS Data
I-95 Northbound
October and November, 2021
Tuesday, Wednesday, Thursday

		November 18, 2021																																
From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
NB Marina Blvd Off-Ramp	NB Marina Blvd On-Ramp	102P04129	0.825753	66	61	65	64	61	61	59	53	36	21	38	64	66	64	64	67	39	27	21	17	18	18	19	20	21	23	30	25	21	30	16	6
NB I-95	NB Marina Blvd Off-Ramp	102+04129	0.417369	66	61	65	64	61	61	59	53	36	21	38	64	66	64	64	67	39	27	21	17	18	18	19	20	21	23	30	25	21	30	16	6
NB I-595 Off-Ramp	NB I-95	102P04128	0.331576	64	64	63	64	60	59	55	57	57	50	60	60	62	61	60	65	32	29	27	23	19	23	19	23	23	21	31	21	21	45	27	5
NB Griffin Rd On-Ramp	NB I-595 Off-Ramp	102+04128	0.416154	64	64	63	64	60	59	55	57	57	50	60	60	62	61	60	65	32	29	27	23	19	23	19	23	23	21	31	21	21	45	27	5
NB Griffin Rd Off-Ramp	NB Griffin Rd On-Ramp	102P04127	0.614214	64	67	64	65	59	58	55	59	60	61	62	62	63	64	64	64	24	23	24	21	18	19	16	20	21	17	24	22	34	49	49	31
NB Stirling Rd On-Ramp	NB Griffin Rd Off-Ramp	102+04127	0.401743	64	67	64	65	59	58	55	59	60	61	62	62	63	64	64	64	24	23	24	21	18	19	16	20	21	17	24	22	34	49	49	31
NB Stirling Rd Off-Ramp	NB Stirling Rd On-Ramp	102P04126	0.659605	61	65	62	61	49	47	48	59	58	62	63	60	62	61	64	63	25	23	23	21	20	17	15	17	24	19	19	34	41	48	50	55
NB Sheridan St On-Ramp	NB Stirling Rd Off-Ramp	102+04126	0.349115	61	65	62	61	49	47	48	59	58	62	63	60	62	61	64	63	25	23	23	21	20	17	15	17	24	19	19	34	41	48	50	55
NB Sheridan St Off-Ramp	NB Sheridan St On-Ramp	102P04125	0.664366	60	64	63	58	37	35	47	61	59	62	61	60	61	60	64	65	24	20	18	18	18	14	15	13	17	19	18	28	46	47	48	52
NB Hollywood Blvd On-Ramp	NB Sheridan St Off-Ramp	102+04125	0.89701	60	64	63	58	37	35	47	61	59	62	61	60	61	60	64	65	24	20	18	18	18	14	15	13	17	19	18	28	46	47	48	52
NB Hollywood Blvd Off-Ramp	NB Hollywood Blvd On-Ramp	102P04124	0.704103	59	64	64	60	61	58	62	62	61	64	63	60	64	61	66	62	42	26	18	26	26	17	17	15	17	23	24	39	47	47	48	53
NB Pembroke Rd On-Ramp	NB Hollywood Blvd Off-Ramp	102+04124	0.316048	59	64	64	60	61	58	62	62	61	64	63	60	64	61	66	62	42	26	18	26	26	17	17	15	17	23	24	39	47	47	48	53
NB Pembroke Rd Off-Ramp	NB Pembroke Rd On-Ramp	102P04123	0.668563	62	64	65	61	62	60	60	59	62	63	61	61	62	61	66	61	55	48	43	36	44	35	24	22	26	36	44	48	46	45	51	54
NB Hallandale Beach Blvd On-Ramp	NB Pembroke Rd Off-Ramp	102+04123	0.174926	62	64	65	61	62	60	60	59	62	63	61	61	62	61	66	61	55	48	43	36	44	35	24	22	26	36	44	48	46	45	51	54
NB Hallandale Beach Blvd Off-Ramp	NB Hallandale Beach Blvd On-Ramp	102P04122	0.55518	67	67	68	65	65	63	63	63	63	64	65	64	65	66	67	63	58	54	47	37	45	47	47	46	45	49	50	49	48	46	52	57
NB Ives Dairy Rd On-Ramp	NB Hallandale Beach Blvd Off-Ramp	102+04122	0.474063	67	67	68	65	65	63	63	63	63	64	65	64	65	66	67	63	58	54	47	37	45	47	47	46	45	49	50	49	48	46	52	57
NB Ives Dairy Rd Off-Ramp	NB Ives Dairy Rd On-Ramp	102P04121	1.201537	64	65	66	61	63	60	60	61	61	61	64	62	63	64	64	63	54	51	46	37	46	45	46	47	47	49	51	48	47	45	46	30
NB Miami Gardens Drive On-Ramp	NB Ives Dairy Rd Off-Ramp	102+04121	1.176568	64	65	66	61	63	60	60	61	61	61	64	62	63	64	64	63	54	51	46	37	46	45	46	47	47	49	51	48	47	45	46	30

RITIS Data
I-95 Southbound
October and November, 2021
Tuesday, Wednesday, Thursday

October 05, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	67	65	66	67	66	65	62	63	63	64	64	62	64	65	64	66	63	61	58	60	62	59	58	52	49	52	56	60	59	62	62	64
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	67	65	66	67	66	65	62	63	63	64	64	62	64	65	64	66	63	61	58	60	62	59	58	52	49	52	56	60	59	62	62	64
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	69	66	68	69	68	67	65	63	63	64	65	65	65	65	66	67	63	62	61	61	62	61	61	57	46	61	62	64	64	66	65	65
SB I-95	SB I-95	102N04128	0.307206	69	66	68	69	68	67	65	63	63	64	65	65	65	65	66	67	63	62	61	61	62	61	61	57	46	61	62	64	64	66	65	65
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	66	64	63	65	65	64	60	60	60	61	61	62	62	63	63	63	61	59	57	54	56	52	41	34	35	43	60	62	58	52	61	63
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	66	64	63	65	65	64	60	60	60	61	61	62	62	63	63	63	61	59	57	54	56	52	41	34	35	43	60	62	58	52	61	63
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	68	66	65	66	66	65	62	61	63	62	65	64	64	64	65	64	61	58	59	47	55	41	41	39	51	52	62	54	15	25	61	64
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	68	66	65	66	66	65	62	61	63	62	65	64	64	64	65	64	61	58	59	47	55	41	41	39	51	52	62	54	15	25	61	64
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	64	62	64	64	65	61	61	61	60	61	63	62	63	62	64	63	59	56	56	56	54	54	49	54	52	55	55	45	24	43	57	62
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	64	62	64	64	65	61	61	61	60	61	63	62	63	62	64	63	59	56	56	56	54	54	49	54	52	55	55	45	24	43	57	62
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	64	64	66	62	67	63	62	62	61	62	64	62	63	63	65	62	61	57	57	59	55	57	57	56	55	58	61	64	66	59	60	62
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	64	64	66	62	67	63	62	62	61	62	64	62	63	63	65	62	61	57	57	59	55	57	57	56	55	58	61	64	66	59	60	62
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	66	62	65	63	67	63	62	55	60	56	57	59	62	61	64	62	58	59	47	53	58	53	58	57	52	58	60	61	64	59	58	61
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	66	62	65	63	67	63	62	55	60	56	57	59	62	61	64	62	58	59	47	53	58	53	58	57	52	58	60	61	64	59	58	61
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	65	63	67	64	67	64	63	55	60	56	59	58	65	61	62	63	32	58	53	55	59	54	47	42	48	56	56	61	66	62	61	63
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	65	63	67	64	67	64	63	55	60	56	59	58	65	61	62	63	32	58	53	55	59	54	47	42	48	56	56	61	66	62	61	63
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	64	55	55	39	30	29	27	27	17	22	26	30	30	29	38	40	20	19	21	18	18	20	20	17	18	19	19	35	62	61	61	62
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	64	55	55	39	30	29	27	27	17	22	26	30	30	29	38	40	20	19	21	18	18	20	20	17	18	19	19	35	62	61	61	62

October 06, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	66	66	68	65	64	65	61	62	62	61	64	64	68	69	68	68	60	58	59	57	57	52	60	58	62	64	65	64	64	65	63	65
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	66	66	68	65	64	65	61	62	62	61	64	64	68	69	68	68	60	58	59	57	57	52	60	58	62	64	65	64	64	65	63	65
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	67	70	70	67	66	66	64	65	65	64	67	68	69	70	66	68	59	60	62	60	59	57	50	42	59	65	65	65	66	66	64	66
SB I-95	SB I-95	102N04128	0.307206	67	70	70	67	66	66	64	65	65	64	67	68	69	70	66	68	59	60	62	60	59	57	50	42	59	65	65	65	66	66	64	66
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	66	66	66	64	62	61	60	58	59	59	63	63	65	67	66	64	57	56	56	53	53	41	29	32	37	55	61	63	63	63	63	62
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	66	66	66	64	62	61	60	58	59	59	63	63	65	67	66	64	57	56	56	53	53	41	29	32	37	55	61	63	63	63	63	62
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	67	67	68	63	64	64	62	59	58	61	63	63	67	66	67	67	58	58	56	55	54	42	39	43	42	51	60	65	64	64	64	65
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	67	67	68	63	64	64	62	59	58	61	63	63	67	66	67	67	58	58	56	55	54	42	39	43	42	51	60	65	64	64	64	65
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	65	66	66	63	64	63	60	58	59	60	61	61	64	62	60	65	57	54	54	57	54	53	55	49	55	57	59	62	63	61	61	62
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	65	66	66	63	64	63	60	58	59	60	61	61	64	62	60	65	57	54	54	57	54	53	55	49	55	57	59	62	63	61	61	62
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	66	66	66	63	64	63	61	59	61	61	63	62	56	17	24	65	58	57	57	58	57	55	59	57	59	60	60	64	63	61	60	62
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	66	66	66	63	64	63	61	59	61	61	63	62	56	17	24	65	58	57	57	58	57	55	59	57	59	60	60	64	63	61	60	62
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	65	66	67	64	64	63	57	41	47	49	56	53	18	10	27	56	58	58	56	41	50	56	55	53	40	48	57	56	59	62	61	60	62
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	65	66	67	64	64	63	57	41	47	49	56	53	18	10	27	56	58	58	56	41	50	56	55	53	40	48	57	56	59	62	61	60	62
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	66	66	67	66	63	63	59	52	52	45	58	53	60	62	56	60	51	48	46	47	47	28	25	26	32	30	45	57	63	63	62	63
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	66	66	67	66	63	63	59	52	52	45	58	53	60	62	56	60	51	48	46	47	47	28	25	26	32	30	45	57	63	63	62	63
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	66	64	66	60	40	31	27	24	21	20	28	42	62	66	57	38	16	17	18	16	17	18	18	17	17	14	17	22	43	57	62	61
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	66	64	66	60	40	31	27	24	21	20	28	42	62	66	57	38	16	17	18	16	17	18	18	17	17	14	17	22	43	57	62	61

October 07, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	68	64	64	64	66	64	62	63	62	63	64	62	65	64	61	63	61	57	59	57	53	42	35	29	29	40	61	63	62	63	62	65
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	68	64	64	64	66	64	62	63	62	63	64	62	65	64	61	63	61	57	59	57	53	42	35	29	29	40	61	63	62	63	62	65
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	68	67	66	65	67	65	64	63	65	64	66	63	64	65	63	64	63	60	61	54	35	25	23	22	22	30	60	64	64	66	63	66
SB I-95	SB I-95	102N04128	0.307206	68	67	66	65	67	65	64	63	65	64	66	63	64	65	63	64	63	60	61	54	35	25	23	22	22	30	60	64	64	66	63	66
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	67	64	63	62	62	61	59	58	61	61	61	62	62	62	64	62	56	54	58	52	41	35	29	26	23	33	45	60	60	60	60	63
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	67	64	63	62	62	61	59	58	61	61	61	62	62	62	64	62	56	54	58	52	41	35	29	26	23	33	45	60	60	60	60	63
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	68	66	64	63	60	63	62	59	61	61	62	65	63	64	65	62	49	57	60	55	53	43	39	33	35	43	46	50	41	60	60	63
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	68	66	64	63	60	63	62	59	61	61	62	65	63	64	65	62	49	57	60	55	53	43	39	33	35	43	46	50	41	60	60	63
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	65	63	62	62	62	62	60	58	59	61	62	63	62	64	64	62	53	56	58	56	55	54	51	56	52	53	35	50	41	56	57	61
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	65	63	62	62	62	62	60	58	59	61	62	63	62	64	64	62	53	56	58	56	55	54	51	56	52	53	35	50	41	56	57	61
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	64	62	64	61	62	60	61	60	44	42	59	64	62	63	64	63	56	57	58	60	58	56	45	58	55	31	23	58	62	58	59	61
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	64	62	64	61	62	60	61	60	44	42	59	64	62	63	64	63	56	57	58	60	58	56	45	58	55	31	23	58	62	58	59	61
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	64	63	64	63	54	60	60	49	25	23	55	63	64	60	64	63	54	56	44	46	59	53	38	37	22	12	35	58	60	58	58	57
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	64	63	64	63	54	60	60	49	25	23	55	63	64	60	64	63	54	56	44	46	59	53	38	37	22	12	35	58	60	58	58	57
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	66	64	64	64	55	48	57	53	49	57	57	65	64	63	66	65	22	22	30	40	51	29	25	26	24	17	45	54	61	58	58	60
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	66	64	64	64	55	48	57	53	49	57	57	65	64	63	66	65	22	22	30	40	51	29	25	26	24	17	45	54	61	58	58	60
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	61	61	63	45	26	23	22	16	18	26	36	47	53	48	58	63	16	16	15	19	18	16	16	16	17	25	34	22	26	46	60	61
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	61	61	63	45	26	23	22	16	18	26	36	47	53	48	58	63	16	16	15	19	18	16	16	16	17	25	34	22	26	46	60	61

October 12, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	64	56	58	60	62	66	65	63	65	66	64	63	64	66	65	66	63	61	60	61	59	60	61	59	60	63	64	67	66	64	61	65
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	64	56	58	60	62	66	65	63	65	66	64	63	64	66	65	66	63	61	60	61	59	60	61	59	60	63	64	67	66	64	61	65
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	66	58	64	63	65	70	65	68	68	61	65	65	64	66	67	66	64	62	61	60	61	63	62	45	56	63	65	71	68	64	63	64
SB I-95	SB I-95	102N04128	0.307206	66	58	64	63	65	70	65	68	68	61	65	65	64	66	67	66	64	62	61	60	61	63	62	45	56	63	65	71	68	64	63	64
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	64	61	62	62	63	66	63	61	62	60	61	62	64	63	62	63	59	60	54	44	52	57	49	32	39	47	52	67	62	62	59	59
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	64	61	62	62	63	66	63	61	62	60	61	62	64	63	62	63	59	60	54	44	52	57	49	32	39	47	52	67	62	62	59	59
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	53	59	66	66	65	65	65	63	60	64	64	64	65	67	62	64	60	60	58	48	46	45	44	42	41	41	59	66	63	63	61	61
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	53	59	66	66	65	65	65	63	60	64	64	64	65	67	62	64	60	60	58	48	46	45	44	42	41	41	59	66	63	63	61	61
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	21	32	67	64	65	64	62	62	62	64	63	61	64	63	61	62	58	58	59	57	53	52	55	53	54	53	60	64	63	61	56	59
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	21	32	67	64	65	64	62	62	62	64	63	61	64	63	61	62	58	58	59	57	53	52	55	53	54	53	60	64	63	61	56	59
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	62	57	68	66	65	64	61	61	62	63	62	62	62	63	61	62	59	39	57	58	57	59	61	58	56	50	55	64	63	63	60	60
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	62	57	68	66	65	64	61	61	62	63	62	62	62	63	61	62	59	39	57	58	57	59	61	58	56	50	55	64	63	63	60	60
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	63	62	61	68	58	48	56	56	40	53	57	63	62	64	61	61	19	18	45	48	58	58	60	57	45	19	34	63	64	62	55	58
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	63	62	61	68	58	48	56	56	40	53	57	63	62	64	61	61	19	18	45	48	58	58	60	57	45	19	34	63	64	62	55	58
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	66	61	62	62	48	40	43	29	23	31	57	64	63	65	63	64	9	16	31	46	57	59	58	59	38	27	39	62	65	62	57	61
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	66	61	62	62	48	40	43	29	23	31	57	64	63	65	63	64	9	16	31	46	57	59	58	59	38	27	39	62	65	62	57	61
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	61	40	40	31	18	21	21	14	19	19	25	27	26	28	36	36	11	19	19	18	20	18	21	21	20	39	41	38	62	60	58	53
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	61	40	40	31	18	21	21	14	19	19	25	27	26	28	36	36	11	19	19	18	20	18	21	21	20	39	41	38	62	60	58	53

RITIS Data
I-95 Southbound
October and November, 2021
Tuesday, Wednesday, Thursday

October 13, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	68	68	69	64	65	64	63	62	64	65	64	62	64	64	63	64	61	61	60	60	61	60	60	60	60	61	60	62	63	59	62	60
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	68	68	69	64	65	64	63	62	64	65	64	62	64	64	63	64	61	61	60	60	61	60	60	60	60	61	60	62	63	59	62	60
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	69	70	70	67	66	65	63	62	63	66	65	62	62	65	64	65	61	62	61	60	62	61	57	47	59	61	66	64	65	62	64	63
SB I-95	SB I-95	102N04128	0.307206	69	70	70	67	66	65	63	62	63	66	65	62	62	65	64	65	61	62	61	60	62	61	57	47	59	61	66	64	65	62	64	63
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	67	67	65	64	63	62	59	60	59	63	64	60	61	63	62	62	59	57	57	56	57	53	37	29	41	47	63	62	63	59	58	60
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	67	67	65	64	63	62	59	60	59	63	64	60	61	63	62	62	59	57	57	56	57	53	37	29	41	47	63	62	63	59	58	60
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	69	67	65	66	65	63	61	62	63	64	66	63	64	65	64	63	58	57	60	56	57	45	35	44	53	55	62	63	64	59	61	64
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	69	67	65	66	65	63	61	62	63	64	66	63	64	65	64	63	58	57	60	56	57	45	35	44	53	55	62	63	64	59	61	64
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	67	65	64	64	64	63	61	60	61	62	64	61	63	63	63	61	56	57	59	56	53	51	40	53	55	58	59	61	63	57	57	60
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	67	65	64	64	64	63	61	60	61	62	64	61	63	63	63	61	56	57	59	56	53	51	40	53	55	58	59	61	63	57	57	60
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	68	64	66	65	63	63	62	61	60	62	66	63	61	63	65	64	57	59	62	60	59	57	60	59	57	62	62	63	62	59	58	62
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	68	64	66	65	63	63	62	61	60	62	66	63	61	63	65	64	57	59	62	60	59	57	60	59	57	62	62	63	62	59	58	62
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	67	64	65	64	61	56	62	60	57	61	52	61	59	61	61	61	58	62	62	59	58	53	54	57	52	59	61	62	63	59	56	61
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	67	64	65	64	61	56	62	60	57	61	52	61	59	61	61	61	58	62	62	59	58	53	54	57	52	59	61	62	63	59	56	61
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	67	65	64	63	62	59	64	61	47	58	59	64	60	59	62	63	30	37	50	43	50	29	32	37	46	52	59	62	65	60	58	64
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	67	65	64	63	62	59	64	61	47	58	59	64	60	59	62	63	30	37	50	43	50	29	32	37	46	52	59	62	65	60	58	64
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	63	64	63	55	34	36	27	20	23	21	28	40	34	33	54	62	16	20	15	17	18	15	18	15	18	17	16	23	29	43	57	56
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	63	64	63	55	34	36	27	20	23	21	28	40	34	33	54	62	16	20	15	17	18	15	18	15	18	17	16	23	29	43	57	56

October 14, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	68	66	66	65	65	63	65	65	62	66	63	64	67	62	64	65	60	61	60	60	58	60	37	44	61	61	64	63	64	61	64	64
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	68	66	66	65	65	63	65	65	62	66	63	64	67	62	64	65	60	61	60	60	58	60	37	44	61	61	64	63	64	61	64	64
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	69	68	68	65	69	64	67	66	64	66	67	64	64	63	67	66	63	61	61	60	58	36	22	31	54	56	55	65	65	63	64	65
SB I-95	SB I-95	102N04128	0.307206	69	68	68	65	69	64	67	66	64	66	67	64	64	63	67	66	63	61	61	60	58	36	22	31	54	56	55	65	65	63	64	65
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	66	65	65	63	64	61	61	61	58	61	60	60	61	61	62	63	57	60	56	50	41	20	25	34	29	30	40	63	62	58	60	62
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	66	65	65	63	64	61	61	61	58	61	60	60	61	61	62	63	57	60	56	50	41	20	25	34	29	30	40	63	62	58	60	62
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	67	66	67	64	62	63	63	64	61	63	63	61	64	63	65	65	56	58	50	42	39	33	39	38	37	39	46	61	60	59	62	64
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	67	66	67	64	62	63	63	64	61	63	63	61	64	63	65	65	56	58	50	42	39	33	39	38	37	39	46	61	60	59	62	64
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	63	64	64	62	64	61	63	63	60	62	63	62	62	63	63	62	57	59	56	56	54	58	54	34	47	57	57	62	58	57	61	62
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	63	64	64	62	64	61	63	63	60	62	63	62	62	63	63	62	57	59	56	56	54	58	54	34	47	57	57	62	58	57	61	62
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	64	64	67	63	64	62	65	63	63	63	64	64	63	63	63	64	58	59	60	58	60	59	57	53	56	57	59	63	61	58	60	61
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	64	64	67	63	64	62	65	63	63	63	64	64	63	63	63	64	58	59	60	58	60	59	57	53	56	57	59	63	61	58	60	61
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	66	64	68	63	60	56	61	62	63	63	64	63	61	61	62	64	57	49	58	59	59	54	54	55	55	48	35	51	58	58	58	59
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	66	64	68	63	60	56	61	62	63	63	64	63	61	61	62	64	57	49	58	59	59	54	54	55	55	48	35	51	58	58	58	59
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	66	64	67	63	63	57	62	55	56	59	66	66	62	61	62	62	51	43	52	55	42	24	30	20	20	20	20	34	53	61	62	60
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	66	64	67	63	63	57	62	55	56	59	66	66	62	61	62	62	51	43	52	55	42	24	30	20	20	20	20	34	53	61	62	60
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	64	63	63	56	34	33	25	22	22	26	40	36	30	31	32	27	20	19	18	18	15	16	14	14	13	12	17	12	11	28	53	62
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	64	63	63	56	34	33	25	22	22	26	40	36	30	31	32	27	20	19	18	18	15	16	14	14	13	12	17	12	11	28	53	62

October 19, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	67	64	62	63	65	64	62	61	63	64	62	62	64	65	67	63	61	60	61	60	60	58	59	60	61	61	32	26	48	65	63	38
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	67	64	62	63	65	64	62	61	63	64	62	62	64	65	67	63	61	60	61	60	60	58	59	60	61	61	32	26	48	65	63	38
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	67	66	65	66	66	66	64	64	65	68	65	64	64	65	67	63	62	61	61	59	60	58	54	57	61	37	11	11	15	47	66	67
SB I-95	SB I-95	102N04128	0.307206	67	66	65	66	66	66	64	64	65	68	65	64	64	65	67	63	62	61	61	59	60	58	54	57	61	37	11	11	15	47	66	67
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	66	63	61	61	63	61	61	59	61	59	62	61	63	62	65	61	57	57	45	41	48	41	39	41	37	14	10	11	13	18	26	55
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	66	63	61	61	63	61	61	59	61	59	62	61	63	62	65	61	57	57	45	41	48	41	39	41	37	14	10	11	13	18	26	55
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	68	64	62	62	66	64	62	60	64	62	64	63	65	64	67	64	56	53	56	55	56	47	45	43	32	11	11	14	15	19	18	30
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	68	64	62	62	66	64	62	60	64	62	64	63	65	64	67	64	56	53	56	55	56	47	45	43	32	11	11	14	15	19	18	30
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	66	62	59	61	65	63	61	59	62	61	64	63	63	60	64	62	57	58	56	55	55	52	53	56	45	34	36	37	40	51	51	53
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	66	62	59	61	65	63	61	59	62	61	64	63	63	60	64	62	57	58	56	55	55	52	53	56	45	34	36	37	40	51	51	53
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	65	63	63	62	64	64	61	62	63	62	63	65	62	61	63	64	59	59	59	58	57	55	57	59	61	64	61	56	56	54	58	59
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	65	63	63	62	64	64	61	62	63	63	65	62	61	63	64	59	59	59	58	57	55	57	59	61	64	61	56	56	54	58	59	
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	64	63	62	63	63	64	56	60	60	61	61	65	63	60	63	65	58	56	58	51	55	54	55	59	61	62	60	57	58	55	59	58
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	64	63	62	63	63	64	56	60	60	61	61	65	63	60	63	65	58	56	58	51	55	54	55	59	61	62	60	57	58	55	59	58
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	65	62	62	64	65	64	53	51	63	62	59	67	65	63	66	67	59	54	56	45	51	29	39	51	58	63	62	61	59	56	57	58
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	65	62	62	64	65	64	53	51	63	62	59	67	65	63	66	67	59	54	56	45	51	29	39	51	58	63	62	61	59	56	57	58
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	63	60	62	45	27	28	37	37	27	28	51	47	44	48	53	62	19	18	17	17	17	16	16	16	18	23	38	49	56	49	31	30
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	63	60	62	45	27	28	37	37	27	28	51	47	44	48	53	62	19	18	17	17	17	16	16	16	18	23	38	49	56	49	31	30

October 20, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	67	67	65	64	63	65	65	64	65	64	62	65	65	64	66	62	62	63	60	60	59	60	56	50	51	59	63	62	63	62	56	61
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	67	67	65	64	63	65	65	64	65	64	62	65	65	64	66	62	62	63	60	60	59	60	56	50	51	59	63	62	63	62	56	61
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	69	68	67	67	67	67	66	65	66	63	64	64	66	65	65	64	60	59	62	60	62	62	60	57	60	60	63	65	64	63	60	62
SB I-95	SB I-95	102N04128	0.307206	69	68	67	67	67	67	66	65	66	63	64	64	66	65	65	64	60	59	62	60	62	62	60	57	60	60	63	65	64	63	60	62
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	66	66	64	63	63	61	60	61	61	59	61	62	63	61	62	62	29	43	58	53	56	55	55	52	45	43	59	61	60	60	58	60
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	66	66	64	63	63	61	60	61	61	59	61	62	63	61	62	62	29	43	58	53	56	55	55	52	45	43	59	61	60	60	58	60
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	69	67	66	65	65	63	63	62	64	60	64	64	66	63	61	65	41	42	60	49	53	47	47	44	40	43	59	62	61	61	60	61
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	69	67	66	65	65	63	63	62	64	60	64	64	66	63	61	65	41	42	60	49	53	47	47	44	40	43	59	62	61	61	60	61
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	66	66	64	64	64	63	61	62	61	61	63	63	65	62	61	64	52	53	60	56	56	52	56	55	54	53	60	61	60	57	57	60
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	66	66	64	64	64	63	61	62	61	61	63	63	65	62	61	64	52	53	60	56	56	52	56	55	54	53	60	61	60	57	57	60
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	65	65	65	64	64	62	63	63	64	61	61	63	65	63	62	64	59	55	58	58	59	55	59	60	58	58	60	62	62	60	57	60
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	65	65	65	64	64	62	63	63	64	61	61	63	65	63	62	64	59	55	58	58	59	55	59	60	58	58	60	62	62	60	57	60
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	64	64	63	65	53	57	62	63	62	59	59	62	65	60	53	62	58	46	47	60	58	54	45	54	56	48	41	61	61	59	57	62
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	64	64	63	65	53	57	62	63	62	59	59	62	65	60	53	62	58	46	47	60	58	54	45	54	56	48	41	61	61	59	57	62
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	65	66	64	65	57	58	64	63	65	62	61	63	65	60	56	63	60	47	49	58	56	47	39	28	24	23	29	51	63	61	61	62
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	65	66	64	65	57	58	64	63	65	62	61	63	65	60	56	63	60	47	49	58	56	47	39	28	24	23	29	51	63	61	61	62
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	63	64	63	55	33	26	31	28	33	38	56	51	39	22	25	31	27	23	20	19	21	19	20	16	16	17	16	19	31	60	62	60
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	63	64	63	55	33	26	31	28	33	38	56	51	39	22	25	31	27	23	20	19	21	19	20	16	16	17	16	19	31	60	62	60

RITIS Data
I-95 Southbound
October and November, 2021
Tuesday, Wednesday, Thursday

		October 21, 2021																																
From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	66	64	64	65	66	62	61	61	62	63	62	63	65	64	62	63	63	57	62	59	26	11	25	32	41	37	36	61	63	61	64	66
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	66	64	64	65	66	62	61	61	62	63	62	63	65	64	62	63	63	57	62	59	26	11	25	32	41	37	36	61	63	61	64	66
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	68	66	67	68	65	66	64	64	63	65	64	65	66	65	63	64	64	61	64	41	11	10	22	24	25	21	29	56	66	62	63	65
SB I-95	SB I-95	102N04128	0.307206	68	66	67	68	65	66	64	64	63	65	64	65	66	65	63	64	64	61	64	41	11	10	22	24	25	21	29	56	66	62	63	65
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	66	63	63	63	61	60	60	56	57	60	60	61	64	61	61	59	54	55	58	20	7	15	27	25	25	27	35	45	61	59	60	63
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	66	63	63	63	61	60	60	56	57	60	60	61	64	61	61	59	54	55	58	20	7	15	27	25	25	27	35	45	61	59	60	63
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	66	63	64	63	65	63	62	59	61	62	62	64	65	64	63	62	52	46	48	17	8	30	37	38	34	37	39	51	61	60	62	65
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	66	63	64	63	65	63	62	59	61	62	62	64	65	64	63	62	52	46	48	17	8	30	37	38	34	37	39	51	61	60	62	65
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	65	63	63	62	63	63	61	59	60	60	61	64	63	64	61	61	56	52	58	60	60	47	50	51	53	53	54	56	59	58	59	62
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	65	63	63	62	63	63	61	59	60	60	61	64	63	64	61	61	56	52	58	60	60	47	50	51	53	53	54	56	59	58	59	62
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	64	64	64	64	63	64	61	62	62	62	64	64	63	63	62	60	58	56	60	64	66	57	54	56	57	59	58	59	60	59	59	62
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	64	64	64	64	63	64	61	62	62	62	64	64	63	63	62	60	58	56	60	64	66	57	54	56	57	59	58	59	60	59	59	62
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	63	62	62	65	61	60	62	63	56	61	62	63	61	62	60	60	50	54	45	59	65	57	55	51	45	44	42	45	41	57	57	61
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	63	62	62	65	61	60	62	63	56	61	62	63	61	62	60	60	50	54	45	59	65	57	55	51	45	44	42	45	41	57	57	61
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	65	65	62	65	60	60	62	54	52	60	59	64	61	64	63	62	22	26	26	34	62	60	51	33	27	21	21	35	32	39	58	63
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	65	65	62	65	60	60	62	54	52	60	59	64	61	64	63	62	22	26	26	34	62	60	51	33	27	21	21	35	32	39	58	63
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	64	63	63	61	31	21	18	19	19	14	14	20	21	23	28	30	18	16	16	15	17	23	19	17	15	16	17	17	18	21	28	41
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	64	63	63	61	31	21	18	19	19	14	14	20	21	23	28	30	18	16	16	15	17	23	19	17	15	16	17	17	18	21	28	41

		October 26, 2021																																
From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	67	67	65	65	64	63	60	56	56	61	63	64	67	66	65	64	63	60	59	60	57	58	52	48	28	14	25	46	60	63	62	66
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	67	67	65	65	64	63	60	56	56	61	63	64	67	66	65	64	63	60	59	60	57	58	52	48	28	14	25	46	60	63	62	66
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	67	69	67	67	68	66	64	64	63	64	63	67	67	66	64	67	66	62	61	61	59	50	34	30	15	12	23	51	61	63	61	63
SB I-95	SB I-95	102N04128	0.307206	67	69	67	67	68	66	64	64	63	64	63	67	67	66	64	67	66	62	61	61	59	50	34	30	15	12	23	51	61	63	61	63
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	67	65	64	62	65	63	59	59	60	58	61	63	63	64	63	64	60	59	58	56	53	33	30	27	39	44	44	43	57	58	57	58
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	67	65	64	62	65	63	59	59	60	58	61	63	63	64	63	64	60	59	58	56	53	33	30	27	39	44	44	43	57	58	57	58
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	68	66	65	64	65	64	61	61	63	59	63	65	63	66	65	65	60	58	58	43	45	41	43	34	51	65	54	36	46	60	62	61
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	68	66	65	64	65	64	61	61	63	59	63	65	63	66	65	65	60	58	58	43	45	41	43	34	51	65	54	36	46	60	62	61
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	66	64	64	62	65	63	60	61	60	59	63	63	61	63	64	62	58	56	60	55	55	54	54	54	57	63	56	51	40	57	60	57
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	66	64	64	62	65	63	60	61	60	59	63	63	61	63	64	62	58	56	60	55	55	54	54	54	57	63	56	51	40	57	60	57
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	64	63	65	63	65	63	62	63	61	61	62	63	62	63	63	63	56	59	62	59	59	58	57	57	57	64	61	57	55	58	62	58
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	64	63	65	63	65	63	62	63	61	61	62	63	62	63	63	63	56	59	62	59	59	58	57	57	57	64	61	57	55	58	62	58
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	65	64	64	62	63	62	60	60	60	59	60	62	63	63	60	62	27	41	43	51	57	51	40	36	44	62	62	58	58	57	60	56
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	65	64	64	62	63	62	60	60	60	59	60	62	63	63	60	62	27	41	43	51	57	51	40	36	44	62	62	58	58	57	60	56
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	66	65	65	63	63	64	63	60	59	59	59	65	62	65	64	66	18	19	25	38	38	18	20	25	38	53	62	60	60	59	64	60
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	66	65	65	63	63	64	63	60	59	59	59	65	62	65	64	66	18	19	25	38	38	18	20	25	38	53	62	60	60	59	64	60
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	63	62	53	34	23	27	29	25	23	30	41	47	40	34	29	34	15	15	16	16	16	14	16	18	18	18	30	43	52	58	62	62
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	63	62	53	34	23	27	29	25	23	30	41	47	40	34	29	34	15	15	16	16	16	14	16	18	18	18	30	43	52	58	62	62

		October 27, 2021																																
From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	64	66	64	65	62	62	60	60	63	63	62	58	66	64	65	65	59	30	18	15	20	31	28	50	65	58	59	57	58	57	58	60
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	64	66	64	65	62	62	60	60	63	63	62	58	66	64	65	65	59	30	18	15	20	31	28	50	65	58	59	57	58	57	58	60
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	67	68	67	67	65	66	65	63	63	62	63	59	66	64	67	65	58	14	13	12	22	24	22	29	66	59	62	60	61	60	61	62
SB I-95	SB I-95	102N04128	0.307206	67	68	67	67	65	66	65	63	63	62	63	59	66	64	67	65	58	14	13	12	22	24	22	29	66	59	62	60	61	60	61	62
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	66	63	64	64	63	62	59	60	60	59	58	55	59	57	59	62	20	13	14	14	26	25	26	28	46	56	58	57	55	54	57	60
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	66	63	64	64	63	62	59	60	60	59	58	55	59	57	59	62	20	13	14	14	26	25	26	28	46	56	58	57	55	54	57	60
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	67	64	64	62	64	63	60	61	63	62	66	63	65	66	66	64	14	18	18	22	33	34	36	39	40	50	58	56	56	55	57	60
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	67	64	64	62	64	63	60	61	63	62	66	63	65	66	66	64	14	18	18	22	33	34	36	39	40	50	58	56	56	55	57	60
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	64	63	62	60	62	62	56	61	60	62	65	62	61	64	62	62	19	29	27	38	53	54	52	53	55	55	59	57	54	54	57	57
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	64	63	62	60	62	62	56	61	60	62	65	62	61	64	62	62	19	29	27	38	53	54	52	53	55	55	59	57	54	54	57	57
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	64	63	64	61	62	62	60	61	60	62	65	63	60	64	62	64	59	57	54	54	57	58	57	57	59	59	62	61	57	56	59	56
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	64	63	64	61	62	62	60	61	60	62	65	63	60	64	62	64	59	57	54	54	57	58	57	57	59	59	62	61	57	56	59	56
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	64	63	64	62	58	56	59	57	54	60	61	64	60	64	64	66	62	56	31	57	56	50	47	55	61	57	53	60	56	57	56	58
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	64	63	64	62	58	56	59	57	54	60	61	64	60	64	64	66	62	56	31	57	56	50	47	55	61	57	53	60	56	57	56	58
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	65	62	64	62	55	54	59	38	36	51	62	65	64	65	63	63	62	18	20	42	41	26	31	44	60	58	52	61	59	59	57	60
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	65	62	64	62	55	54	59	38	36	51	62	65	64	65	63	63	62	18	20	42	41	26	31	44	60	58	52	61	59	59	57	60
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	59	46	42	30	21	20	19	16	17	20	30	44	43	40	48	45	22	29	38	20	17	17	17	17	20	22	24	27	49	61	58	60
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	59	46	42	30	21	20	19	16	17	20	30	44	43	40	48	45	22	29	38	20	17	17	17	17	20	22	24	27	49	61	58	60

		October 28, 2021																																
From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	69	65	64	66	63	61	61	61	60	63	62	62	60	65	64	62	46	40	32	40	39	36	27	26	26	22	43	46	44	54	61	63
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	69	65	64	66	63	61	61	61	60	63	62	62	60	65	64	62	46	40	32	40	39	36	27	26	26	22	43	46	44	54	61	63
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	70	68	66	67	66	65	64	65	64	65	64	65	62	66	64	62	59	58	38	45	28	23	21	26	57	59	49	36	35	40	62	64
SB I-95	SB I-95	102N04128	0.307206	70	68	66	67	66	65	64	65	64	65	64	65	62	66	64	62	59	58	38	45	28	23	21	26	57	59	49	36	35	40	62	64
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	68	65	63	64	63	63	59	60	59	61	61	61	60	62	62	61	55	55	38	31	26	27	24	27	47	60	40	30	30	36	57	58
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	68	65	63	64	63	63	59	60	59	61	61	61	60	62	62	61	55	55	38	31	26	27	24	27	47	60	40	30	30	36	57	58
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	69	65	62	63	64	63	61	62	60	62	63	63	60	63	64	62	56	51	45	39	35	36	38	37	46	58	42	40	45	46	55	58
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	69	65	62	63	64	63	61	62	60	62	63	63	60	63	64	62	56	51	45	39	35	36	38	37	46	58	42	40	45	46	55	58
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	66	65	62	61	64	63	60	61	60	60	61	61	60	60	62	62	57	54	52	45	46	51	52	52	51	57	54	52	51	49	52	56
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	66	65	62	61	64	63	60	61	60	60	61	61	60	60	62	62	57	54	52	45	46	51	52	52	51	57	54	52	51	49	52	56
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	67	64	63	62	65	62	61	61	60	61	63	63	61	59	61	62	61	55	51	48	49	47	50	51	55	57	59	56	54	53	34	50
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	67	64	63	62	65	62	61	61	60	61	63	63	61	59	61	62	61	55	51	48	49	47	50	51	55	57	59	56	54	53	34	50
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	66	63	61	61	62	63	59	56	61	63	57	63	61	60	63	60	58	46	43	43	44	29	25	32	38	47	54	39	32	49	25	40
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	66	63	61	61	62	63	59	56	61	63	57	63	61	60	63	60	58	46	43	43	44	29	25	32	38	47	54	39	32	49	25	40
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	67	64	62	62	60	62	60	60	62	60	58	63	63	63	65	63	29	29	31	34	29	21	20	23	27	31	28	24	29	50	56	53
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	67	64	62	62	60	62	60	60	62	60	58	63	63	63	65	63	29	29	31	34	29	21	20	23	27	31	28	24	29	50	56	53
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	66	62	61	37	26	22	23	22	21	20	19	23	22	26	27	22	18	18	14	18	16	16	16	17	16	17	16	18	27	27	43	55
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	66	62	61	37	26	22	23	22	21	20	19	23	22	26	27	22	18	18	14	18	16	16	16	17	16	17	16	18	27	27	43	55

RITIS Data
I-95 Southbound
October and November, 2021
Tuesday, Wednesday, Thursday

November 02, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	63	64	58	61	56	48	40	21	19	35	31	44	49	52	56	56	62	61	60	62	61	61	60	58	60	62	61	62	62	50	27	33
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	63	64	58	61	56	48	40	21	19	35	31	44	49	52	56	56	62	61	60	62	61	61	60	58	60	62	61	62	62	50	27	33
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	67	66	61	65	61	43	25	28	29	26	39	46	49	51	56	57	64	63	63	66	62	62	61	61	62	64	64	65	64	63	66	64
SB I-95	SB I-95	102N04128	0.307206	67	66	61	65	61	43	25	28	29	26	39	46	49	51	56	57	64	63	63	66	62	62	61	61	62	64	64	65	64	63	66	64
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	66	64	59	45	42	17	25	50	42	31	40	40	32	42	54	54	59	59	58	59	58	50	46	57	55	57	60	62	61	59	65	63
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	66	64	59	45	42	17	25	50	42	31	40	40	32	42	54	54	59	59	58	59	58	50	46	57	55	57	60	62	61	59	65	63
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	68	68	61	37	29	22	35	48	47	46	45	33	37	41	51	55	60	58	59	56	56	42	46	53	52	34	56	62	62	61	65	64
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	68	68	61	37	29	22	35	48	47	46	45	33	37	41	51	55	60	58	59	56	56	42	46	53	52	34	56	62	62	61	65	64
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	66	65	62	60	62	61	49	53	51	47	47	45	46	48	51	54	56	59	57	55	56	55	54	54	32	35	59	58	59	58	64	64
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	66	65	62	60	62	61	49	53	51	47	47	45	46	48	51	54	56	59	57	55	56	55	54	54	32	35	59	58	59	58	64	64
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	67	64	64	62	66	65	54	57	54	46	45	44	46	49	51	55	61	62	59	59	58	58	58	58	51	53	61	59	60	60	63	64
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	67	64	64	62	66	65	54	57	54	46	45	44	46	49	51	55	61	62	59	59	58	58	58	58	51	53	61	59	60	60	63	64
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	67	63	63	63	64	61	55	55	51	46	42	42	45	42	38	54	60	59	62	59	60	58	58	55	58	58	50	61	58	60	63	62
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	67	63	63	63	64	61	55	55	51	46	42	42	45	42	38	54	60	59	62	59	60	58	58	55	58	58	50	61	58	60	63	62
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	68	63	63	62	48	63	61	55	55	49	45	45	50	43	43	49	63	62	64	61	62	56	56	55	51	54	49	63	57	62	64	65
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	68	63	63	62	48	63	61	55	55	49	45	45	50	43	43	49	63	62	64	61	62	56	56	55	51	54	49	63	57	62	64	65
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	66	63	61	35	21	29	48	56	55	40	27	23	23	20	18	18	43	49	44	30	28	20	17	14	13	22	23	30	60	63	63	67
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	66	63	61	35	21	29	48	56	55	40	27	23	23	20	18	18	43	49	44	30	28	20	17	14	13	22	23	30	60	63	63	67

November 03, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	68	66	63	65	63	65	62	63	64	65	66	64	66	65	66	63	58	60	60	60	58	57	59	57	50	59	59	60	59	59	62	62
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	68	66	63	65	63	65	62	63	64	65	66	64	66	65	66	63	58	60	60	60	58	57	59	57	50	59	59	60	59	59	62	62
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	70	67	66	66	66	68	64	65	65	65	68	64	69	67	67	65	60	62	62	61	62	59	61	61	56	59	62	63	62	61	62	63
SB I-95	SB I-95	102N04128	0.307206	70	67	66	66	66	68	64	65	65	65	68	64	69	67	67	65	60	62	62	61	62	59	61	61	56	59	62	63	62	61	62	63
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	66	62	61	59	60	64	58	57	58	61	64	63	64	63	64	62	57	56	55	53	55	53	48	48	38	35	52	58	56	59	58	61
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	66	62	61	59	60	64	58	57	58	61	64	63	64	63	64	62	57	56	55	53	55	53	48	48	38	35	52	58	56	59	58	61
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	66	63	60	59	62	65	61	60	54	58	64	64	65	63	65	64	58	56	54	54	50	48	49	43	46	54	59	58	59	60	61	62
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	66	63	60	59	62	65	61	60	54	58	64	64	65	63	65	64	58	56	54	54	50	48	49	43	46	54	59	58	59	60	61	62
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	66	61	60	60	61	64	60	58	58	59	62	62	63	63	61	62	57	57	56	54	51	54	53	50	51	55	58	58	57	57	59	60
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	66	61	60	60	61	64	60	58	58	59	62	62	63	63	61	62	57	57	56	54	51	54	53	50	51	55	58	58	57	57	59	60
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	66	63	60	60	62	64	60	61	62	61	64	64	63	64	64	63	58	58	58	57	55	57	58	55	57	58	59	58	58	59	61	61
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	66	63	60	60	62	64	60	61	62	61	64	64	63	64	64	63	58	58	58	57	55	57	58	55	57	58	59	58	58	59	61	61
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	66	62	61	60	60	64	60	58	62	59	58	63	63	63	64	63	57	58	56	55	54	43	43	41	47	57	59	58	57	58	59	61
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	66	62	61	60	60	64	60	58	62	59	58	63	63	63	64	63	57	58	56	55	54	43	43	41	47	57	59	58	57	58	59	61
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	67	62	63	61	56	62	62	63	60	57	61	65	65	64	66	63	59	59	57	51	45	24	32	44	51	58	57	54	56	58	62	64
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	67	62	63	61	56	62	62	63	60	57	61	65	65	64	66	63	59	59	57	51	45	24	32	44	51	58	57	54	56	58	62	64
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	64	53	46	30	21	20	26	29	22	26	29	35	40	52	58	50	19	22	20	19	17	18	20	19	22	22	18	23	29	38	58	64
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	64	53	46	30	21	20	26	29	22	26	29	35	40	52	58	50	19	22	20	19	17	18	20	19	22	22	18	23	29	38	58	64

November 04, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	67	64	63	63	66	62	62	62	62	65	63	63	64	59	60	61	62	59	60	60	61	60	58	60	61	58	61	62	59	57	57	60
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	67	64	63	63	66	62	62	62	62	65	63	63	64	59	60	61	62	59	60	60	61	60	58	60	61	58	61	62	59	57	57	60
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	67	67	65	65	68	65	63	63	62	65	64	65	65	63	64	64	57	60	62	63	62	61	62	63	63	62	63	63	61	62	61	63
SB I-95	SB I-95	102N04128	0.307206	67	67	65	65	68	65	63	63	62	65	64	65	65	63	64	64	57	60	62	63	62	61	62	63	63	62	63	63	61	62	61	63
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	64	60	62	63	63	61	59	56	57	61	62	63	61	64	65	64	32	55	59	54	56	56	53	52	58	54	59	60	56	57	60	60
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	64	60	62	63	63	61	59	56	57	61	62	63	61	64	65	64	32	55	59	54	56	56	53	52	58	54	59	60	56	57	60	60
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	66	64	61	63	64	62	61	59	60	63	63	65	63	66	65	65	35	46	59	46	45	48	48	42	54	58	59	60	60	61	61	63
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	66	64	61	63	64	62	61	59	60	63	63	65	63	66	65	65	35	46	59	46	45	48	48	42	54	58	59	60	60	61	61	63
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	64	63	61	60	63	62	60	59	60	60	61	62	62	64	62	62	45	56	59	57	54	50	43	39	44	49	56	59	58	58	56	58
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	64	63	61	60	63	62	60	59	60	60	61	62	62	64	62	62	45	56	59	57	54	50	43	39	44	49	56	59	58	58	56	58
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	64	63	63	62	62	63	63	60	61	61	63	63	63	63	64	63	33	34	38	49	38	27	24	25	30	34	49	55	59	60	58	59
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	64	63	63	62	62	63	63	60	61	61	63	63	63	63	64	63	33	34	38	49	38	27	24	25	30	34	49	55	59	60	58	59
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	64	63	62	64	62	61	63	57	57	57	59	62	60	63	64	64	45	30	31	22	21	20	23	24	27	35	26	28	37	56	58	59
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	64	63	62	64	62	61	63	57	57	57	59	62	60	63	64	64	45	30	31	22	21	20	23	24	27	35	26	28	37	56	58	59
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	65	64	63	65	60	61	63	59	59	57	60	65	61	63	66	64	15	14	17	15	13	13	13	15	20	19	17	18	39	58	62	63
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	65	64	63	65	60	61	63	59	59	57	60	65	61	63	66	64	15	14	17	15	13	13	13	15	20	19	17	18	39	58	62	63
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	65	64	61	49	32	36	29	32	25	23	39	46	42	34	44	44	13	12	12	13	13	13	14	14	16	15	13	16	21	22	39	61
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	65	64	61	49	32	36	29	32	25	23	39	46	42	34	44	44	13	12	12	13	13	13	14	14	16	15	13	16	21	22	39	61

November 09, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	69	66	63	64	64	64	61	62	62	60	60	59	61	64	64	65	59	56	54	54	51	50	47	46	44	45	45	35	46	57	64	67
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	69	66	63	64	64	64	61	62	62	60	60	59	61	64	64	65	59	56	54	54	51	50	47	46	44	45	45	35	46	57	64	67
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	72	68	68	67	68	67	65	65	64	62	64	64	65	66	65	68	64	61	60	59	57	54	54	44	52	53	55	61	57	63	67	68
SB I-95	SB I-95	102N04128	0.307206	72	68	68	67	68	67	65	65	64	62	64	64	65	66	65	68	64	61	60	59	57	54	54	44	52	53	55	61	57	63	67	68
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	70	65	65	64	66	63	60	61	60	62	61	61	62	62	63	63	57	58	55	43	40	37	30	28	29	36	32	46	54	58	62	63
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	70	65	65	64	66	63	60	61	60	62	61	61	62	62	63	63	57	58	55	43	40	37	30	28	29	36	32	46	54	58	62	63
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	70	68	65	64	64	63	63	64	62	64	63	63	64	63	64	66	58	55	45	38	51	50	36	37	36	37	35	45	55	54	60	62
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	70	68	65	64	64	63	63	64	62	64	63	63	64	63	64	66	58	55	45	38	51	50	36	37	36	37	35	45	55	54	60	62
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	69	67	64	62	64	63	61	62	61	62	61	60	63	63	62	64	58	55	54	51	52	52	51	50	46	48	52	53	56	57	60	62
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	69	67	64	62	64	63	61	62	61	62	61	60	63	63	62	64	58	55	54	51	52	52	51	50	46	48	52	53	56	57	60	62
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	70	66	67	65	66	64	62	62	60	62	62	63	64	62	65	63	56	59	59	58	54	54	50	39	36	37	51	56	57	59	56	61
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	70	66	67	65	66	64	62	62	60	62	62	63	64	62	65	63	56	59	59	58	54	54	50	39	36	37	51	56	57	59	56	61
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	68	66	67	64	64	62	61	61	52	48	50	53	61	61	64	63	53	55	48	52	45	34	23	23	21	23	23	48	54	58	59	62
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	68	66	67	64	64	62	61	61	52	48	50	53	61	61	64	63	53	55	48	52	45	34	23	23	21	23	23	48	54	58	59	62
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	69	66	67	66	55	61	62	57	50	17	40	53	62	63	66	66	31	32	47	34	28	21	15	18	17	16	28	47	57	59	62	63
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	69	66	67	66	55	61	62	57	50	17	40	53	62	63	66	66	31	32	47	34	28	21	15	18	17	16	28	47	57	59	62	63
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	67	65	61	30	23	21	20	17	14	10	18	26	26	26	32	32	18	19	18	17	17	13	16	19	24	28	31	27	44	59	60	64
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	67	65	61	30	23	21	20	17	14	10	18	26	26	26	32	32	18	19	18	17	17	13	16	19	24	28	31	27	44	59	60	64

RITIS Data
I-95 Southbound
October and November, 2021
Tuesday, Wednesday, Thursday

November 10, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	66	65	65	65	64	63	58	60	59	58	59	61	62	63	63	61	48	47	47	43	43	44	47	44	44	40	29	35	34	36	40	52
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	66	65	65	65	64	63	58	60	59	58	59	61	62	63	63	61	48	47	47	43	43	44	47	44	44	40	29	35	34	36	40	52
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	71	69	67	69	68	66	63	64	60	64	62	63	64	66	64	64	59	50	52	56	57	59	58	57	37	46	46	44	41	44	47	57
SB I-95	SB I-95	102N04128	0.307206	71	69	67	69	68	66	63	64	60	64	62	63	64	66	64	64	59	50	52	56	57	59	58	57	37	46	46	44	41	44	47	57
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	69	66	66	66	65	64	60	60	58	61	58	61	62	63	64	64	43	38	40	47	45	36	34	27	25	27	50	45	40	45	47	53
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	69	66	66	66	65	64	60	60	58	61	58	61	62	63	64	64	43	38	40	47	45	36	34	27	25	27	50	45	40	45	47	53
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	70	67	66	65	66	65	61	56	61	62	61	62	62	62	66	65	42	46	44	50	45	36	35	32	31	32	41	46	43	52	53	56
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	70	67	66	65	66	65	61	56	61	62	61	62	62	62	66	65	42	46	44	50	45	36	35	32	31	32	41	46	43	52	53	56
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	68	66	66	64	66	63	61	60	60	60	62	62	60	62	64	64	51	49	53	54	51	50	52	50	47	33	50	49	42	48	50	55
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	68	66	66	64	66	63	61	60	60	60	62	62	60	62	64	64	51	49	53	54	51	50	52	50	47	33	50	49	42	48	50	55
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	69	67	67	66	65	64	61	61	61	61	61	63	59	64	65	64	54	56	54	54	50	52	53	53	42	28	46	55	46	34	49	54
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	69	67	67	66	65	64	61	61	61	61	61	63	59	64	65	64	54	56	54	54	50	52	53	53	42	28	46	55	46	34	49	54
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	69	68	67	65	49	52	55	50	54	60	64	62	52	47	56	61	39	42	43	35	44	39	30	37	29	38	39	53	49	45	48	50
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	69	68	67	65	49	52	55	50	54	60	64	62	52	47	56	61	39	42	43	35	44	39	30	37	29	38	39	53	49	45	48	50
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	68	68	68	60	45	44	51	44	43	42	58	62	52	43	38	45	47	42	39	30	24	18	19	20	21	36	41	54	51	52	53	55
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	68	68	68	60	45	44	51	44	43	42	58	62	52	43	38	45	47	42	39	30	24	18	19	20	21	36	41	54	51	52	53	55
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	66	54	29	20	18	21	22	21	17	20	26	14	10	6	6	8	23	18	17	17	17	14	15	18	16	17	22	27	51	55	55	59
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	66	54	29	20	18	21	22	21	17	20	26	14	10	6	6	8	23	18	17	17	17	14	15	18	16	17	22	27	51	55	55	59

November 11, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	66	65	67	64	62	61	60	61	61	59	61	65	64	65	64	64	54	56	59	57	50	44	45	43	41	39	34	49	54	53	54	53
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	66	65	67	64	62	61	60	61	61	59	61	65	64	65	64	64	54	56	59	57	50	44	45	43	41	39	34	49	54	53	54	53
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	69	69	70	66	65	63	65	63	65	62	62	67	63	68	67	66	61	59	61	61	56	52	50	41	33	26	27	35	40	39	54	59
SB I-95	SB I-95	102N04128	0.307206	69	69	70	66	65	63	65	63	65	62	62	67	63	68	67	66	61	59	61	61	56	52	50	41	33	26	27	35	40	39	54	59
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	68	67	68	63	63	60	59	62	62	60	60	62	61	64	63	62	57	51	55	55	50	36	38	27	27	24	27	30	29	35	41	40
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	68	67	68	63	63	60	59	62	62	60	60	62	61	64	63	62	57	51	55	55	50	36	38	27	27	24	27	30	29	35	41	40
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	68	69	69	66	62	63	61	64	63	64	63	61	63	63	65	62	51	44	51	54	45	37	42	33	36	35	36	39	37	51	53	47
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	68	69	69	66	62	63	61	64	63	64	63	61	63	63	65	62	51	44	51	54	45	37	42	33	36	35	36	39	37	51	53	47
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	66	66	68	64	62	64	62	63	61	64	62	63	64	63	62	63	52	52	53	52	50	48	51	49	45	51	49	50	49	55	53	52
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	66	66	68	64	62	64	62	63	61	64	62	63	64	63	62	63	52	52	53	52	50	48	51	49	45	51	49	50	49	55	53	52
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	67	66	68	65	65	64	64	65	62	64	63	63	64	62	64	61	56	56	55	54	51	47	47	47	46	47	53	55	54	55	56	55
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	67	66	68	65	65	64	64	65	62	64	63	63	64	62	64	61	56	56	55	54	51	47	47	47	46	47	53	55	54	55	56	55
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	67	67	66	66	62	61	63	64	62	63	64	64	62	61	63	62	48	43	45	48	43	32	27	23	28	28	38	49	48	55	57	52
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	67	67	66	66	62	61	63	64	62	63	64	64	62	61	63	62	48	43	45	48	43	32	27	23	28	28	38	49	48	55	57	52
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	69	68	67	65	65	66	65	66	63	65	65	64	64	63	66	63	23	26	38	41	33	24	21	17	19	26	30	47	52	57	57	56
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	69	68	67	65	65	66	65	66	63	65	65	64	64	63	66	63	23	26	38	41	33	24	21	17	19	26	30	47	52	57	57	56
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	67	68	66	65	60	63	64	64	63	63	63	64	62	60	63	62	17	16	16	15	15	15	16	15	16	19	19	20	26	26	27	35
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	67	68	66	65	60	63	64	64	63	63	63	64	62	60	63	62	17	16	16	15	15	15	16	15	16	19	19	20	26	26	27	35

November 16, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	69	67	64	62	62	61	61	59	60	61	60	59	59	61	61	62	58	57	58	59	57	56	51	40	34	41	64	59	52	55	63	64
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	69	67	64	62	62	61	61	59	60	61	60	59	59	61	61	62	58	57	58	59	57	56	51	40	34	41	64	59	52	55	63	64
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	72	71	67	66	66	65	64	64	63	65	64	63	62	65	63	64	62	59	60	62	61	60	39	25	22	27	56	62	57	58	66	65
SB I-95	SB I-95	102N04128	0.307206	72	71	67	66	66	65	64	64	63	65	64	63	62	65	63	64	62	59	60	62	61	60	39	25	22	27	56	62	57	58	66	65
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	71	66	64	62	62	50	51	58	59	61	60	60	59	59	60	60	56	56	57	54	52	40	27	27	26	26	39	58	55	56	61	63
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	71	66	64	62	62	50	51	58	59	61	60	60	59	59	60	60	56	56	57	54	52	40	27	27	26	26	39	58	55	56	61	63
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	71	68	65	62	63	62	53	60	61	63	63	61	62	62	63	64	53	50	49	47	45	37	42	35	35	36	50	59	57	55	63	66
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	71	68	65	62	63	62	53	60	61	63	63	61	62	62	63	64	53	50	49	47	45	37	42	35	35	36	50	59	57	55	63	66
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	69	66	63	64	63	64	60	61	62	63	62	61	59	60	61	63	54	56	55	56	54	51	53	49	49	48	51	58	57	55	59	65
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	69	66	63	64	63	64	60	61	62	63	62	61	59	60	61	63	54	56	55	56	54	51	53	49	49	48	51	58	57	55	59	65
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	66	68	65	63	63	64	62	63	62	63	62	62	60	60	63	62	58	57	60	59	56	54	56	55	53	52	53	58	59	56	60	64
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	66	68	65	63	63	64	62	63	62	63	62	62	60	60	63	62	58	57	60	59	56	54	56	55	53	52	53	58	59	56	60	64
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	67	67	65	62	58	51	58	56	52	63	58	62	60	60	64	61	53	54	59	58	51	48	33	40	32	40	48	56	61	57	55	52
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	67	67	65	62	58	51	58	56	52	63	58	62	60	60	64	61	53	54	59	58	51	48	33	40	32	40	48	56	61	57	55	52
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	67	68	65	61	51	51	64	54	53	61	56	63	61	62	65	64	34	32	48	49	50	27	30	25	41	47	44	58	58	56	15	10
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	67	68	65	61	51	51	64	54	53	61	56	63	61	62	65	64	34	32	48	49	50	27	30	25	41	47	44	58	58	56	15	10
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	67	52	36	21	18	25	29	25	18	18	21	29	38	51	40	33	17	15	16	17	15	15	16	16	17	18	25	41	43	7	5	9
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	67	52	36	21	18	25	29	25	18	18	21	29	38	51	40	33	17	15	16	17	15	15	16	16	17	18	25	41	43	7	5	9

November 17, 2021

From	To	Segment ID	Miles	6:30 AM	6:45 AM	7:00 AM	7:15 AM	7:30 AM	7:45 AM	8:00 AM	8:15 AM	8:30 AM	8:45 AM	9:00 AM	9:15 AM	9:30 AM	9:45 AM	10:00 AM	10:15 AM	4:00 PM	4:15 PM	4:30 PM	4:45 PM	5:00 PM	5:15 PM	5:30 PM	5:45 PM	6:00 PM	6:15 PM	6:30 PM	6:45 PM	7:00 PM	7:15 PM	7:30 PM	7:45 PM
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	67	62	62	61	61	60	59	58	59	62	63	62	61	63	63	62	58	55	57	54	46	51	35	33	32	26	31	43	57	57	59	66
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	67	62	62	61	61	60	59	58	59	62	63	62	61	63	63	62	58	55	57	54	46	51	35	33	32	26	31	43	57	57	59	66
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	70	67	65	64	64	63	64	62	64	66	66	63	64	64	65	65	61	61	60	54	51	45	25	21	22	20	25	27	59	61	60	67
SB I-95	SB I-95	102N04128	0.307206	70	67	65	64	64	63	64	62	64	66	66	63	64	64	65	65	61	61	60	54	51	45	25	21	22	20	25	27	59	61	60	67
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	67	64	62	62	61	60	58	57	57	60	63	60	59	61	63	62	57	54	45	35	34	31	28	24	25	23	27	31	53	57	58	63
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	67	64	62	62	61	60	58	57	57	60	63	60	59	61	63	62	57	54	45	35	34	31	28	24	25	23	27	31	53	57	58	63
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	68	66	65	61	62	63	61	58	61	61	64	63	61	63	64	65	58	47	40	50	47	39	37	33	36	33	35	41	45	59	58	62
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	68	66	65	63	61	63	61	58	61	61	64	63	61	63	64	65	58	47	40	50	47	39	37	33	36	33	35	41	45	59	58	62
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	68	65	62	63	61	63	62	59	60	61	63	63	60	62	62	62	57	55	52	54	53	50	51	44	48	47	46	44	45	58	55	59
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	68	65	62	63	61	63	62	59	60	61	63	63	60	62	62	62	57	55	52	54	53	50	51	44	48	47	46	44	45	58	55	59
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	68	65	64	62	62	64	63	60	61	61	63	62	60	63	65	63	59	56	56	56	53	53	50	50	51	49	39	23	42	59	58	59
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	68	65	64	62	62	64	63	60	61	61	63	62	60	63	65	63	59	56	56	56	53	53	50	50	51	49	39	23	42	59	58	59
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	67	64	64	62	61	63	60	57	53	49	58	62	60	60	63	63	56	51	54	54	53	37	26	34	47	31	21	20	36	57	59	58
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	67	64	64	62	61	63	60	57	53	49	58	62	60	60	63	63	56	51	54	54	53	37	26	34	47	31	21	20	36	57	59	58
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	67	65	66	61	55	59	53	31	37	55	59	65	62	58	65	66	47	46	47	37	39	27	20	22	27	41	41	42	47	60	62	59
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	67	65	66	61	55	59	53	31	37	55	59	65	62	58	65	66	47	46	47	37	39	27	20	22	27	41	41	42	47	60	62	59
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	62	45	39	24	19	20	19	17	21	26	30	36	57	60	56	49	18	18	18	18	17	15	17	16	16	19	22	33	35	34	59	60
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	62	45	39	24	19	20	19	17	21	26	30	36	57	60	56	49	18	18	18	18	17	15	17	16	16	19	22	33	35	34	59	60

RITIS Data
I-95 Southbound
October and November, 2021
Tuesday, Wednesday, Thursday

		November 18, 2021																																
From	**To**	**Segment ID**	**Miles**	**6:30 AM**	**6:45 AM**	**7:00 AM**	**7:15 AM**	**7:30 AM**	**7:45 AM**	**8:00 AM**	**8:15 AM**	**8:30 AM**	**8:45 AM**	**9:00 AM**	**9:15 AM**	**9:30 AM**	**9:45 AM**	**10:00 AM**	**10:15 AM**	**4:00 PM**	**4:15 PM**	**4:30 PM**	**4:45 PM**	**5:00 PM**	**5:15 PM**	**5:30 PM**	**5:45 PM**	**6:00 PM**	**6:15 PM**	**6:30 PM**	**6:45 PM**	**7:00 PM**	**7:15 PM**	**7:30 PM**	**7:45 PM**
SB Davie Blvd On-Ramp	SB Marina Blvd Off-Ramp	102-04129	0.53638	68	64	60	63	62	60	62	55	55	59	60	62	62	63	60	61	37	37	38	37	35	34	25	24	24	22	22	31	34	37	46	54
SB Marina Blvd Off-Ramp	SB Marina Blvd On-Ramp	102N04129	0.701621	68	64	60	63	62	60	62	55	55	59	60	62	62	63	60	61	37	37	38	37	35	34	25	24	24	22	22	31	34	37	46	54
SB Marina Blvd On-Ramp	SB I-95	102-04128	0.112508	70	67	65	66	65	63	64	61	61	63	63	64	64	65	64	64	41	44	46	47	41	35	14	20	17	17	18	23	24	39	45	49
SB I-95	SB I-95	102N04128	0.307206	70	67	65	66	65	63	64	61	61	63	63	64	64	65	64	64	41	44	46	47	41	35	14	20	17	17	18	23	24	39	45	49
SB I-95	SB Griffin Rd Off-Ramp	102-04127	0.077746	68	65	61	62	62	60	58	58	58	58	60	61	60	61	60	61	34	39	40	31	23	16	14	21	21	22	24	25	24	33	44	50
SB Griffin Rd Off-Ramp	SB Griffin Rd On-Ramp	102N04127	1.269492	68	65	61	62	62	60	58	58	58	58	60	61	60	61	60	61	34	39	40	31	23	16	14	21	21	22	24	25	24	33	44	50
SB Griffin Rd On-Ramp	SB Stirling Rd Off-Ramp	102-04126	0.360911	69	67	64	62	62	62	61	61	64	61	62	61	62	62	61	62	34	42	38	29	28	30	36	32	35	34	40	42	40	44	46	53
SB Stirling Rd Off-Ramp	SB Stirling Rd On-Ramp	102N04126	0.670323	69	67	64	62	62	62	61	61	64	61	62	61	62	62	61	62	34	42	38	29	28	30	36	32	35	34	40	42	40	44	46	53
SB Stirling Rd On-Ramp	SB Sheridan St Off-Ramp	102-04125	0.316885	67	66	64	63	62	62	60	58	62	60	61	58	61	62	60	60	40	43	43	35	38	37	37	30	40	33	40	41	39	41	42	55
SB Sheridan St Off-Ramp	SB Sheridan St On-Ramp	102N04125	0.697271	67	66	64	63	62	62	60	58	62	60	61	58	61	62	60	60	40	43	43	35	38	37	37	30	40	33	40	41	39	41	42	55
SB Sheridan St On-Ramp	SB Hollywood Blvd Off-Ramp	102-04124	0.890797	66	66	64	63	61	61	61	60	62	60	63	60	63	63	61	60	28	29	37	30	33	36	42	36	42	40	43	42	42	42	42	52
SB Hollywood Blvd Off-Ramp	SB Hollywood Blvd On-Ramp	102N04124	0.666954	66	66	64	63	61	61	61	60	62	60	63	60	63	63	61	60	28	29	37	30	33	36	42	36	42	40	43	42	42	42	42	52
SB Hollywood Blvd On-Ramp	SB Pembroke Rd Off-Ramp	102-04123	0.319197	67	66	65	63	59	60	59	57	57	56	58	60	61	61	62	61	27	19	19	20	22	19	29	35	42	43	43	43	46	44	44	51
SB Pembroke Rd Off-Ramp	SB Pembroke Rd On-Ramp	102N04123	0.650236	67	66	65	63	59	60	59	57	57	56	58	60	61	61	62	61	27	19	19	20	22	19	29	35	42	43	43	43	46	44	44	51
SB Pembroke Rd On-Ramp	SB Hallandale Beach Blvd On-Ramp	102-04122	0.152888	66	66	67	63	59	56	62	58	56	58	56	61	63	62	64	60	15	15	13	11	14	13	14	26	42	41	44	46	48	48	51	53
SB Hallandale Beach Blvd On-Ramp	SB Hallandale Beach Blvd Off-Ramp	102N04122	0.669957	66	66	67	63	59	56	62	58	56	58	56	61	63	62	64	60	15	15	13	11	14	13	14	26	42	41	44	46	48	48	51	53
SB Hallandale Beach Blvd Off-Ramp	SB Ives Dairy Rd Off-Ramp	102-04121	0.71913	65	60	58	34	23	25	28	19	24	29	53	62	63	63	63	50	14	14	12	11	13	13	14	15	20	25	31	40	44	45	50	53
SB Ives Dairy Rd Off-Ramp	SB Ives Dairy Rd On-Ramp	102N04121	0.785979	65	60	58	34	23	25	28	19	24	29	53	62	63	63	63	50	14	14	12	11	13	13	14	15	20	25	31	40	44	45	50	53

Appendix H: Intersection/Interchange Output (Delays/Queues)

2021 AM: Intersection MOEs (VISSIM)

Sheridan St & 29th Ave	Sheridan St								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		180	1,740	180		30	1,370	320	30	10	40	160	10	90
Volume		170	1,736	185		30	1,340	323	29	12	42	161	11	90
Demand -Simulated Volume		-10	-4	5		0	-30	3	-1	2	2	1	1	0
Percentage (%)		-6%	0%	3%		0%	-2%	1%	-3%	20%	5%	1%	10%	0%
Delay (sec/veh)		69	55	7		46	8	3	92	91	27	82	78	7
Delay (sec/veh)	51.8				8.0				59.0			56.1		
Max queue (ft)		316	996	48		261	261	237	79	106	135	200	56	103
									Intersection Delay (sec/veh)			34.3		

Sheridan St & I-95 SB Terminal	Sheridan St								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,450	490		410	1,190					580		530
Volume			1,448	498		395	1,161					590		530
Demand -Simulated Volume			-2	8		-15	-29					10		0
Percentage (%)			0%	2%		-4%	-2%					2%		0%
Delay (sec/veh)			10	2		2	7					77		55
Delay (sec/veh)	8.1				5.8							66.9		
Max queue (ft)			397	14		0	93					406		401
									Intersection Delay (sec/veh)			21.6		

Sheridan St & I-95 NB Terminal	Sheridan St								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		800	1,230				1,040	660	560		440			
Volume		795	1,237				1,009	602	546		432			
Demand -Simulated Volume		-5	7				-31	-58	-14		-8			
Percentage (%)		-1%	1%				-3%	-9%	-3%		-2%			
Delay (sec/veh)		22	0				70	71	92		44			
Delay (sec/veh)	8.9				70.8				70.9					
Max queue (ft)		173	0				620	713	541		541			
									Intersection Delay (sec/veh)			43.6		

Sheridan St & 28th Ave	Sheridan St								28th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		80	1,590		5		1,690	5				5		10
Volume		78	1,589		4		1,638	5				5		11
Demand -Simulated Volume		-2	-1		-1		-52	0				0		1
Percentage (%)		-3%	0%		-20%		-3%	0%				0%		10%
Delay (sec/veh)		23	1		15		31	85				29		29
Delay (sec/veh)	1.6				30.7							29.0		
Max queue (ft)		129	20		38		588	588				63		62
									Intersection Delay (sec/veh)			16.1		

Sheridan St & 26th Ave	Sheridan St								26th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		180	1,330	90		50	1,260	110	310	120	50	120	50	130
Volume		185	1,337	91		50	1,254	110	294	122	48	123	50	132
Demand -Simulated Volume		5	7	1		0	-6	0	-16	2	-2	3	0	2
Percentage (%)		3%	1%	1%		0%	0%	0%	-5%	2%	-4%	3%	0%	2%
Delay (sec/veh)		73	14	13		34	53	37	153	142	126	54	69	32
Delay (sec/veh)	21.0				51.5				147.2			47.0		
Max queue (ft)		335	446	501		62	702	0	994	898	916	230	130	162
									Intersection Delay (sec/veh)			49.9		

Stirling Rd & Anglers Ave	Stirling Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		230	1,450	0			1,050	240				200		100
Volume		231	1,450				1,041	242				209		104
Demand -Simulated Volume		1	0				-9	2				9		4
Percentage (%)		0%	0%				-1%	1%				5%		4%
Delay (sec/veh)		16	15				12	12				72		7
Delay (sec/veh)	14.7				12.1							50.6		
Max queue (ft)		246	819				519	490				219		116
									Intersection Delay (sec/veh)			17.1		

Stirling Rd & 29th Ave	Stirling Rd								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,480	170		310	1,230		60		90			
Volume			1,481	168		305	1,231		63		90			
Demand -Simulated Volume			1	-2		-5	1		3		0			
Percentage (%)			0%	-1%		-2%	0%		5%		0%			
Delay (sec/veh)			5	5		19	2		75		8			
Delay (sec/veh)	5.2				5.3				35.8					
Max queue (ft)			328	255		217	102		90		92			
									Intersection Delay (sec/veh)			6.6		

Stirling Rd & I-95 SB Terminal	Stirling Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,050	520		280	1,000					480		540
Volume			1,078	512		279	986					462		544
Demand -Simulated Volume			28	-8		-1	-14					-18		4
Percentage (%)			3%	-2%		0%	-1%					-4%		1%
Delay (sec/veh)			73	5		1	1					62		23
Delay (sec/veh)	51.1				1.0							41.1		
Max queue (ft)			537	408		0	2					391		538
									Intersection Delay (sec/veh)			32.1		

2021 AM: Intersection MOEs (VISSIM)

Stirling Rd & I-95 NB Terminal	Stirling Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		380	1,150				820	470	460		430			
Volume		382	1,150				810	494	453		412			
Demand -Simulated Volume		2	0				-10	24	-7		-18			
Percentage (%)		1%	0%				-1%	5%	-2%		-4%			
Delay (sec/veh)		2	4				38	13	94		57			
Delay (sec/veh)	3.8				28.6				76.3					
Max queue (ft)		0	136				249	257	341		221			
									Intersection Delay (sec/veh)				29.5	

Stirling Rd & Oakwood Blvd	Stirling Rd								Oakwood Blvd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		160	1,060	360		130	970	30	220	20	70	30	20	100
Volume		151	1,055	356		127	987	28	221	21	71	29	17	104
Demand -Simulated Volume		-9	-5	-4		-3	17	-2	1	1	1	-1	-3	4
Percentage (%)		-6%	0%	-1%		-2%	2%	-7%	0%	5%	1%	-3%	-15%	4%
Delay (sec/veh)		62	16	1		73	11	3	71	70	21	73	84	8
Delay (sec/veh)	16.9				18.0				59.8			29.4		
Max queue (ft)		183	316	0		260	220	89	296	156	184	97	68	122
									Intersection Delay (sec/veh)				22.1	

Stirling Rd & Compass Way	Stirling Rd								Compass Way					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		170	980	10		10	980	70	20	5	5	20	0	130
Volume		168	982	10		9	994	76	21	5	5	21	0	132
Demand -Simulated Volume		-2	2	0		-1	14	6	1	0	0	1	0	2
Percentage (%)		-1%	0%	0%		-10%	1%	9%	5%	0%	0%	5%	0%	2%
Delay (sec/veh)		72	2	1		72	6	2	85	85	6	81	0	8
Delay (sec/veh)	12.3				6.2				71.9			17.7		
Max queue (ft)		183	147	43		46	170	101	83	35	62	77	76	121
									Intersection Delay (sec/veh)				10.7	

Stirling Rd & Bryan Rd	Stirling Rd								Bryan Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		70	935				910	60				100		150
Volume		76	931				925	63				103		150
Demand -Simulated Volume		6	-4				15	3				3		0
Percentage (%)		9%	0%				2%	5%				3%		0%
Delay (sec/veh)		75	1				5	4				74		7
Delay (sec/veh)	6.5				4.6							34.4		
Max queue (ft)		111	71				162	203				126		121
									Intersection Delay (sec/veh)				8.8	

Griffin Rd & Anglers Ave	Griffin Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		90	1,100	160		210	780	360	110	170	240	200	70	50
Volume		90	1,087	157		208	782	350	117	179	246	204	79	51
Demand -Simulated Volume		0	-13	-3		-2	2	-10	7	9	6	4	9	1
Percentage (%)		0%	-1%	-2%		-1%	0%	-3%	6%	5%	3%	2%	13%	2%
Delay (sec/veh)		75	19	4		81	16	15	54	72	11	60	65	6
Delay (sec/veh)	20.7				26.1				40.5			53.1		
Max queue (ft)		205	313	134		243	449	486	233	192	173	346	105	99
									Intersection Delay (sec/veh)				28.8	

Griffin Rd & I-95 SB Terminal	Griffin Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			940	600		210	940					370		410
Volume			943	592		216	935					359		407
Demand -Simulated Volume			3	-8		6	-5					-11		-3
Percentage (%)			0%	-1%		3%	-1%					-3%		-1%
Delay (sec/veh)			47	19		1	5					59		44
Delay (sec/veh)	36.0				4.2							51.2		
Max queue (ft)			343	342		17	93					378		387
									Intersection Delay (sec/veh)				28.7	

Griffin Rd & I-95 NB Terminal	Griffin Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		410	900				590	180	560		560			
Volume		416	886				601	183	548		552			
Demand -Simulated Volume		6	-14				11	3	-12		-8			
Percentage (%)		1%	-2%				2%	2%	-2%		-1%			
Delay (sec/veh)		2	2				52	3	61		9			
Delay (sec/veh)	1.6				40.7				34.7					
Max queue (ft)		28	49				213	126	576		279			
									Intersection Delay (sec/veh)				22.6	

Griffin Rd & Old Griffin Rd	Griffin Rd								Old Griffin Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBL	EBT	EBT2	EBR	WBU	WBL	WBT	WBR	NBL	NBR	NBR2	SBL	SBT	SBR
Demand Volume	10	904	406	140		20	500	20	20	7	3	10	10	250
Volume	10	867	416	140		20	508	22	17	6	2	10	8	253
Demand -Simulated Volume	0	-37	10	0		0	8	2	-3	-1	-1	0	-2	3
Percentage (%)	0%	-4%	2%	0%		0%	2%	10%	-15%	-14%	-33%	0%	-20%	1%
Delay (sec/veh)	86	9	9	4		72	6	2	75	104	17	74	72	74
Delay (sec/veh)	8.6				8.4				77.2			73.9		
Max queue (ft)	50	282	282	25		74	134	3	54	42	0	283	283	283
									Intersection Delay (sec/veh)				17.0	

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Sheridan St & 29th Ave	Sheridan St								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		100	1,600	100		70	1,720	170	40	10	40	290	50	270
Volume		99	1,608	99		73	1,698	176	38	10	39	292	51	277
Demand -Simulated Volume		-1	8	-1		3	-22	6	-2	0	-1	2	1	7
Percentage (%)		-1%	1%	-1%		4%	-1%	4%	-5%	0%	-3%	1%	2%	3%
Delay (sec/veh)		83	61	7		40	6	1	104	111	35	111	103	12
Delay (sec/veh)	59.0				6.8				73.8			66.2		
Max queue (ft)		258	644	4		265	265	234	97	120	151	583	147	251
									Intersection Delay (sec/veh)				37.5	

Sheridan St & I-95 SB Terminal	Sheridan St								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,430	500		470	1,360					620		600
Volume			1,428	510		470	1,365					613		583
Demand -Simulated Volume			-2	10		0	5					-7		-17
Percentage (%)			0%	2%		0%	0%					-1%		-3%
Delay (sec/veh)			11	2		3	4					86		71
Delay (sec/veh)	8.6				3.5							78.4		
Max queue (ft)			399	333		0	71					526		524
									Intersection Delay (sec/veh)				23.5	

Sheridan St & I-95 NB Terminal	Sheridan St								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		620	1,430				1,190	650	640		570			
Volume		622	1,416				1,193	653	638		568			
Demand -Simulated Volume		2	-14				3	3	-2		-2			
Percentage (%)		0%	-1%				0%	0%	0%		0%			
Delay (sec/veh)		5	0				83	15	91		46			
Delay (sec/veh)	1.6				59.0				70.3					
Max queue (ft)		0	0				647	688	1,201		1,201			
									Intersection Delay (sec/veh)				38.7	

Sheridan St & 28th Ave	Sheridan St								28th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		50	1,950		10		1,830	10				5		10
Volume		50	1,933		12		1,846	10				6		12
Demand -Simulated Volume		0	-17		2		16	0				1		2
Percentage (%)		0%	-1%		20%		1%	0%				20%		20%
Delay (sec/veh)		12	1		13		4	6				23		16
Delay (sec/veh)	1.3				4.0							18.2		
Max queue (ft)		79	119		40		283	283				63		62
									Intersection Delay (sec/veh)				2.7	

Sheridan St & 26th Ave	Sheridan St								26th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		270	1,515	180		40	1,320	160	250	180	50	230	150	280
Volume		262	1,517	185		43	1,354	165	244	185	50	243	150	273
Demand -Simulated Volume		-8	2	5		3	34	5	-6	5	0	13	0	-7
Percentage (%)		-3%	0%	3%		8%	3%	3%	-2%	3%	0%	6%	0%	-3%
Delay (sec/veh)		70	19	19		24	33	16	101	103	88	76	68	5
Delay (sec/veh)	26.0				31.0				100.5			45.0		
Max queue (ft)		518	586	641		65	569	7	893	853	872	643	440	174
									Intersection Delay (sec/veh)				38.0	

Stirling Rd & Anglers Ave	Stirling Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		180	1,390	0			1,580	330				280		270
Volume		181	1,389				1,571	336				290		274
Demand -Simulated Volume		1	-1				-9	6				10		4
Percentage (%)		1%	0%				-1%	2%				4%		1%
Delay (sec/veh)		21	12				14	15				70		9
Delay (sec/veh)	13.1				14.5							40.5		
Max queue (ft)		204	496				705	677				317		157
									Intersection Delay (sec/veh)				17.6	

Stirling Rd & 29th Ave	Stirling Rd								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,560	110		190	1,750		160		250			
Volume			1,560	106		186	1,747		169		254			
Demand -Simulated Volume			0	-4		-4	-3		9		4			
Percentage (%)			0%	-4%		-2%	0%		6%		2%			
Delay (sec/veh)			11	9		13	7		72		13			
Delay (sec/veh)	11.1				8.1				36.5					
Max queue (ft)			644	571		147	302		164		195			
									Intersection Delay (sec/veh)				12.3	

Stirling Rd & I-95 SB Terminal	Stirling Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,280	530		530	1,470					480		470
Volume			1,283	524		539	1,489					445		451
Demand -Simulated Volume			3	-6		9	19					-35		-19
Percentage (%)			0%	-1%		2%	1%					-7%		-4%
Delay (sec/veh)			80	11		2	1					79		41
Delay (sec/veh)	60.2				1.1							59.9		
Max queue (ft)			641	550		0	0					373		397
									Intersection Delay (sec/veh)				34.8	

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Stirling Rd & I-95 NB Terminal	Stirling Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		470	1,290				1,450	590	550		490			
Volume		464	1,245				1,442	591	563		476			
Demand -Simulated Volume		-6	-45				-8	1	13		-14			
Percentage (%)		-1%	-3%				-1%	0%	2%		-3%			
Delay (sec/veh)		2	3				54	21	66		26			
Delay (sec/veh)	2.9				44.3				47.6					
Max queue (ft)		0	91				587	599	431		246			
									Intersection Delay (sec/veh)				30.2	

Stirling Rd & Oakwood Blvd	Stirling Rd								Oakwood Blvd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		330	1,090	360		190	1,320	70	410	110	130	70	80	310
Volume		324	1,079	348		191	1,326	72	408	109	133	76	79	309
Demand -Simulated Volume		-6	-11	-12		1	6	2	-2	-1	3	6	-1	-1
Percentage (%)		-2%	-1%	-3%		1%	0%	3%	0%	-1%	2%	9%	-1%	0%
Delay (sec/veh)		66	26	1		81	25	5	76	60	41	78	70	18
Delay (sec/veh)	28.2				31.0				66.2			36.7		
Max queue (ft)		405	312	0		332	415	100	560	518	546	265	271	287
									Intersection Delay (sec/veh)				35.6	

Stirling Rd & Compass Way	Stirling Rd								Compass Way					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		170	1,100	20		10	1,380	120	20	5	10	70	5	180
Volume		168	1,105	19		10	1,377	120	19	5	11	74	5	182
Demand -Simulated Volume		-2	5	-1		0	-3	0	-1	0	1	4	0	2
Percentage (%)		-1%	0%	-5%		0%	0%	0%	-5%	0%	10%	6%	0%	1%
Delay (sec/veh)		86	5	2		83	10	3	77	94	9	73	78	15
Delay (sec/veh)	15.4				10.1				58.0			32.5		
Max queue (ft)		183	253	68		44	311	126	90	35	65	193	206	226
									Intersection Delay (sec/veh)				14.8	

Stirling Rd & Bryan Rd	Stirling Rd								Bryan Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		70	1,110				1,320	80				200		190
Volume		70	1,116				1,326	80				204		192
Demand -Simulated Volume		0	6				6	0				4		2
Percentage (%)		0%	1%				0%	0%				2%		1%
Delay (sec/veh)		59	3				7	6				74		9
Delay (sec/veh)	6.4				6.5							42.2		
Max queue (ft)		102	151				244	285				225		147
									Intersection Delay (sec/veh)				11.2	

Griffin Rd & Anglers Ave	Griffin Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		60	880	180		290	1,280	220	260	140	290	360	180	140
Volume		60	876	185		281	1,256	211	270	138	294	367	179	146
Demand -Simulated Volume		0	-4	5		-9	-24	-9	10	-2	4	7	-1	6
Percentage (%)		0%	0%	3%		-3%	-2%	-4%	4%	-1%	1%	2%	-1%	4%
Delay (sec/veh)		76	24	4		76	22	21	59	71	12	88	85	18
Delay (sec/veh)	23.6				30.3				41.7			72.6		
Max queue (ft)		149	286	146		317	620	657	461	156	204	945	196	139
									Intersection Delay (sec/veh)				37.3	

Griffin Rd & I-95 SB Terminal	Griffin Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			910	620		500	1,250					360		540
Volume			905	609		502	1,260					349		517
Demand -Simulated Volume			-5	-11		2	10					-11		-23
Percentage (%)			-1%	-2%		0%	1%					-3%		-4%
Delay (sec/veh)			52	19		2	6					68		52
Delay (sec/veh)	39.0				4.8							58.1		
Max queue (ft)			516	429		58	207					485		571
									Intersection Delay (sec/veh)				28.4	

Griffin Rd & I-95 NB Terminal	Griffin Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		450	820				1,170	360	580		420			
Volume		447	802				1,177	364	587		434			
Demand -Simulated Volume		-3	-18				7	4	7		14			
Percentage (%)		-1%	-2%				1%	1%	1%		3%			
Delay (sec/veh)		2	1				48	4	78		12			
Delay (sec/veh)	1.5				37.3				49.9					
Max queue (ft)		16	18				360	240	664		367			
									Intersection Delay (sec/veh)				28.9	

Griffin Rd & Old Griffin Rd	Griffin Rd								Old Griffin Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBL	EBT	EBT2	EBR	WBU	WBL	WBT	WBR	NBL	NBR	NBR2	SBL	SBT	SBR
Demand Volume	20	828	372	20		20	970	30	210	48	22	10	5	350
Volume	23	820	384	21		21	986	29	206	51	22	10	6	351
Demand -Simulated Volume	3	-8	12	1		1	16	-1	-4	3	0	0	1	1
Percentage (%)	15%	-1%	3%	5%		5%	2%	-3%	-2%	6%	0%	0%	20%	0%
Delay (sec/veh)	83	15	18	4		77	16	8	71	67	31	76	65	73
Delay (sec/veh)	16.8				17.4				66.9			72.5		
Max queue (ft)	78	388	388	7		82	329	10	257	251	157	478	478	478
									Intersection Delay (sec/veh)				28.8	

SYSTEMS INTERCHANGE MODIFICATION REPORT (SIMR)

SR 9/I-95 from Miami-Dade County Line to North of Griffin Road (SR 818)

Financial Project Identification Numbers: 439170-1-22-02

Broward County, Florida

Prepared for

Florida Department of Transportation
District Four

DRAFT REPORT

Updated April 2026

Volume 3 of 3

Appendices

Appendix D – Preferred Alternative Preliminary Concept Plans

Appendix E – HCS Outputs

Appendix F – Synchro Outputs

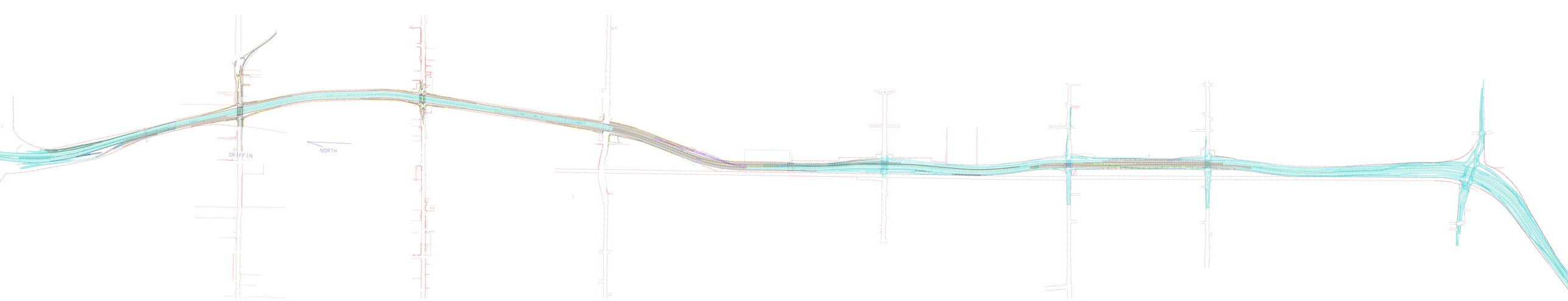
Appendix G – Tri-Rail Train Schedule

Appendix H – Vissim Simulation Results

Appendix I – IHSDM Outputs

Appendix D

Preferred Alternative Preliminary Concept Plans


GRIFFIN
NORTH

Appendix E

Highway Capacity Software (HCS) Outputs

HCS OUTPUT SHEETS

2030 No Build

AM Analyses

HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_South of Hollywood Blvd	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6586	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1785
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.76

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	28.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.4	22.0
LOS	F	F	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Hollywood Blvd and Sheridan St	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L_s), ft	4872	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	8540	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1846
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.79

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	29.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	0.0	29.7	0.0	0.0
LOS	A	D	A	A

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Sheridan St Ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7426	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	2012
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.86

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	33.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	33.7	25.0
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Sheridan St On and Stirling Rd Off	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1984	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6372	1567	0	1054
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	6908	1683	0	1132
Weaving Flow Rate (v_w), pc/h	2815	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6908	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10140
Total Flow Rate (v), pc/h	9723	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		8057
Volume Ratio (VR)	0.290	Weaving Area Capacity (c_W), veh/h		8057
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity (c_{WA}), veh/h		8057
Maximum Weaving Length (L_{MAX}), ft	5477	Demand-to-Capacity Ratio (v/c)		1.17

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Stirling Rd Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7939	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	2152
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.92

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	57.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	37.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	E
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	37.8	27.1
LOS	F	F	E	D

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HCS Freeway Diverge Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_EL Ingress Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	7939	415
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000
Flow Rate (v_i), pc/h	8606	437
Capacity (c_{md}), pc/h	9400	2100
Initial Adjusted Capacity (c_{mda}), pc/h	9400	-
Final Adjusted Capacity (c_{mda}), pc/h	9400	2100
Volume-to-Capacity Ratio (v/c)	0.92	0.21

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2104
Downstream Equilibrium Distance (L_{EQ}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	57.2
Flow in Lanes 3 and 4 (v_{34}), pc/h	4399	Outer Lanes Freeway Speed (S_O), mi/h	67.0
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	-	Ramp Junction Speed (S), mi/h	61.6
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	34.9
Level of Service (LOS)	E	Density in Ramp Influence Area (D_R), pc/mi/ln	35.8

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	34.9	34.9	22.1	21.9
LOS	F	F	F	F	E	C	D	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_EL Ingress and Stirling Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7524	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	2039
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.87

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	34.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	34.4	25.4
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Stirling Rd On Ramp and Griffing Rd Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	2147	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6283	999	0	1241
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.971	0.971
Flow Rate (v_i), pc/h	6811	1073	0	1345
Weaving Flow Rate (v_w), pc/h	2418	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6811	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10294
Total Flow Rate (v), pc/h	9229	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		8904
Volume Ratio (VR)	0.262	Weaving Area Capacity (c_W), veh/h		8904
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity (c_{WA}), veh/h		8904
Maximum Weaving Length (L_{MAX}), ft	5180	Demand-to-Capacity Ratio (v/c)		1.01

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	-	-

LOS	F	F	F	F

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Griffin Rd ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7282	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1974
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.84

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.3
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	32.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	32.7	24.5
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Griffin On Ramp and I-595 Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	2569	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.17	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5122	753	0	2160
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	3.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.980	0.980
Flow Rate (v_i), pc/h	5553	816	0	2320
Weaving Flow Rate (v_w), pc/h	3136	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5553	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10649
Total Flow Rate (v), pc/h	8689	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		9437
Volume Ratio (VR)	0.361	Weaving Area Capacity (c_W), veh/h		9437
Minimum Lane Change Rate (LC_{MIN}), lc/h	816	Adjusted Weaving Area Capacity (c_{WA}), veh/h		9437
Maximum Weaving Length (L_{MAX}), ft	4681	Demand-to-Capacity Ratio (v/c)		0.90

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1669	Average Weaving Speed (S_W), mi/h	52.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2342	Average Non-Weaving Speed (S_{NW}), mi/h	50.8
Weaving Lane Change Rate (LC_W), lc/h	1679	Average Speed (S), mi/h	51.5
Total Lane Change Rate (LC_{All}), lc/h	4021	Density (D), pc/mi/ln	33.7
Weaving Intensity Factor (W)	0.322	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	-	33.7	27.7	23.6
LOS	F	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_North of I-595 Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5875	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1592
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.68

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.5
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	36.9	24.7	19.6
LOS	F	E	C	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/10/2025
Agency	RSH	Analysis Year	2030 No Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB Two-sided weave btwn Sheridan St on ramp and EL Ingress	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	4800	Number of Maneuver Lanes (N_{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	4
Interchange Density (ID), int/mi	1.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	7127	1451	116	299
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	0.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	1.000	1.000
Flow Rate (v_i), pc/h	7726	1559	122	315
Weaving Flow Rate (v_w), pc/h	122	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	9600	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		11052
Total Flow Rate (v), pc/h	9722	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		-
Volume Ratio (VR)	0.013	Weaving Area Capacity (c_W), veh/h		11052
Minimum Lane Change Rate (LC_{MIN}), lc/h	488	Adjusted Weaving Area Capacity (c_{WA}), veh/h		11052
Maximum Weaving Length (L_{MAX}), ft	5848	Demand-to-Capacity Ratio (v/c)		0.86

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	5990	Average Weaving Speed (S_W), mi/h	54.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3830	Average Non-Weaving Speed (S_{NW}), mi/h	52.2
Weaving Lane Change Rate (LC_W), lc/h	1761	Average Speed (S), mi/h	52.2
Total Lane Change Rate (LC_{All}), lc/h	5591	Density (D), pc/mi/ln	37.2
Weaving Intensity Factor (W)	0.255	Level of Service (LOS)	E

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_North of Griffin Rd off ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6221	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1686
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.72

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	26.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	41.0	26.4	20.8
LOS	F	E	D	C

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HCS Freeway Diverge Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Griffin Rd Off Ramp	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	65.0	40.0
Segment Length (L) / Deceleration Length (LD), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	6221	813
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971
Flow Rate (v_i), pc/h	6744	881
Capacity (c_{md}), pc/h	9400	2000
Initial Adjusted Capacity (c_{mda}), pc/h	9400	-
Final Adjusted Capacity (c_{mda}), pc/h	9400	2000
Volume-to-Capacity Ratio (v/c)	0.72	0.44

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1654
Downstream Equilibrium Distance (L_{EQ}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	54.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	3437	Outer Lanes Freeway Speed (S_O), mi/h	68.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Ramp Junction Speed (S), mi/h	60.9
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	27.7
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	20.3

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	38.6	38.5	27.7	27.3	18.8	18.4
LOS	F	F	C	C	C	B	B	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Griffin Rd Off Ramp and I-595 On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5408	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1954
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.83

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	32.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	32.2	22.6	18.0
LOS	F	D	C	B

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HCS Freeway Merge Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_I-595 On Ramp	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	2
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided Two-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	5408	1773
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	5863 | 7767	1904
Capacity (c_{md}), pc/h	7050	4200
Adjusted Capacity (c_{mda}), pc/h	7050	4200
Volume-to-Capacity Ratio (v/c)	1.10	0.45

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2513
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	-
Flow in Lanes 1 and 2 (v_{12}), pc/h	3350	Outer Lanes Freeway Speed (S_O), mi/h	-
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	5254	Ramp Junction Speed (S), mi/h	-
Number of Outer Lanes on Freeway (N_O), ln	1	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (D_R), pc/mi/ln	-

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5

Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	34.1	34.1	21.5	21.5
LOS	F	F	F	F	D	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_I-595 On Ramp and Griffing Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7181	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1946
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.83

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	32.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	32.0	24.1
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Griffin Rd On and Stirling Rd Off	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1862	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6057	1015	0	1124
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	3.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.980	0.980
Flow Rate (v_i), pc/h	6566	1100	0	1207
Weaving Flow Rate (v_w), pc/h	2307	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6566	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10199
Total Flow Rate (v), pc/h	8873	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		8974
Volume Ratio (VR)	0.260	Weaving Area Capacity (c_W), veh/h		8974
Minimum Lane Change Rate (LC_{MIN}), lc/h	2307	Adjusted Weaving Area Capacity (c_{WA}), veh/h		8974
Maximum Weaving Length (L_{MAX}), ft	5159	Demand-to-Capacity Ratio (v/c)		0.96

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1626	Average Weaving Speed (S_W), mi/h	47.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2279	Average Non-Weaving Speed (S_{NW}), mi/h	39.9
Weaving Lane Change Rate (LC_W), lc/h	3065	Average Speed (S), mi/h	41.7
Total Lane Change Rate (LC_{All}), lc/h	5344	Density (D), pc/mi/ln	42.6
Weaving Intensity Factor (W)	0.519	Level of Service (LOS)	E

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	42.6	34.6
LOS	F	F	E	D

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Stirling Off and EL Egress	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7072	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1917
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.82

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	31.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	31.3	23.7
LOS	F	F	D	C

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HCS Freeway Merge Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_EL Egress Merge	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	7072	344
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	7667 | 8029	362
Capacity (c_{md}), pc/h	9400	2100
Adjusted Capacity (c_{mda}), pc/h	9400	2100
Volume-to-Capacity Ratio (v/c)	0.85	0.17

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2300
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.9
Flow in Lanes 3 and 4 (v_{34}), pc/h	3067	Outer Lanes Freeway Speed (S_O), mi/h	58.5
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	3429	Ramp Junction Speed (S), mi/h	57.4
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	35.0
Level of Service (LOS)	D	Density in Ramp Influence Area (D_R), pc/mi/ln	29.0

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5

Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	35.0	34.7	19.7	19.5
LOS	F	F	F	F	D	C	C	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between EL Egress and Stirling Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7416	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	2010
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.86

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	33.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	33.7	25.0
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Stirling Rd On Ramp and Sheridan Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1615	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6211	964	0	1205
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	6733	1035	0	1294
Weaving Flow Rate (v_w), pc/h	2329	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6733	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10711
Total Flow Rate (v), pc/h	9062	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		13255
Volume Ratio (VR)	0.257	Weaving Area Capacity (c_W), veh/h		10711
Minimum Lane Change Rate (LC_{MIN}), lc/h	1035	Adjusted Weaving Area Capacity (c_{WA}), veh/h		10711
Maximum Weaving Length (L_{MAX}), ft	3561	Demand-to-Capacity Ratio (v/c)		0.82

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1446	Average Weaving Speed (S_W), mi/h	50.4
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1724	Average Non-Weaving Speed (S_{NW}), mi/h	48.8
Weaving Lane Change Rate (LC_W), lc/h	1731	Average Speed (S), mi/h	49.2
Total Lane Change Rate (LC_{All}), lc/h	3455	Density (D), pc/mi/ln	36.8
Weaving Intensity Factor (W)	0.412	Level of Service (LOS)	E

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	-	36.8	30.1	25.4

LOS	F	E	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Sheridan Ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7175	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1944
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.83

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	32.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	32.0	24.0
LOS	F	F	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RSH	Date	4/4/2025
Agency	RSH	Analysis Year	2030 No Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Sheridan St and Hollywood Blvd	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L_s), ft	4783	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	8361	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1811
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.77

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.6
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	28.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_South of Hollywood Blvd Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6998	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1896
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.81

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	30.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	30.8	23.4
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/10/2025
Agency	RSH	Analysis Year	2030 No Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB Two-sided weave btwn EL Egress and Sheridan St	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	5130	Number of Maneuver Lanes (N_{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	4
Interchange Density (ID), int/mi	1.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5905	306	38	1167
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	0.00	0.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000	1.000	0.980
Flow Rate (v_i), pc/h	6401	322	40	1253
Weaving Flow Rate (v_w), pc/h	40	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	7976	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		11203
Total Flow Rate (v), pc/h	8016	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		-
Volume Ratio (VR)	0.005	Weaving Area Capacity (c_W), veh/h		11203
Minimum Lane Change Rate (LC_{MIN}), lc/h	160	Adjusted Weaving Area Capacity (c_{WA}), veh/h		11203
Maximum Weaving Length (L_{MAX}), ft	5774	Demand-to-Capacity Ratio (v/c)		0.70

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	5319	Average Weaving Speed (S_W), mi/h	56.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3468	Average Non-Weaving Speed (S_{NW}), mi/h	56.2
Weaving Lane Change Rate (LC_W), lc/h	1479	Average Speed (S), mi/h	56.2
Total Lane Change Rate (LC_{All}), lc/h	4947	Density (D), pc/mi/ln	28.5
Weaving Intensity Factor (W)	0.220	Level of Service (LOS)	D

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PM Analyses

HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_South of Hollywood Blvd	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6267	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1698
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.72

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	63.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	26.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	41.6	26.7	20.9
LOS	F	E	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Hollywood Blvd and Sheridan St	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L_s), ft	4872	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7977	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1723
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.73

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	0.0	27.1	0.0	0.0
LOS	A	D	A	A

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Sheridan St Ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6651	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1802
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.77

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	28.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.7	22.2
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Sheridan St On and Stirling Rd Off	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1984	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5495	1483	0	1156
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	5957	1593	0	1242
Weaving Flow Rate (v_w), pc/h	2835	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5957	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10012
Total Flow Rate (v), pc/h	8792	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		7259
Volume Ratio (VR)	0.322	Weaving Area Capacity (c_W), veh/h		7259
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity (c_{WA}), veh/h		7259
Maximum Weaving Length (L_{MAX}), ft	5821	Demand-to-Capacity Ratio (v/c)		1.18

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	-	-

LOS	F	F	F	F

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Stirling Rd off ramp and EL Ingress	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6978	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1891
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.80

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.6
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	30.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	30.7	23.3
LOS	F	F	D	C

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HCS Freeway Diverge Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_EL Ingress Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	6978	410
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000
Flow Rate (v_i), pc/h	7565	432
Capacity (c_{md}), pc/h	9400	2100
Initial Adjusted Capacity (c_{mda}), pc/h	9400	-
Final Adjusted Capacity (c_{mda}), pc/h	9400	2100
Volume-to-Capacity Ratio (v/c)	0.80	0.21

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1835
Downstream Equilibrium Distance (L_{EQ}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	57.2
Flow in Lanes 3 and 4 (v_{34}), pc/h	3896	Outer Lanes Freeway Speed (S_O), mi/h	68.1
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	-	Ramp Junction Speed (S), mi/h	62.0
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	30.5
Level of Service (LOS)	D	Density in Ramp Influence Area (D_R), pc/mi/ln	31.5

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	30.5	30.3	19.4	19.1
LOS	F	F	F	F	D	B	C	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_EL Ingress and Stirling Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6568	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1780
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.76

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	63.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	28.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.3	21.9
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Stirling Rd On Ramp and Griffing Rd Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	2147	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5399	1143	0	1169
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.971	0.971
Flow Rate (v_i), pc/h	5853	1228	0	1267
Weaving Flow Rate (v_w), pc/h	2495	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5853	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10151
Total Flow Rate (v), pc/h	8348	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		7805
Volume Ratio (VR)	0.299	Weaving Area Capacity (c_W), veh/h		7805
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity (c_{WA}), veh/h		7805
Maximum Weaving Length (L_{MAX}), ft	5573	Demand-to-Capacity Ratio (v/c)		1.04

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	-	-

LOS	F	F	F	F

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Griffin Rd ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6542	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1773
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.75

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	63.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	28.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.1	21.8
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Griffin On Ramp and I-595 Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	2569	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.17	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	4694	905	0	1848
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	3.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.980	0.980
Flow Rate (v_i), pc/h	5089	981	0	1985
Weaving Flow Rate (v_w), pc/h	2966	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5089	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10618
Total Flow Rate (v), pc/h	8055	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		9256
Volume Ratio (VR)	0.368	Weaving Area Capacity (c_W), veh/h		9256
Minimum Lane Change Rate (LC_{MIN}), lc/h	981	Adjusted Weaving Area Capacity (c_{WA}), veh/h		9256
Maximum Weaving Length (L_{MAX}), ft	4759	Demand-to-Capacity Ratio (v/c)		0.85

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1530	Average Weaving Speed (S_W), mi/h	53.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1954	Average Non-Weaving Speed (S_{NW}), mi/h	50.2
Weaving Lane Change Rate (LC_W), lc/h	1844	Average Speed (S), mi/h	51.3
Total Lane Change Rate (LC_{All}), lc/h	3798	Density (D), pc/mi/ln	31.4
Weaving Intensity Factor (W)	0.308	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	40.2	31.4	25.8	22.0
LOS	E	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_North of I-595 Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5599	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1518
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.65

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	34.0	23.4	18.7
LOS	F	D	C	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/10/2025
Agency	RSH	Analysis Year	2030 No Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB Two-sided weave btwn Sheridan St on ramp and EL Ingress	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	4800	Number of Maneuver Lanes (N_{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	4
Interchange Density (ID), int/mi	1.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6368	1356	127	283
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	0.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	1.000	1.000
Flow Rate (v_i), pc/h	6903	1456	134	298

Weaving Flow Rate (v_w), pc/h	134	Ideal Conditions Capacity (c_{IFL}), pc/h/ln	2350
Non-Weaving Flow Rate (v_{NW}), pc/h	8657	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h	11044
Total Flow Rate (v), pc/h	8791	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h	-
Volume Ratio (VR)	0.015	Weaving Area Capacity (c_W), veh/h	11044
Minimum Lane Change Rate (LC_{MIN}), lc/h	536	Adjusted Weaving Area Capacity (c_{WA}), veh/h	11044
Maximum Weaving Length (L_{MAX}), ft	5866	Demand-to-Capacity Ratio (v/c)	0.78

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	5402	Average Weaving Speed (S_W), mi/h	55.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3620	Average Non-Weaving Speed (S_{NW}), mi/h	52.7
Weaving Lane Change Rate (LC_W), lc/h	1809	Average Speed (S), mi/h	52.7
Total Lane Change Rate (LC_{All}), lc/h	5429	Density (D), pc/mi/ln	33.4
Weaving Intensity Factor (W)	0.249	Level of Service (LOS)	D

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_North of Griffin Rd off ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5967	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1617
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.69

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.3
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	37.9	25.1	19.9
LOS	F	E	C	C

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HCS Freeway Diverge Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Griffin Rd Off Ramp	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	65.0	40.0
Segment Length (L) / Deceleration Length (LD), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	5967	791
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971
Flow Rate (v_i), pc/h	6469	857
Capacity (c_{md}), pc/h	9400	2000
Initial Adjusted Capacity (c_{mda}), pc/h	9400	-
Final Adjusted Capacity (c_{mda}), pc/h	9400	2000
Volume-to-Capacity Ratio (v/c)	0.69	0.43

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1583
Downstream Equilibrium Distance (L_{EQ}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	54.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	3304	Outer Lanes Freeway Speed (S_O), mi/h	69.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Ramp Junction Speed (S), mi/h	61.0
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	26.5
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	19.2

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	36.8	36.8	26.5	26.1	18.0	17.6
LOS	F	F	C	C	B	B	B	A

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Griffin Rd Off Ramp and I-595 On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	3	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5176	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1870
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.80

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	30.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	30.2	21.6	17.3
LOS	F	D	C	B

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HCS Freeway Merge Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_I-595 On Ramp	Units	U.S. Customary

Geometric Data

	Freeway	Ramp
Number of Lanes (N), ln	3	2
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided Two-Lane

Adjustment Factors

Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity

Demand Volume (V_i), veh/h	5176	1903
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	5611 | 7655	2044
Capacity (c_{md}), pc/h	7050	4200
Adjusted Capacity (c_{mda}), pc/h	7050	4200
Volume-to-Capacity Ratio (v/c)	1.09	0.49

Speed and Density

Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2405
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	-
Flow in Lanes 1 and 2 (v_{12}), pc/h	3206	Outer Lanes Freeway Speed (S_O), mi/h	-
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	5250	Ramp Junction Speed (S), mi/h	-
Number of Outer Lanes on Freeway (N_O), ln	1	Average Density (D), pc/mi/ln	-
Level of Service (LOS)	F	Density in Ramp Influence Area (D_R), pc/mi/ln	-

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5

Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	33.6	33.6	21.4	21.4
LOS	F	F	F	F	D	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_I-595 On Ramp and Griffing Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7079	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1918
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.82

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	31.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	31.3	23.7
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Griffin Rd On and Stirling Rd Off	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1862	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6011	1231	0	1068
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	3.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.980	0.980
Flow Rate (v_i), pc/h	6516	1334	0	1147
Weaving Flow Rate (v_w), pc/h	2481	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6516	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10135
Total Flow Rate (v), pc/h	8997	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		8453
Volume Ratio (VR)	0.276	Weaving Area Capacity (c_W), veh/h		8453
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity (c_{WA}), veh/h		8453
Maximum Weaving Length (L_{MAX}), ft	5328	Demand-to-Capacity Ratio (v/c)		1.03

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	-	-
LOS	F	F	F	F

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Stirling Off and EL Egress	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7242	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1963
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.84

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.5
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	32.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	32.4	24.3
LOS	F	F	D	C

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HCS Freeway Merge Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_EL Egress Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	7242	334
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	7851 | 8203	352
Capacity (c_{md}), pc/h	9400	2100
Adjusted Capacity (c_{mda}), pc/h	9400	2100
Volume-to-Capacity Ratio (v/c)	0.87	0.17

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	2356
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	55.7
Flow in Lanes 3 and 4 (v_{34}), pc/h	3140	Outer Lanes Freeway Speed (S_O), mi/h	58.1
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	3492	Ramp Junction Speed (S), mi/h	57.1
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	35.9
Level of Service (LOS)	D	Density in Ramp Influence Area (D_R), pc/mi/ln	29.5

Design Analysis Table								
Freeway Lanes, ln	2	2	3	3	4	4	5	5

Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	35.9	35.7	20.1	20.0
LOS	F	F	F	F	D	C	C	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between EL Egress and Stirling Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7576	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	2053
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.87

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	34.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	34.8	25.6
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Stirling Rd On Ramp and Sheridan Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	1615	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6248	1143	0	1328
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	6773	1228	0	1426
Weaving Flow Rate (v_w), pc/h	2654	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6773	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		10616
Total Flow Rate (v), pc/h	9427	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		12083
Volume Ratio (VR)	0.282	Weaving Area Capacity (c_W), veh/h		10616
Minimum Lane Change Rate (LC_{MIN}), lc/h	1228	Adjusted Weaving Area Capacity (c_{WA}), veh/h		10616
Maximum Weaving Length (L_{MAX}), ft	3826	Demand-to-Capacity Ratio (v/c)		0.86

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1455	Average Weaving Speed (S_W), mi/h	49.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1759	Average Non-Weaving Speed (S_{NW}), mi/h	47.1
Weaving Lane Change Rate (LC_W), lc/h	1924	Average Speed (S), mi/h	47.9
Total Lane Change Rate (LC_{All}), lc/h	3683	Density (D), pc/mi/ln	39.4
Weaving Intensity Factor (W)	0.433	Level of Service (LOS)	E

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	-	39.4	32.1	27.2

LOS	F	E	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Sheridan Ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7391	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	2003
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.85

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	59.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	33.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	33.4	24.9
LOS	F	F	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RSH	Date	4/4/2025
Agency	RSH	Analysis Year	2030 No Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Sheridan St and Hollywood Blvd	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L_s), ft	4783	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	8580	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1858
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.79

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	30.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_South of Hollywood Blvd Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7144	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1936
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.82

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	31.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	31.8	23.9
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/10/2025
Agency	RSH	Analysis Year	2030 No Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB Two-sided weave btwn EL Egress and Sheridan St	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	5130	Number of Maneuver Lanes (N_{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	4
Interchange Density (ID), int/mi	1.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5954	294	40	1288
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	0.00	0.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000	1.000	0.980
Flow Rate (v_i), pc/h	6455	309	42	1383
Weaving Flow Rate (v_w), pc/h	42	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	8147	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		11203
Total Flow Rate (v), pc/h	8189	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		-
Volume Ratio (VR)	0.005	Weaving Area Capacity (c_W), veh/h		11203
Minimum Lane Change Rate (LC_{MIN}), lc/h	168	Adjusted Weaving Area Capacity (c_{WA}), veh/h		11203
Maximum Weaving Length (L_{MAX}), ft	5774	Demand-to-Capacity Ratio (v/c)		0.71

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	5433	Average Weaving Speed (S_W), mi/h	56.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3506	Average Non-Weaving Speed (S_{NW}), mi/h	55.9
Weaving Lane Change Rate (LC_W), lc/h	1487	Average Speed (S), mi/h	55.9
Total Lane Change Rate (LC_{All}), lc/h	4993	Density (D), pc/mi/ln	29.3
Weaving Intensity Factor (W)	0.221	Level of Service (LOS)	D

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2030 Build

AM Analyses

HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_South of Hollywood Blvd	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5621	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1524
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.65

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	34.2	23.5	18.8
LOS	F	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Hollywood Blvd and Sheridan St	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L_s), ft	5072	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7575	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1637
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.70

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	0.0	25.5	0.0	0.0
LOS	A	C	A	A

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Sheridan St Ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6603	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1790
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.76

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	62.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	28.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.5	22.0
LOS	F	F	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Beteewn Sheridan St Exit and I-95 NB EL Entry	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7426	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1610
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.69

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	33.7	25.0
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Sheridan St On and Stirling Rd Off	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	1984	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6372	1567	0	1054
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	6908	1683	0	1132
Weaving Flow Rate (v_w), pc/h	2815	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6908	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12869
Total Flow Rate (v), pc/h	9723	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		11750
Volume Ratio (VR)	0.290	Weaving Area Capacity (c_W), veh/h		11750
Minimum Lane Change Rate (LC_{MIN}), lc/h	1683	Adjusted Weaving Area Capacity (c_{WA}), veh/h		11750
Maximum Weaving Length (L_{MAX}), ft	3911	Demand-to-Capacity Ratio (v/c)		0.81

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	2056	Average Weaving Speed (S_W), mi/h	47.3
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3229	Average Non-Weaving Speed (S_{NW}), mi/h	45.1
Weaving Lane Change Rate (LC_W), lc/h	2882	Average Speed (S), mi/h	45.7
Total Lane Change Rate (LC_{All}), lc/h	6111	Density (D), pc/mi/ln	35.5
Weaving Intensity Factor (W)	0.549	Level of Service (LOS)	E

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Stirling Rd Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7939	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1721
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.73

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	63.5
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	27.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	37.8	27.1
LOS	F	F	E	D

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HCS Freeway Diverge Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_EL Ingress Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	5	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	400
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	7939	415
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000
Flow Rate (v_i), pc/h	8606	437
Capacity (c_{md}), pc/h	11750	2100
Initial Adjusted Capacity (c_{mda}), pc/h	11750	-
Final Adjusted Capacity (c_{mda}), pc/h	11750	2100
Volume-to-Capacity Ratio (v/c)	0.73	0.21

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1656
Downstream Equilibrium Distance (L_{EQ}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	57.2
Flow in Lanes 3 and 4 (v_{34}), pc/h	3573	Outer Lanes Freeway Speed (S_O), mi/h	68.7
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	-	Ramp Junction Speed (S), mi/h	62.2
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	22.1
Level of Service (LOS)	D	Density in Ramp Influence Area (D_R), pc/mi/ln	31.4

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	34.9	34.9	22.1	21.9
LOS	F	F	F	F	E	C	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_EL Ingress and Stirling Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7524	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1631
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.69

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	34.4	25.4
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Stirling Rd On Ramp and Griffing Rd Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2147	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6283	999	0	1241
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.971	0.971
Flow Rate (v_i), pc/h	6811	1073	0	1345
Weaving Flow Rate (v_w), pc/h	2418	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6811	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		13053
Total Flow Rate (v), pc/h	9229	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		12985
Volume Ratio (VR)	0.262	Weaving Area Capacity (c_W), veh/h		12985
Minimum Lane Change Rate (LC_{MIN}), lc/h	1073	Adjusted Weaving Area Capacity (c_{WA}), veh/h		12985
Maximum Weaving Length (L_{MAX}), ft	3614	Demand-to-Capacity Ratio (v/c)		0.69

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	2193	Average Weaving Speed (S_W), mi/h	48.9
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3208	Average Non-Weaving Speed (S_{NW}), mi/h	49.9
Weaving Lane Change Rate (LC_W), lc/h	2329	Average Speed (S), mi/h	49.6
Total Lane Change Rate (LC_{All}), lc/h	5537	Density (D), pc/mi/ln	31.0
Weaving Intensity Factor (W)	0.477	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	37.9	31.0

LOS	F	F	E	D

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Between Griffin Rd ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7282	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1579
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.67

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.5
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.5
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	32.7	24.5
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_Griffin On Ramp and I-595 Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2569	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.17	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5122	753	0	2160
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	3.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.980	0.980
Flow Rate (v_i), pc/h	5553	816	0	2320
Weaving Flow Rate (v_w), pc/h	3136	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5553	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12779
Total Flow Rate (v), pc/h	8689	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		9437
Volume Ratio (VR)	0.361	Weaving Area Capacity (c_W), veh/h		9437
Minimum Lane Change Rate (LC_{MIN}), lc/h	816	Adjusted Weaving Area Capacity (c_{WA}), veh/h		9437
Maximum Weaving Length (L_{MAX}), ft	4681	Demand-to-Capacity Ratio (v/c)		0.90

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1669	Average Weaving Speed (S_W), mi/h	52.3
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2259	Average Non-Weaving Speed (S_{NW}), mi/h	52.2
Weaving Lane Change Rate (LC_W), lc/h	2059	Average Speed (S), mi/h	52.2
Total Lane Change Rate (LC_{All}), lc/h	4318	Density (D), pc/mi/ln	27.7
Weaving Intensity Factor (W)	0.340	Level of Service (LOS)	C

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	-	33.7	27.7	23.6
LOS	F	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB_North of I-595 Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5875	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1592
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.68

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.5
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	36.9	24.7	19.6
LOS	F	E	C	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/10/2025
Agency	RSH	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	NB Two-sided weave btwn Sheridan St on ramp and EL Ingress	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	4800	Number of Maneuver Lanes (N_{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	5
Interchange Density (ID), int/mi	1.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	7127	1451	116	299
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	0.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	1.000	1.000
Flow Rate (v_i), pc/h	7726	1559	122	315
Weaving Flow Rate (v_w), pc/h	122	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	9600	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		13262
Total Flow Rate (v), pc/h	9722	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		-
Volume Ratio (VR)	0.013	Weaving Area Capacity (c_W), veh/h		13262
Minimum Lane Change Rate (LC_{MIN}), lc/h	610	Adjusted Weaving Area Capacity (c_{WA}), veh/h		13262
Maximum Weaving Length (L_{MAX}), ft	5848	Demand-to-Capacity Ratio (v/c)		0.71

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	5990	Average Weaving Speed (S_W), mi/h	54.1
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3830	Average Non-Weaving Speed (S_{NW}), mi/h	52.8
Weaving Lane Change Rate (LC_W), lc/h	2444	Average Speed (S), mi/h	52.8
Total Lane Change Rate (LC_{All}), lc/h	6274	Density (D), pc/mi/ln	30.7
Weaving Intensity Factor (W)	0.279	Level of Service (LOS)	D

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_North of Griffin Rd off ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6221	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1686
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.72

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	63.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	26.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	41.0	26.4	20.8
LOS	F	E	D	C

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HCS Freeway Diverge Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Griffin Rd Off Ramp	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	65.0	40.0
Segment Length (L) / Deceleration Length (LD), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	6221	813
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971
Flow Rate (v_i), pc/h	6744	881
Capacity (c_{md}), pc/h	9400	2000
Initial Adjusted Capacity (c_{mda}), pc/h	9400	-
Final Adjusted Capacity (c_{mda}), pc/h	9400	2000
Volume-to-Capacity Ratio (v/c)	0.72	0.44

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1654
Downstream Equilibrium Distance (L_{EQ}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	54.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	3437	Outer Lanes Freeway Speed (S_O), mi/h	68.8
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Ramp Junction Speed (S), mi/h	60.9
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	27.7
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	20.3

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	38.6	38.5	27.7	27.3	18.8	18.4
LOS	F	F	C	C	C	B	B	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Griffin Rd Off Ramp and I-595 On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5408	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1466
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.62

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	32.2	22.6	18.0
LOS	F	D	C	B

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HCS Freeway Merge Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_I-595 On Ramp	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	2
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1200
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided Two-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	5408	1773
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	5863 | 7767	1904
Capacity (c_{md}), pc/h	9400	4200
Adjusted Capacity (c_{mda}), pc/h	9400	4200
Volume-to-Capacity Ratio (v/c)	0.83	0.45

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1759
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	53.8
Flow in Lanes 1 and 2 (v_{12}), pc/h	2345	Outer Lanes Freeway Speed (S_O), mi/h	60.5
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	4249	Ramp Junction Speed (S), mi/h	56.6
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	34.3
Level of Service (LOS)	D	Density in Ramp Influence Area (D_R), pc/mi/ln	30.3

Design Analysis Table								
Freeway Lanes, ln	2	2	3	3	4	4	5	5

Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	34.9	34.3	22.0	21.7
LOS	F	F	F	F	E	D	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_I-595 On Ramp and Griffing Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7181	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1557
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.66

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	32.0	24.1
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Griffin Rd On and Stirling Rd Off	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	1862	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6057	1015	0	1124
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	3.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.980	0.980
Flow Rate (v_i), pc/h	6566	1100	0	1207
Weaving Flow Rate (v_w), pc/h	2307	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6566	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12938
Total Flow Rate (v), pc/h	8873	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		13088
Volume Ratio (VR)	0.260	Weaving Area Capacity (c_W), veh/h		12938
Minimum Lane Change Rate (LC_{MIN}), lc/h	1100	Adjusted Weaving Area Capacity (c_{WA}), veh/h		12938
Maximum Weaving Length (L_{MAX}), ft	3593	Demand-to-Capacity Ratio (v/c)		0.67

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1626	Average Weaving Speed (S_W), mi/h	49.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2183	Average Non-Weaving Speed (S_{NW}), mi/h	50.0
Weaving Lane Change Rate (LC_W), lc/h	2192	Average Speed (S), mi/h	49.9
Total Lane Change Rate (LC_{All}), lc/h	4375	Density (D), pc/mi/ln	29.6
Weaving Intensity Factor (W)	0.443	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	-	36.2	29.6	25.1
LOS	F	E	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Stirling Off and EL Egress	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7072	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1533
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.65

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	31.3	23.7
LOS	F	F	D	C

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HCS Freeway Merge Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_EL Egress Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	5	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	7072	344
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	7667 | 8029	362
Capacity (c_{md}), pc/h	11750	2100
Adjusted Capacity (c_{mda}), pc/h	11750	2100
Volume-to-Capacity Ratio (v/c)	0.68	0.17

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1644
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	57.5
Flow in Lanes 3 and 4 (v_{34}), pc/h	2193	Outer Lanes Freeway Speed (S_O), mi/h	60.9
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	2555	Ramp Junction Speed (S), mi/h	59.4
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	19.7
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	22.2

Design Analysis Table								
Freeway Lanes, ln	2	2	3	3	4	4	5	5

Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	35.0	34.7	19.7	19.5
LOS	F	F	F	F	D	C	C	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between EL Egress and Stirling Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7416	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1608
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.68

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	33.7	25.0
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Stirling Rd On Ramp and Sheridan Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	1615	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6211	964	0	1205
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	6733	1035	0	1294
Weaving Flow Rate (v_w), pc/h	2329	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6733	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12854
Total Flow Rate (v), pc/h	9062	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		13255
Volume Ratio (VR)	0.257	Weaving Area Capacity (c_W), veh/h		12854
Minimum Lane Change Rate (LC_{MIN}), lc/h	1035	Adjusted Weaving Area Capacity (c_{WA}), veh/h		12854
Maximum Weaving Length (L_{MAX}), ft	3561	Demand-to-Capacity Ratio (v/c)		0.69

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1446	Average Weaving Speed (S_W), mi/h	50.0
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1575	Average Non-Weaving Speed (S_{NW}), mi/h	50.3
Weaving Lane Change Rate (LC_W), lc/h	2037	Average Speed (S), mi/h	50.2
Total Lane Change Rate (LC_{All}), lc/h	3612	Density (D), pc/mi/ln	30.1
Weaving Intensity Factor (W)	0.427	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	-	36.8	30.1	25.4

LOS	F	E	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Sheridan Ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7175	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1556
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.66

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	32.0	24.0
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/4/2025
Agency	RSH	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between Sheridan St and Hollywood Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	4783	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	2
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5812	1186	0	1363
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.971
Flow Rate (v_i), pc/h	6301	1274	0	1478
Weaving Flow Rate (v_w), pc/h	2752	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6301	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		13330
Total Flow Rate (v), pc/h	9053	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		7676
Volume Ratio (VR)	0.304	Weaving Area Capacity (c_W), veh/h		7676
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity (c_{WA}), veh/h		7676
Maximum Weaving Length (L_{MAX}), ft	5627	Demand-to-Capacity Ratio (v/c)		1.15

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_South of Hollywood Blvd Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6998	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1896
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.81

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	61.5
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	30.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	30.8	23.4
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/10/2025
Agency	RSH	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB Two-sided weave btwn EL Egress and Sheridan St	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	5130	Number of Maneuver Lanes (N_{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	5
Interchange Density (ID), int/mi	1.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5905	306	38	1167
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	0.00	0.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000	1.000	0.980
Flow Rate (v_i), pc/h	6401	322	40	1253
Weaving Flow Rate (v_w), pc/h	40	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	7976	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		13443
Total Flow Rate (v), pc/h	8016	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		-
Volume Ratio (VR)	0.005	Weaving Area Capacity (c_W), veh/h		13443
Minimum Lane Change Rate (LC_{MIN}), lc/h	200	Adjusted Weaving Area Capacity (c_{WA}), veh/h		13443
Maximum Weaving Length (L_{MAX}), ft	5774	Demand-to-Capacity Ratio (v/c)		0.58

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	5319	Average Weaving Speed (S_W), mi/h	55.3
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3468	Average Non-Weaving Speed (S_{NW}), mi/h	57.1
Weaving Lane Change Rate (LC_W), lc/h	2100	Average Speed (S), mi/h	57.1
Total Lane Change Rate (LC_{All}), lc/h	5568	Density (D), pc/mi/ln	23.4
Weaving Intensity Factor (W)	0.241	Level of Service (LOS)	C

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PM Analyses

HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_South of Hollywood Blvd	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5312	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1440
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.61

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	31.4	22.2	17.7
LOS	F	D	C	B

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Hollywood Blvd and Sheridan St	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	5	Segment Type	Freeway
Segment Length (L_S), ft	4872	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.17	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	4166	1710	0	1146
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	4516	1837	0	1231
Weaving Flow Rate (v_w), pc/h	3068	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	4516	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		11340
Total Flow Rate (v), pc/h	7584	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		8423
Volume Ratio (VR)	0.405	Weaving Area Capacity (c_W), veh/h		8423
Minimum Lane Change Rate (LC_{MIN}), lc/h	1837	Adjusted Weaving Area Capacity (c_{WA}), veh/h		8423
Maximum Weaving Length (L_{MAX}), ft	5171	Demand-to-Capacity Ratio (v/c)		0.88

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	2574	Average Weaving Speed (S_W), mi/h	54.7
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2696	Average Non-Weaving Speed (S_{NW}), mi/h	44.5
Weaving Lane Change Rate (LC_W), lc/h	3062	Average Speed (S), mi/h	48.1
Total Lane Change Rate (LC_{All}), lc/h	5758	Density (D), pc/mi/ln	31.5
Weaving Intensity Factor (W)	0.258	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	40.3	31.5	25.9	22.0

HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Sheridan St Exit and I-95 NB EL Exit	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5876	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1592
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.68

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.5
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	36.9	24.7	19.6
LOS	F	E	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between I-95 NB EL Entry and Sheridan St Entry	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6651	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1442
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.61

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.7	22.2
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Sheridan St On and Stirling Rd Off	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	1984	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5495	1483	0	1156
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	5957	1593	0	1242
Weaving Flow Rate (v_w), pc/h	2835	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5957	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12715
Total Flow Rate (v), pc/h	8792	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		10586
Volume Ratio (VR)	0.322	Weaving Area Capacity (c_W), veh/h		10586
Minimum Lane Change Rate (LC_{MIN}), lc/h	1593	Adjusted Weaving Area Capacity (c_{WA}), veh/h		10586
Maximum Weaving Length (L_{MAX}), ft	4255	Demand-to-Capacity Ratio (v/c)		0.81

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1773	Average Weaving Speed (S_W), mi/h	48.5
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2508	Average Non-Weaving Speed (S_{NW}), mi/h	46.5
Weaving Lane Change Rate (LC_W), lc/h	2792	Average Speed (S), mi/h	47.1
Total Lane Change Rate (LC_{All}), lc/h	5300	Density (D), pc/mi/ln	31.1
Weaving Intensity Factor (W)	0.491	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	38.0	31.1

LOS	F	F	E	D

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Stirling Rd off ramp and EL Ingress	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6978	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1513
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.64

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	30.7	23.3
LOS	F	F	D	C

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HCS Freeway Diverge Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_EL Ingress Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	5	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	6978	410
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000
Flow Rate (v_i), pc/h	7565	432
Capacity (c_{md}), pc/h	11750	2100
Initial Adjusted Capacity (c_{mda}), pc/h	11750	-
Final Adjusted Capacity (c_{mda}), pc/h	11750	2100
Volume-to-Capacity Ratio (v/c)	0.64	0.21

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1441
Downstream Equilibrium Distance (L_{EQ}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	57.2
Flow in Lanes 3 and 4 (v_{34}), pc/h	3171	Outer Lanes Freeway Speed (S_O), mi/h	69.6
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	-	Ramp Junction Speed (S), mi/h	62.5
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	19.4
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	25.2

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	30.5	30.3	19.4	19.1
LOS	F	F	F	F	D	B	C	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_EL Ingress and Stirling Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6568	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1424
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.61

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	21.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.3	21.9
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Stirling Rd On Ramp and Griffing Rd Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2147	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5399	1143	0	1169
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.971	0.971
Flow Rate (v_i), pc/h	5853	1228	0	1267
Weaving Flow Rate (v_w), pc/h	2495	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5853	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12881
Total Flow Rate (v), pc/h	8348	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		11382
Volume Ratio (VR)	0.299	Weaving Area Capacity (c_W), veh/h		11382
Minimum Lane Change Rate (LC_{MIN}), lc/h	1228	Adjusted Weaving Area Capacity (c_{WA}), veh/h		11382
Maximum Weaving Length (L_{MAX}), ft	4007	Demand-to-Capacity Ratio (v/c)		0.71

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1885	Average Weaving Speed (S_W), mi/h	49.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2816	Average Non-Weaving Speed (S_{NW}), mi/h	49.5
Weaving Lane Change Rate (LC_W), lc/h	2484	Average Speed (S), mi/h	49.4
Total Lane Change Rate (LC_{All}), lc/h	5300	Density (D), pc/mi/ln	28.2
Weaving Intensity Factor (W)	0.461	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	34.4	28.2

LOS	F	F	D	D

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Griffin Rd ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6542	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1418
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.60

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	21.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.1	21.8
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Griffin On Ramp and I-595 Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2569	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.17	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	4694	905	0	1848
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	3.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.980	0.980
Flow Rate (v_i), pc/h	5089	981	0	1985
Weaving Flow Rate (v_w), pc/h	2966	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5089	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12741
Total Flow Rate (v), pc/h	8055	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		9256
Volume Ratio (VR)	0.368	Weaving Area Capacity (c_W), veh/h		9256
Minimum Lane Change Rate (LC_{MIN}), lc/h	981	Adjusted Weaving Area Capacity (c_{WA}), veh/h		9256
Maximum Weaving Length (L_{MAX}), ft	4759	Demand-to-Capacity Ratio (v/c)		0.85

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1530	Average Weaving Speed (S_W), mi/h	52.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1830	Average Non-Weaving Speed (S_{NW}), mi/h	51.5
Weaving Lane Change Rate (LC_W), lc/h	2224	Average Speed (S), mi/h	52.0
Total Lane Change Rate (LC_{All}), lc/h	4054	Density (D), pc/mi/ln	25.8
Weaving Intensity Factor (W)	0.324	Level of Service (LOS)	C

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	40.2	31.4	25.8	22.0
LOS	E	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_North of I-595 Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5599	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1518
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.65

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	34.0	23.4	18.7
LOS	F	D	C	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/10/2025
Agency	RSH	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB Two-sided weave btwn Sheridan St on ramp and EL Ingress	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	4800	Number of Maneuver Lanes (N_{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	5
Interchange Density (ID), int/mi	1.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6368	1356	127	283
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	0.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	1.000	1.000
Flow Rate (v_i), pc/h	6903	1456	134	298

Weaving Flow Rate (v_w), pc/h	134	Ideal Conditions Capacity (c_{IFL}), pc/h/ln	2350
Non-Weaving Flow Rate (v_{NW}), pc/h	8657	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h	13253
Total Flow Rate (v), pc/h	8791	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h	-
Volume Ratio (VR)	0.015	Weaving Area Capacity (c_W), veh/h	13253
Minimum Lane Change Rate (LC_{MIN}), lc/h	670	Adjusted Weaving Area Capacity (c_{WA}), veh/h	13253
Maximum Weaving Length (L_{MAX}), ft	5866	Demand-to-Capacity Ratio (v/c)	0.65

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	5402	Average Weaving Speed (S_W), mi/h	54.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3620	Average Non-Weaving Speed (S_{NW}), mi/h	53.1
Weaving Lane Change Rate (LC_W), lc/h	2504	Average Speed (S), mi/h	53.1
Total Lane Change Rate (LC_{All}), lc/h	6124	Density (D), pc/mi/ln	27.6
Weaving Intensity Factor (W)	0.274	Level of Service (LOS)	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_South of Hollywood Blvd	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5733	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1554
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.66

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.0
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	35.4	24.0	19.1
LOS	F	E	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Hollywood Blvd and Sheridan St	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L_s), ft	4872	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7022	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1517
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.65

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	0.0	23.4	0.0	0.0
LOS	A	C	A	A

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Sheridan St Exit and I-95 NB EL Exit	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5696	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1544
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.66

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	34.9	23.9	19.0
LOS	F	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between I-95 NB EL Entry and Sheridan St Entry	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6651	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1442
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.61

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	22.2
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.7	22.2
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Sheridan St On and Stirling Rd Off	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	1984	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5495	1483	0	1156
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	5957	1593	0	1242
Weaving Flow Rate (v_w), pc/h	2835	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5957	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12715
Total Flow Rate (v), pc/h	8792	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		10586
Volume Ratio (VR)	0.322	Weaving Area Capacity (c_W), veh/h		10586
Minimum Lane Change Rate (LC_{MIN}), lc/h	1593	Adjusted Weaving Area Capacity (c_{WA}), veh/h		10586
Maximum Weaving Length (L_{MAX}), ft	4255	Demand-to-Capacity Ratio (v/c)		0.81

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1773	Average Weaving Speed (S_W), mi/h	48.5
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2508	Average Non-Weaving Speed (S_{NW}), mi/h	46.5
Weaving Lane Change Rate (LC_W), lc/h	2792	Average Speed (S), mi/h	47.1
Total Lane Change Rate (LC_{All}), lc/h	5300	Density (D), pc/mi/ln	31.1
Weaving Intensity Factor (W)	0.491	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	38.0	31.1

LOS	F	F	E	D

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 No-Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Stirling Rd off ramp and EL Ingress	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6978	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1513
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.64

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	30.7	23.3
LOS	F	F	D	C

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HCS Freeway Diverge Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_EL Ingress Diverge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	5	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Deceleration Length (LD), ft	1500	700
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	6978	410
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000
Flow Rate (v_i), pc/h	7565	432
Capacity (c_{md}), pc/h	11750	2100
Initial Adjusted Capacity (c_{mda}), pc/h	11750	-
Final Adjusted Capacity (c_{mda}), pc/h	11750	2100
Volume-to-Capacity Ratio (v/c)	0.64	0.21

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1441
Downstream Equilibrium Distance (L_{EQ}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	57.2
Flow in Lanes 3 and 4 (v_{34}), pc/h	3171	Outer Lanes Freeway Speed (S_O), mi/h	69.6
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	-	Ramp Junction Speed (S), mi/h	62.5
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	19.4
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	25.2

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	30.5	30.3	19.4	19.1
LOS	F	F	F	F	D	B	C	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_EL Ingress and Stirling Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6568	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1424
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.61

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	21.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.3	21.9
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Stirling Rd On Ramp and Griffing Rd Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2147	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.50	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5399	1143	0	1169
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.971	0.971
Flow Rate (v_i), pc/h	5853	1228	0	1267
Weaving Flow Rate (v_w), pc/h	2495	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5853	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12881
Total Flow Rate (v), pc/h	8348	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		11382
Volume Ratio (VR)	0.299	Weaving Area Capacity (c_W), veh/h		11382
Minimum Lane Change Rate (LC_{MIN}), lc/h	1228	Adjusted Weaving Area Capacity (c_{WA}), veh/h		11382
Maximum Weaving Length (L_{MAX}), ft	4007	Demand-to-Capacity Ratio (v/c)		0.71

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1885	Average Weaving Speed (S_W), mi/h	49.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2816	Average Non-Weaving Speed (S_{NW}), mi/h	49.5
Weaving Lane Change Rate (LC_W), lc/h	2484	Average Speed (S), mi/h	49.4
Total Lane Change Rate (LC_{All}), lc/h	5300	Density (D), pc/mi/ln	28.2
Weaving Intensity Factor (W)	0.461	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	34.4	28.2

LOS	F	F	D	D

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Between Griffin Rd ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	6542	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1418
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.60

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	21.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	28.1	21.8
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_Griffin On Ramp and I-595 Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	2569	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.17	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	4694	905	0	1848
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	3.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.980	0.980
Flow Rate (v_i), pc/h	5089	981	0	1985
Weaving Flow Rate (v_w), pc/h	2966	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	5089	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12741
Total Flow Rate (v), pc/h	8055	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		9256
Volume Ratio (VR)	0.368	Weaving Area Capacity (c_W), veh/h		9256
Minimum Lane Change Rate (LC_{MIN}), lc/h	981	Adjusted Weaving Area Capacity (c_{WA}), veh/h		9256
Maximum Weaving Length (L_{MAX}), ft	4759	Demand-to-Capacity Ratio (v/c)		0.85

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1530	Average Weaving Speed (S_W), mi/h	52.8
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1830	Average Non-Weaving Speed (S_{NW}), mi/h	51.5
Weaving Lane Change Rate (LC_W), lc/h	2224	Average Speed (S), mi/h	52.0
Total Lane Change Rate (LC_{All}), lc/h	4054	Density (D), pc/mi/ln	25.8
Weaving Intensity Factor (W)	0.324	Level of Service (LOS)	C

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	40.2	31.4	25.8	22.0
LOS	E	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/19/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB_North of I-595 Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5599	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1518
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.65

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.8
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.4
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	34.0	23.4	18.7
LOS	F	D	C	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/10/2025
Agency	RSH	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	NB Two-sided weave btwn Sheridan St on ramp and EL Ingress	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	4800	Number of Maneuver Lanes (N_{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	5
Interchange Density (ID), int/mi	1.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6368	1356	127	283
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	0.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	1.000	1.000
Flow Rate (v_i), pc/h	6903	1456	134	298

Weaving Flow Rate (v_w), pc/h	134	Ideal Conditions Capacity (c_{IFL}), pc/h/ln	2350
Non-Weaving Flow Rate (v_{NW}), pc/h	8657	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h	13253
Total Flow Rate (v), pc/h	8791	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h	-
Volume Ratio (VR)	0.015	Weaving Area Capacity (c_W), veh/h	13253
Minimum Lane Change Rate (LC_{MIN}), lc/h	670	Adjusted Weaving Area Capacity (c_{WA}), veh/h	13253
Maximum Weaving Length (L_{MAX}), ft	5866	Demand-to-Capacity Ratio (v/c)	0.65

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	5402	Average Weaving Speed (S_W), mi/h	54.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3620	Average Non-Weaving Speed (S_{NW}), mi/h	53.1
Weaving Lane Change Rate (LC_W), lc/h	2504	Average Speed (S), mi/h	53.1
Total Lane Change Rate (LC_{All}), lc/h	6124	Density (D), pc/mi/ln	27.6
Weaving Intensity Factor (W)	0.274	Level of Service (LOS)	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_North of Griffin Rd off ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5967	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1617
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.69

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.3
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.1
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	37.9	25.1	19.9
LOS	F	E	C	C

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HCS Freeway Diverge Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Griffin Rd Off Ramp	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	1
Free-Flow Speed (FFS), mi/h	65.0	40.0
Segment Length (L) / Deceleration Length (LD), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	5967	791
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971
Flow Rate (v_i), pc/h	6469	857
Capacity (c_{md}), pc/h	9400	2000
Initial Adjusted Capacity (c_{mda}), pc/h	9400	-
Final Adjusted Capacity (c_{mda}), pc/h	9400	2000
Volume-to-Capacity Ratio (v/c)	0.69	0.43

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1583
Downstream Equilibrium Distance (L_{EQ}), ft	-	Off-Ramp Influence Area Speed (S_R), mi/h	54.9
Flow in Lanes 1 and 2 (v_{12}), pc/h	3304	Outer Lanes Freeway Speed (S_O), mi/h	69.0
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	-	Ramp Junction Speed (S), mi/h	61.0
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	26.5
Level of Service (LOS)	B	Density in Ramp Influence Area (D_R), pc/mi/ln	19.2

Design Analysis Table

Freeway Lanes, ln	2	2	3	3	4	4	5	5
Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	36.8	36.8	26.5	26.1	18.0	17.6
LOS	F	F	C	C	B	B	B	A

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Griffin Rd Off Ramp and I-595 On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	5176	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1403
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.60

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	65.0
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	21.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	30.2	21.6	17.3
LOS	F	D	C	B

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HCS Freeway Merge Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_I-595 On Ramp	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	4	2
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	1500
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Right-Sided Two-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	5176	1903
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	5611 | 7655	2044
Capacity (c_{md}), pc/h	9400	4200
Adjusted Capacity (c_{mda}), pc/h	9400	4200
Volume-to-Capacity Ratio (v/c)	0.81	0.49

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1684
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	54.2
Flow in Lanes 1 and 2 (v_{12}), pc/h	2244	Outer Lanes Freeway Speed (S_O), mi/h	60.7
Flow Entering Ramp-Infl. Area (v_{R12}), pc/h	4288	Ramp Junction Speed (S), mi/h	56.9
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	33.6
Level of Service (LOS)	D	Density in Ramp Influence Area (D_R), pc/mi/ln	28.6

Design Analysis Table								
Freeway Lanes, ln	2	2	3	3	4	4	5	5

Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	33.6	33.6	21.4	21.4
LOS	F	F	F	F	D	D	C	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_I-595 On Ramp and Griffing Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7079	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1535
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.65

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.7
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	23.7
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	31.3	23.7
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Griffin Rd On and Stirling Rd Off	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	1862	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6011	1231	0	1068
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	3.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.971	0.980	0.980
Flow Rate (v_i), pc/h	6516	1334	0	1147
Weaving Flow Rate (v_W), pc/h	2481	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6516	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12862
Total Flow Rate (v), pc/h	8997	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		12328
Volume Ratio (VR)	0.276	Weaving Area Capacity (c_W), veh/h		12328
Minimum Lane Change Rate (LC_{MIN}), lc/h	1334	Adjusted Weaving Area Capacity (c_{WA}), veh/h		12328
Maximum Weaving Length (L_{MAX}), ft	3762	Demand-to-Capacity Ratio (v/c)		0.71

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1614	Average Weaving Speed (S_W), mi/h	49.3
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	2136	Average Non-Weaving Speed (S_{NW}), mi/h	48.2
Weaving Lane Change Rate (LC_W), lc/h	2426	Average Speed (S), mi/h	48.5
Total Lane Change Rate (LC_{All}), lc/h	4562	Density (D), pc/mi/ln	30.9
Weaving Intensity Factor (W)	0.458	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	3	4	5	6
Density, pc/mi/ln	-	-	37.8	30.9
LOS	F	F	E	D

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Stirling Off and EL Egress	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7242	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1570
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.67

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.6
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.3
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	32.4	24.3
LOS	F	F	D	C

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HCS Freeway Merge Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_EL Egress Merge	Units	U.S. Customary

Geometric Data		
	Freeway	Ramp
Number of Lanes (N), ln	5	1
Free-Flow Speed (FFS), mi/h	65.0	45.0
Segment Length (L) / Acceleration Length (LA), ft	1500	800
Terrain Type	Level	Level
Percent Grade, %	-	-
Segment Type / Ramp Type	Freeway	Left-Sided One-Lane

Adjustment Factors		
Driver Population	All Familiar	All Familiar
Weather Type	Non-Severe Weather	Non-Severe Weather
Incident Type	No Incident	-
Proportion of CAVs in Traffic Stream	0	-
Final Speed Adjustment Factor (SAF)	1.000	1.000
Demand Adjustment Factor (DAF)	1.000	1.000
Capacity Adjustment Factor for CAVs (CAF_{CAV})	1.000	-
Final Capacity Adjustment Factor (CAF)	1.000	1.000

Demand and Capacity		
Demand Volume (V_i), veh/h	7242	334
Peak Hour Factor (PHF)	0.95	0.95
Total Trucks, %	3.00	0.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000
Demand Flow Rate (v_i), pc/h | Total Flow Rate (v_{FO}), pc/h	7851 | 8203	352
Capacity (c_{md}), pc/h	11750	2100
Adjusted Capacity (c_{mda}), pc/h	11750	2100
Volume-to-Capacity Ratio (v/c)	0.70	0.17

Speed and Density			
Upstream Equilibrium Distance (L_{EQ}), ft	-	Flow Outer Lanes (v_{OA}), pc/h/ln	1684
Downstream Equilibrium Distance (L_{EQ}), ft	-	On-Ramp Influence Area Speed (S_R), mi/h	58.1
Flow in Lanes 3 and 4 (v_{34}), pc/h	2245	Outer Lanes Freeway Speed (S_O), mi/h	60.7
Flow Entering Ramp-Infl. Area (v_{R34}), pc/h	2597	Ramp Junction Speed (S), mi/h	59.5
Number of Outer Lanes on Freeway (N_O), ln	2	Average Density (D), pc/mi/ln	20.1
Level of Service (LOS)	C	Density in Ramp Influence Area (D_R), pc/mi/ln	20.6

Design Analysis Table								
Freeway Lanes, ln	2	2	3	3	4	4	5	5

Ramp Lanes, ln	1	2	1	2	1	2	1	2
Density, pc/mi/ln	-	-	-	-	35.8	35.4	20.1	19.8
LOS	F	F	F	F	C	C	C	B

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	AM Peak
Project Description	SB_Between EL Egress and Stirling Rd On Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7576	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1643
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.70

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.2
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	25.6
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	34.8	25.6
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Stirling Rd On Ramp and Sheridan Off Ramp	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	1615	Number of Maneuver Lanes (N_{WL}), ln	3
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	6248	1143	0	1328
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.980
Flow Rate (v_i), pc/h	6773	1228	0	1426
Weaving Flow Rate (v_w), pc/h	2654	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6773	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		12740
Total Flow Rate (v), pc/h	9427	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		12083
Volume Ratio (VR)	0.282	Weaving Area Capacity (c_W), veh/h		12083
Minimum Lane Change Rate (LC_{MIN}), lc/h	1228	Adjusted Weaving Area Capacity (c_{WA}), veh/h		12083
Maximum Weaving Length (L_{MAX}), ft	3826	Demand-to-Capacity Ratio (v/c)		0.76

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	1455	Average Weaving Speed (S_W), mi/h	49.5
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	1612	Average Non-Weaving Speed (S_{NW}), mi/h	48.6
Weaving Lane Change Rate (LC_W), lc/h	2230	Average Speed (S), mi/h	48.9
Total Lane Change Rate (LC_{All}), lc/h	3842	Density (D), pc/mi/ln	32.1
Weaving Intensity Factor (W)	0.448	Level of Service (LOS)	D

Design Analysis Table

Number of Lanes, ln	4	5	6	7
Density, pc/mi/ln	-	39.4	32.1	27.2

LOS	F	E	D	C

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Sheridan Ramps	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	5	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7391	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1602
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.68

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	64.4
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	24.9
Total Ramp Density Adjustment	-	Level of Service (LOS)	C
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	33.4	24.9
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/4/2025
Agency	RSH	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_Between Sheridan St and Hollywood Blvd	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	4783	Number of Maneuver Lanes (N_{WL}), ln	2
Weaving Configuration	One-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	2
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	0
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	0
Interchange Density (ID), int/mi	1.33	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5955	1189	0	1436
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	2.00	2.00	3.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	0.980	0.980	0.971
Flow Rate (v_i), pc/h	6456	1277	0	1557
Weaving Flow Rate (v_w), pc/h	2834	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	6456	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		13329
Total Flow Rate (v), pc/h	9290	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		7650
Volume Ratio (VR)	0.305	Weaving Area Capacity (c_W), veh/h		7650
Minimum Lane Change Rate (LC_{MIN}), lc/h	0	Adjusted Weaving Area Capacity (c_{WA}), veh/h		7650
Maximum Weaving Length (L_{MAX}), ft	5638	Demand-to-Capacity Ratio (v/c)		1.18

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	-	Average Weaving Speed (S_W), mi/h	-
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	-	Average Non-Weaving Speed (S_{NW}), mi/h	-
Weaving Lane Change Rate (LC_W), lc/h	-	Average Speed (S), mi/h	-
Total Lane Change Rate (LC_{All}), lc/h	-	Density (D), pc/mi/ln	-
Weaving Intensity Factor (W)	-	Level of Service (LOS)	F

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HCS Basic Freeway Report

Project Information			
Analyst	RS&H	Date	3/20/2025
Agency	RS&H	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB_South of Hollywood Blvd Off Ramp	Units	U.S. Customary

Geometric Data			
Number of Lanes (N), ln	4	Terrain Type	Level
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Total Ramp Density (TRD), ramps/mi	-
Lane Width, ft	-	Free-Flow Speed (FFS), mi/h	65.0
Right-Side Lateral Clearance, ft	-		

Adjustment Factors			
Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Final Capacity Adjustment Factor (CAF)	1.000
Proportion of CAVs in Traffic Stream	0	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000

Demand and Capacity			
Demand Volume (V), veh/h	7144	Heavy Vehicle Adjustment Factor (f_{HV})	0.971
Peak Hour Factor (PHF)	0.95	Flow Rate (v_p), pc/h/ln	1936
Total Trucks, %	3.00	Capacity (c), pc/h/ln	2350
Single-Unit Trucks (SUT), %	-	Initial Adjusted Capacity (c_{adj}), pc/h/ln	2350
Tractor-Trailers (TT), %	-	Final Adjusted Capacity (c_{adj}), pc/h/ln	2350
Passenger Car Equivalent (E_T)	2.00	Volume-to-Capacity Ratio (v/c)	0.82

Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	60.9
Right-Side Lateral Clearance Adj. (f_{RLC})	-	Density (D), pc/mi/ln	31.8
Total Ramp Density Adjustment	-	Level of Service (LOS)	D
Adjusted Free-Flow Speed (FFS_{adj}), mi/h	65.0		

Design Analysis Table				
Number of Lanes, ln	2	3	4	5
Density, pc/mi/ln	-	-	31.8	23.9
LOS	F	F	D	C

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HCS Freeway Weaving Report

Project Information

Analyst	RSH	Date	4/10/2025
Agency	RSH	Analysis Year	2030 Build
Jurisdiction		Time Analyzed	PM Peak
Project Description	SB Two-sided weave btwn EL Egress and Sheridan St	Units	U.S. Customary

Geometric Data

Number of Lanes (N), ln	6	Segment Type	Freeway
Segment Length (L_S), ft	5130	Number of Maneuver Lanes (N_{WL}), ln	0
Weaving Configuration	Two-Sided	Ramp-to-Freeway Lane Changes (LC_{RF}), lc	1
Terrain Type	Level	Freeway-to-Ramp Lane Changes (LC_{FR}), lc	1
Percent Grade, %	-	Ramp-to-Ramp Lane Changes (LC_{RR}), lc	5
Interchange Density (ID), int/mi	1.30	Cross Weaving Managed Lane	No

Adjustment Factors

Driver Population	All Familiar	Final Speed Adjustment Factor (SAF)	1.000
Weather Type	Non-Severe Weather	Demand Adjustment Factor (DAF)	1.000
Incident Type	No Incident	Capacity Adj. Factor for CAVs (CAF_{CAV})	1.000
Proportion of CAVs in Traffic Stream	0	Final Capacity Adjustment Factor (CAF)	1.000

Demand and Capacity

	FF	RF	RR	FR
Demand Volume (V_i), veh/h	5954	294	40	1288
Peak Hour Factor (PHF)	0.95	0.95	0.95	0.95
Total Trucks, %	3.00	0.00	0.00	2.00
Heavy Vehicle Adjustment Factor (f_{HV})	0.971	1.000	1.000	0.980
Flow Rate (v_i), pc/h	6455	309	42	1383
Weaving Flow Rate (v_w), pc/h	42	Ideal Conditions Capacity (c_{IFL}), pc/h/ln		2350
Non-Weaving Flow Rate (v_{NW}), pc/h	8147	Density-Based Capacity ($c_{IWL} \times N \times f_{HV}$), veh/h		13444
Total Flow Rate (v), pc/h	8189	Demand Flow-Based Capacity ($c_{IW} \times f_{HV}$), veh/h		-
Volume Ratio (VR)	0.005	Weaving Area Capacity (c_W), veh/h		13444
Minimum Lane Change Rate (LC_{MIN}), lc/h	210	Adjusted Weaving Area Capacity (c_{WA}), veh/h		13444
Maximum Weaving Length (L_{MAX}), ft	5774	Demand-to-Capacity Ratio (v/c)		0.59

Speed and Density

Non-Weaving Vehicle Index (I_{NW})	5433	Average Weaving Speed (S_W), mi/h	55.2
Non-Weaving Lane Change Rate (LC_{NW}), lc/h	3506	Average Non-Weaving Speed (S_{NW}), mi/h	56.9
Weaving Lane Change Rate (LC_W), lc/h	2110	Average Speed (S), mi/h	56.9
Total Lane Change Rate (LC_{All}), lc/h	5616	Density (D), pc/mi/ln	24.0
Weaving Intensity Factor (W)	0.243	Level of Service (LOS)	C

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Appendix F

Synchro Outputs

2030 No Build Synchro Outputs

Griffin Rd AM

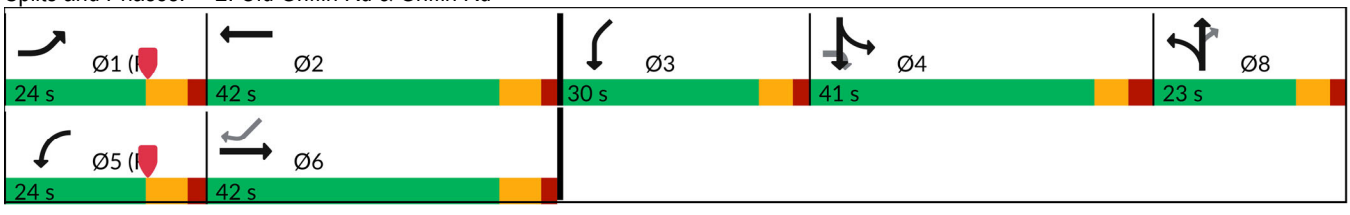
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1649	147	35	806	23	21	1	11	35	12	279
Future Volume (vph)	12	1649	147	35	806	23	21	1	11	35	12	279
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	15	15	15
Storage Length (ft)	200		280	150		0	0		60	225		0
Storage Lanes	1		1	2		0	1		1	0		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.996				0.850		0.884	
Flt Protected	0.950			0.950			0.950	0.956			0.995	
Satd. Flow (prot)	1770	6408	1583	3614	5065	0	1681	1692	1583	0	1802	0
Flt Permitted	0.950			0.950			0.950	0.956			0.995	
Satd. Flow (perm)	1770	6408	1583	3614	5065	0	1681	1692	1583	0	1802	0
Right Turn on Red			Yes									Yes
Satd. Flow (RTOR)			157								170	
Link Speed (mph)		45			45			20			25	
Link Distance (ft)		888			1231			429			156	
Travel Time (s)		13.5			18.7			14.6			4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	1792	160	38	876	25	23	1	12	38	13	303
Shared Lane Traffic (%)							48%					
Lane Group Flow (vph)	13	1792	160	38	901	0	12	12	12	0	354	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	0	0		1	2	1		2	
Detector Template	Left	Thru	Thru	Thru	Thru		Left	Thru	Right		Thru	
Leading Detector (ft)	20	0	0	0	0		20	100	20		100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	
Detector 1 Position(ft)	0						0	0	0		0	
Detector 1 Size(ft)	20						20	6	20		6	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0						0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0						0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0						0.0	0.0	0.0		0.0	
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	custom	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	

Lane Group	SWL	SWR
Lane Configurations		
Traffic Volume (vph)	1	25
Future Volume (vph)	1	25
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Storage Length (ft)	0	0
Storage Lanes	1	1
Taper Length (ft)	25	
Lane Util. Factor	1.00	0.95
Frt	0.861	0.850
Flt Protected	0.996	
Satd. Flow (prot)	1681	1504
Flt Permitted	0.996	
Satd. Flow (perm)	1681	1504
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	181	
Travel Time (s)	4.9	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1	27
Shared Lane Traffic (%)		48%
Lane Group Flow (vph)	14	14
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	0.94	1.00
Turning Speed (mph)	15	9
Number of Detectors	1	1
Detector Template	Left	Right
Leading Detector (ft)	20	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	Prot	Perm
Protected Phases	3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4						8			
Detector Phase	1	6	4	5	2		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	12.0	5.0	5.0	12.0		6.0	6.0	6.0	5.0	5.0	
Minimum Split (s)	11.0	25.0	41.0	12.0	25.0		23.0	23.0	23.0	41.0	41.0	
Total Split (s)	24.0	42.0	41.0	24.0	42.0		23.0	23.0	23.0	41.0	41.0	
Total Split (%)	15.0%	26.3%	25.6%	15.0%	26.3%		14.4%	14.4%	14.4%	25.6%	25.6%	
Maximum Green (s)	17.0	35.0	34.0	17.0	35.0		17.0	17.0	17.0	34.0	34.0	
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	3.0	2.0	2.0		2.0	2.0	2.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0		7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag					Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes	
Vehicle Extension (s)	1.5	3.0	1.5	1.5	3.0		2.0	2.0	2.0	1.5	1.5	
Recall Mode	C-Max	Min	None	C-Max	Min		None	None	None	None	None	
Walk Time (s)			7.0							7.0	7.0	
Flash Don't Walk (s)			31.0							31.0	31.0	
Pedestrian Calls (#/hr)			0							0	0	
Act Effct Green (s)	68.8	35.0	22.3	68.8	35.0		6.5	6.5	6.5		22.3	
Actuated g/C Ratio	0.43	0.22	0.14	0.43	0.22		0.04	0.04	0.04		0.14	
v/c Ratio	0.02	1.28	0.45	0.02	0.81		0.18	0.18	0.19		0.89	
Control Delay (s/veh)	37.3	179.6	12.0	35.0	66.3		79.8	79.8	80.7		58.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	37.3	179.6	12.0	35.0	66.3		79.8	79.8	80.7		58.7	
LOS	D	F	B	D	E		E	E	F		E	
Approach Delay (s/veh)		165.0			65.0			80.1			58.7	
Approach LOS		F			E			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 19 (12%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.28			
Intersection Signal Delay (s/veh): 123.7		Intersection LOS: F	
Intersection Capacity Utilization 72.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: Old Griffin Rd & Griffin Rd



Lane Group	SWL	SWR
Permitted Phases		6
Detector Phase	3	6
Switch Phase		
Minimum Initial (s)	6.0	12.0
Minimum Split (s)	24.0	25.0
Total Split (s)	30.0	42.0
Total Split (%)	18.8%	26.3%
Maximum Green (s)	24.0	35.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	7.0
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	3.0
Recall Mode	None	Min
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	6.5	35.0
Actuated g/C Ratio	0.04	0.22
v/c Ratio	0.21	0.04
Control Delay (s/veh)	81.0	49.9
Queue Delay	0.0	0.0
Total Delay (s/veh)	81.0	49.9
LOS	F	D
Approach Delay (s/veh)	65.5	
Approach LOS	E	

Intersection Summary

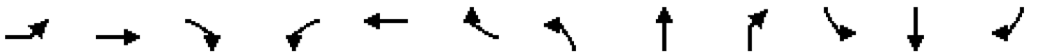
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SWL	SWR
Lane Group Flow (vph)	13	1792	160	38	901	12	12	12	354	14	14
v/c Ratio	0.02	1.28	0.45	0.02	0.81	0.18	0.18	0.19	0.89	0.21	0.04
Control Delay (s/veh)	37.3	179.6	12.0	35.0	66.3	79.8	79.8	80.7	58.7	81.0	49.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	37.3	179.6	12.0	35.0	66.3	79.8	79.8	80.7	58.7	81.0	49.9
Queue Length 50th (ft)	8	~698	3	11	336	13	13	13	205	15	12
Queue Length 95th (ft)	30	#774	68	31	393	38	38	37	309	41	35
Internal Link Dist (ft)		808			1151		349		76	101	
Turn Bay Length (ft)	200		280	150				60			
Base Capacity (vph)	761	1401	460	1553	1107	178	179	168	516	252	329
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.02	1.28	0.35	0.02	0.81	0.07	0.07	0.07	0.69	0.06	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Edition methodology does not support Non-NEMA phasing.

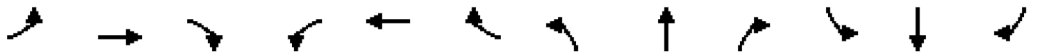


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	1649	147	35	806	23	21	1	11	35	12	279
Future Volume (vph)	12	1649	147	35	806	23	21	1	11	35	12	279
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	15	15	15
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0		7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91		0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.99	
Satd. Flow (prot)	1770	6408	1583	3614	5064		1681	1692	1583		1803	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.96	1.00		0.99	
Satd. Flow (perm)	1770	6408	1583	3614	5064		1681	1692	1583		1803	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	1792	160	38	876	25	23	1	12	38	13	303
RTOR Reduction (vph)	0	0	135	0	0	0	0	0	0	0	146	0
Lane Group Flow (vph)	13	1792	25	38	901	0	12	12	12	0	208	0
Turn Type	Prot	NA	custom	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			4						8			
Actuated Green, G (s)	62.7	35.0	22.3	62.7	35.0		4.1	4.1	4.1		22.3	
Effective Green, g (s)	62.7	35.0	22.3	62.7	35.0		4.1	4.1	4.1		22.3	
Actuated g/C Ratio	0.39	0.22	0.14	0.39	0.22		0.03	0.03	0.03		0.14	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0		7.0	
Vehicle Extension (s)	1.5	3.0	1.5	1.5	3.0		2.0	2.0	2.0		1.5	
Lane Grp Cap (vph)	693	1401	220	1416	1107		43	43	40		251	
v/s Ratio Prot	0.01	c0.28		c0.01	0.18		0.01	0.01			c0.12	
v/s Ratio Perm			0.02						c0.01			
v/c Ratio	0.02	1.28	0.11	0.03	0.81		0.28	0.28	0.30		0.83	
Uniform Delay, d1	29.8	62.5	60.2	29.9	59.4		76.5	76.5	76.5		67.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.0	131.2	0.1	0.0	4.7		1.3	1.3	1.5		18.7	
Delay (s)	29.9	193.7	60.3	29.9	64.1		77.8	77.8	78.1		85.7	
Level of Service	C	F	E	C	E		E	E	E		F	
Approach Delay (s/veh)		181.8			62.7			77.9			85.7	
Approach LOS		F			E			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	135.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SWL	SWR
Lane Configurations		
Traffic Volume (vph)	1	25
Future Volume (vph)	1	25
Ideal Flow (vphpl)	2000	1900
Lane Width	12	12
Total Lost time (s)	6.0	7.0
Lane Util. Factor	1.00	0.95
Frt	0.86	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1682	1504
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1682	1504
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	1	27
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	14	14
Turn Type	Prot	Perm
Protected Phases	3	
Permitted Phases		6
Actuated Green, G (s)	2.9	35.0
Effective Green, g (s)	2.9	35.0
Actuated g/C Ratio	0.02	0.22
Clearance Time (s)	6.0	7.0
Vehicle Extension (s)	2.0	3.0
Lane Grp Cap (vph)	30	329
v/s Ratio Prot	c0.01	
v/s Ratio Perm		0.01
v/c Ratio	0.47	0.04
Uniform Delay, d1	77.8	49.3
Progression Factor	1.00	1.00
Incremental Delay, d2	4.1	0.1
Delay (s)	81.9	49.3
Level of Service	F	D
Approach Delay (s/veh)	65.6	
Approach LOS	E	

Intersection Summary

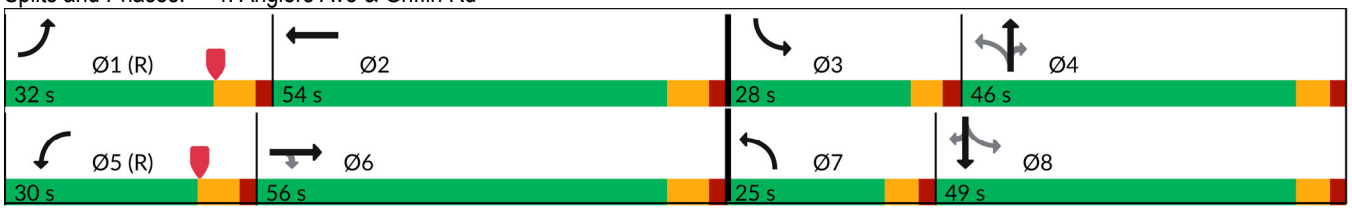


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	1359	216	298	929	407	166	213	356	235	86	63
Future Volume (vph)	108	1359	216	298	929	407	166	213	356	235	86	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		165	375		0	0		0	350		215
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	185			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.954				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	4851	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.694			0.341		
Satd. Flow (perm)	1770	5085	1583	3433	4851	0	1293	3539	1583	635	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		70				339			116
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		970			1345			868			727	
Travel Time (s)		14.7			20.4			16.9			14.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	1477	235	324	1010	442	180	232	387	255	93	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	117	1477	235	324	1452	0	180	232	387	255	93	68
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0		0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru		Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	49.0	49.0	30.0	46.0		25.0	43.0	43.0	10.0	46.0	46.0
Total Split (s)	32.0	56.0	56.0	30.0	54.0		25.0	46.0	46.0	28.0	49.0	49.0
Total Split (%)	20.0%	35.0%	35.0%	18.8%	33.8%		15.6%	28.8%	28.8%	17.5%	30.6%	30.6%
Maximum Green (s)	25.0	49.0	49.0	23.0	47.0		19.0	40.0	40.0	22.0	43.0	43.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	C-Max	Min	Min	C-Max	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			5.0	5.0		5.0	5.0
Flash Don't Walk (s)		23.0	23.0		23.0			32.0	32.0		35.0	35.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	50.2	49.0	49.0	48.2	47.0		32.2	15.9	15.9	41.2	20.5	20.5
Actuated g/C Ratio	0.31	0.31	0.31	0.30	0.29		0.20	0.10	0.10	0.26	0.13	0.13
v/c Ratio	0.21	0.95	0.42	0.31	0.99		0.58	0.66	0.84	0.82	0.21	0.22
Control Delay (s/veh)	43.5	67.6	25.5	45.4	73.0		55.1	77.9	27.3	71.1	62.5	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	67.6	25.5	45.4	73.0		55.1	77.9	27.3	71.1	62.5	2.0
LOS	D	E	C	D	E		E	E	C	E	E	A
Approach Delay (s/veh)		60.6			68.0			48.3			57.9	
Approach LOS		E			E			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 118 (74%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay (s/veh): 61.0		Intersection LOS: E	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			

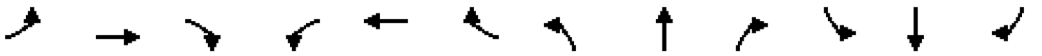
Splits and Phases: 4: Anglers Ave & Griffin Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	117	1477	235	324	1452	180	232	387	255	93	68
v/c Ratio	0.21	0.95	0.42	0.31	0.99	0.58	0.66	0.84	0.82	0.21	0.22
Control Delay (s/veh)	43.5	67.6	25.5	45.4	73.0	55.1	77.9	27.3	71.1	62.5	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	43.5	67.6	25.5	45.4	73.0	55.1	77.9	27.3	71.1	62.5	2.0
Queue Length 50th (ft)	92	565	104	137	543	157	128	49	234	47	0
Queue Length 95th (ft)	161	#661	190	199	#655	216	167	175	305	74	3
Internal Link Dist (ft)		890			1265		788			647	
Turn Bay Length (ft)	265		165	375					350		215
Base Capacity (vph)	555	1557	560	1035	1474	338	884	650	320	951	510
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.95	0.42	0.31	0.99	0.53	0.26	0.60	0.80	0.10	0.13

Intersection Summary

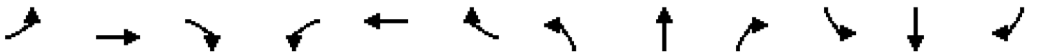
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	1359	216	298	929	407	166	213	356	235	86	63
Future Volume (vph)	108	1359	216	298	929	407	166	213	356	235	86	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	4853		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.69	1.00	1.00	0.34	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	3433	4853		1292	3539	1583	636	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	117	1477	235	324	1010	442	180	232	387	255	93	68
RTOR Reduction (vph)	0	0	76	0	49	0	0	0	305	0	0	59
Lane Group Flow (vph)	117	1477	159	324	1403	0	180	232	82	255	93	9
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	50.2	49.0	49.0	48.2	47.0		32.3	16.0	16.0	41.3	20.5	20.5
Effective Green, g (s)	50.2	49.0	49.0	48.2	47.0		32.3	16.0	16.0	41.3	20.5	20.5
Actuated g/C Ratio	0.31	0.31	0.31	0.30	0.29		0.20	0.10	0.10	0.26	0.13	0.13
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	555	1557	484	1034	1425		309	353	158	311	453	202
v/s Ratio Prot	0.07	c0.29		c0.09	0.29		0.06	0.07		c0.11	0.03	
v/s Ratio Perm			0.10				0.06		0.05	c0.10		0.01
v/c Ratio	0.21	0.95	0.33	0.31	0.98		0.58	0.66	0.52	0.82	0.21	0.04
Uniform Delay, d1	40.3	54.3	42.8	43.1	56.1		56.7	69.4	68.3	51.8	62.5	61.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	12.5	0.4	0.8	20.0		1.8	3.3	1.2	14.7	0.1	0.0
Delay (s)	41.2	66.8	43.2	43.9	76.1		58.5	72.7	69.5	66.5	62.5	61.2
Level of Service	D	E	D	D	E		E	E	E	E	E	E
Approach Delay (s/veh)		62.1			70.3			68.0			64.7	
Approach LOS		E			E			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	66.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	1359	216	298	929	407	166	213	356	235	86	63
Future Volume (veh/h)	108	1359	216	298	929	407	166	213	356	235	86	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	117	1477	235	324	1010	442	180	232	387	255	93	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1703	3	1	3305	2	1	46	2	1	46	2	1
Arrive On Green	0.96	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	3456	3478	1522	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	117	1477	235	324	988	464	180	232	387	255	93	68
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1596	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.5	0.1	0.1	0.7	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Cycle Q Clear(g_c), s	0.5	0.1	0.1	0.7	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Prop In Lane	1.00		1.00	1.00		0.95	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1703	3	1	3305	2	1	46	2	1	46	2	1
V/C Ratio(X)	0.07	462.81	0.00	0.10	464.58	0.00	3.90	104.45	0.00	5.53	41.87	0.00
Avail Cap(c_a), veh/h	1703	1564	485	3305	1000	469	257	888	396	290	955	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.2	80.0	80.0	0.2	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0
Incr Delay (d2), s/veh	0.0	208327.5	106679.4	0.0	209398.2	210272.9	1329.8	46618.2	177051.0	2074.9	18457.9	30582.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	61.6	29.4	0.0	61.9	58.3	18.9	14.4	48.8	28.5	5.7	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.2	208407.5	106759.4	0.2	209478.2	210352.9	1409.8	46698.2	177131.0	2154.9	18537.9	30662.7
LnGrp LOS	A	F		A	F		F	F		F	F	
Approach Vol, veh/h		1829			1776			799			416	
Approach Delay, s/veh		182015.5			171490.9			99671.4			10477.4	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	160.0	0.0	0.0	0.0	160.0	0.0	0.0	0.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	25.0	47.0	22.0	40.0	23.0	49.0	19.0	43.0
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	149682.6
HCM 7th LOS	F

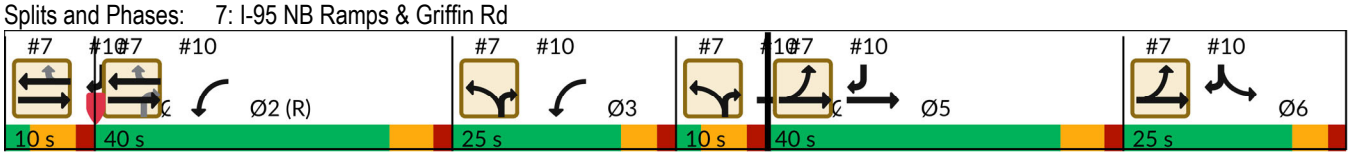
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	513	1171	0	0	866	240	605	0	636	0	0	0
Future Volume (vph)	513	1171	0	0	866	240	605	0	636	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		0	370		350	0		0	0		0
Storage Lanes	2		0	0		1	2		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7544	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						261			124			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		286			888			642			799	
Travel Time (s)		4.3			13.5			14.6			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	558	1273	0	0	941	261	658	0	691	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	558	1273	0	0	941	261	658	0	691	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	0	1		0	
Detector Template	Thru	Thru			Thru	Thru	Thru	Thru	Thru		Thru	
Leading Detector (ft)	30	30			30	30	30	50	30		50	
Trailing Detector (ft)	-10	-10			-10	-10	-10	0	-10		0	
Detector 1 Position(ft)	-10	-10			-10	-10	-10		-10			
Detector 1 Size(ft)	40	40			40	40	40		40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Turn Type	Prot	NA			NA	Perm	Prot		custom			
Protected Phases	5 6	1 2 5 6			1 2		3 4		3 4			
Permitted Phases						1 2			2			
Detector Phase	5 6	1 2 5 6			1 2	1 2	3 4		3 4			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	12.0	4.0	2.0	12.0	4.0
Minimum Split (s)	9.0	23.0	10.0	9.0	22.5	22.5
Total Split (s)	10.0	40.0	25.0	10.0	40.0	25.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	58.0	106.8			41.8	41.8	30.2		69.0			
Actuated g/C Ratio	0.39	0.71			0.28	0.28	0.20		0.46			
v/c Ratio	0.42	0.35			0.45	0.41	0.95		0.87			
Control Delay (s/veh)	12.6	4.2			45.2	6.5	83.4		42.6			
Queue Delay	1.2	0.9			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	13.9	5.0			45.2	6.5	83.4		42.6			
LOS	B	A			D	A	F		D			
Approach Delay (s/veh)		7.7			36.8			62.5				
Approach LOS		A			D			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBEB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: Err			
Intersection Signal Delay (s/veh): 32.6		Intersection LOS: C	
Intersection Capacity Utilization 130.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 7: I-95 NB Ramps & Griffin Rd



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Total Split (%)	7%	27%	17%	7%	27%	17%
Maximum Green (s)	3.0	33.0	19.0	3.0	33.0	19.0
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	2.0	1.0	3.0	2.0
Recall Mode	None	C-Min	None	None	None	None
Walk Time (s)		7.0			5.0	
Flash Don't Walk (s)		9.0			7.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	558	1273	941	261	658	691
v/c Ratio	0.42	0.35	0.45	0.41	0.95	0.87
Control Delay (s/veh)	12.6	4.2	45.2	6.5	83.4	42.6
Queue Delay	1.2	0.9	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.9	5.0	45.2	6.5	83.4	42.6
Queue Length 50th (ft)	87	311	189	0	340	523
Queue Length 95th (ft)	158	0	219	69	#475	#786
Internal Link Dist (ft)		206	808			
Turn Bay Length (ft)	265			350		
Base Capacity (vph)	1327	3661	2162	639	690	795
Starvation Cap Reductn	524	1963	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.75	0.44	0.41	0.95	0.87

Intersection Summary

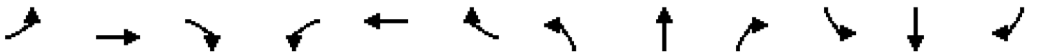
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Edition methodology does not support Non-NEMA phasing.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	513	1171	0	0	866	240	605	0	636	0	0	0
Future Volume (vph)	513	1171	0	0	866	240	605	0	636	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	6.0		6.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7544	1583	3433		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7544	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	558	1273	0	0	941	261	658	0	691	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	186	0	0	74	0	0	0
Lane Group Flow (vph)	558	1273	0	0	941	75	658	0	617	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		custom			
Protected Phases	5 6	1 2 5 6			1 2		3 4		3 4			
Permitted Phases						1 2			2			
Actuated Green, G (s)	59.0	108.0			43.0	43.0	28.0		61.0			
Effective Green, g (s)	59.0	102.0			43.0	43.0	28.0		61.0			
Actuated g/C Ratio	0.39	0.68			0.29	0.29	0.19		0.41			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	1350	3457			2162	453	640		643			
v/s Ratio Prot	c0.16	0.25			c0.12		c0.19		c0.18			
v/s Ratio Perm						0.05			0.21			
v/c Ratio	0.41	0.37			0.44	0.17	1.03		0.96			
Uniform Delay, d1	33.0	10.2			43.6	40.1	61.0		43.3			
Progression Factor	0.35	0.50			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.2	0.0			0.1	0.1	43.0		25.7			
Delay (s)	11.7	5.2			43.7	40.1	104.0		69.0			
Level of Service	B	A			D	D	F		E			
Approach Delay (s/veh)		7.2			42.9			86.1			0.0	
Approach LOS		A			D			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	41.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	40.0
Intersection Capacity Utilization	130.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



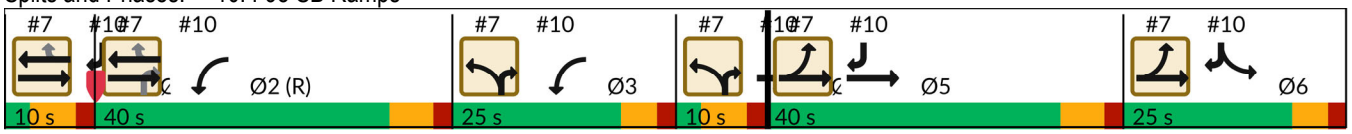
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1223	706	309	1162	0	0	0	0	461	0	496
Future Volume (vph)	0	1223	706	309	1162	0	0	0	0	461	0	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		600	0		0	0		0	0		0
Storage Lanes	2		1	2		0	0		0	2		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	3433	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			733									539
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1345			286			719			810	
Travel Time (s)		20.4			4.3			16.3			18.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1329	767	336	1263	0	0	0	0	501	0	539
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1329	767	336	1263	0	0	0	0	501	0	539
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		48			48			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1			0		1	0	1
Detector Template		Thru	Thru	Thru	Thru			Thru		Thru	Thru	Thru
Leading Detector (ft)		30	30	30	30			50		30	50	30
Trailing Detector (ft)		-10	-10	-10	-10			0		-10	0	-10
Detector 1 Position(ft)		-10	-10	-10	-10					-10		-10
Detector 1 Size(ft)		40	40	40	40					40		40
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Turn Type		NA	custom	Prot	NA					Prot		custom
Protected Phases		4 5		2 3						1 6		1 5 6
Permitted Phases			4									6
Detector Phase		4 5	4	2 3						1 6		1 5 6
Switch Phase												
Minimum Initial (s)			2.0									
Minimum Split (s)			9.0									
Total Split (s)			10.0									

Lane Group	Ø1	Ø2	Ø3	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	1	2	3	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	2.0	12.0	4.0	12.0	4.0
Minimum Split (s)	9.0	23.0	10.0	22.5	22.5
Total Split (s)	10.0	40.0	25.0	40.0	25.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)			6.7%									
Maximum Green (s)			3.0									
Yellow Time (s)			5.0									
All-Red Time (s)			2.0									
Lost Time Adjust (s)			0.0									
Total Lost Time (s)			7.0									
Lead/Lag			Lag									
Lead-Lag Optimize?			Yes									
Vehicle Extension (s)			1.0									
Recall Mode			None									
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		43.0	3.0	58.0	0.0					28.0		68.0
Actuated g/C Ratio		0.29	0.02	0.39	0.00					0.19		0.45
v/c Ratio		0.61	1.02	0.25	no cap					0.78		0.35
Control Delay (s/veh)		47.8	44.2	19.0						67.7		2.4
Queue Delay		0.3	0.0	0.8						0.0		0.0
Total Delay (s/veh)		48.1	44.2	19.7	Error					67.7		2.4
LOS		D	D	B	F					E		A
Approach Delay (s/veh)		46.7			Error						33.9	
Approach LOS		D			F						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBEB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: Err			
Intersection Signal Delay (s/veh): Err		Intersection LOS: F	
Intersection Capacity Utilization 130.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 10: I-95 SB Ramps



Lane Group	Ø1	Ø2	Ø3	Ø5	Ø6
Total Split (%)	7%	27%	17%	27%	17%
Maximum Green (s)	3.0	33.0	19.0	33.0	19.0
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Min	None	None	None
Walk Time (s)		7.0		5.0	
Flash Don't Walk (s)		9.0		7.0	
Pedestrian Calls (#/hr)		0		0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1329	767	336	1263	501	539
v/c Ratio	0.61	1.02	0.25	no cap	0.78	0.35
Control Delay (s/veh)	47.8	44.2	19.0		67.7	2.4
Queue Delay	0.3	0.0	0.8		0.0	0.0
Total Delay (s/veh)	48.1	44.2	19.7	Error	67.7	2.4
Queue Length 50th (ft)	283	~53	71	~930	247	0
Queue Length 95th (ft)	318	#311	m85	m#1015	314	36
Internal Link Dist (ft)	1265			206		
Turn Bay Length (ft)		600				
Base Capacity (vph)	2162	750	1322	1	640	1558
Starvation Cap Reductn	0	0	677	0	0	0
Spillback Cap Reductn	316	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.72	1.02	0.52	1263.00	0.78	0.35

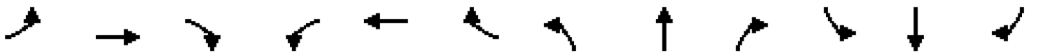
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

HCM 7th Edition methodology does not support Non-NEMA phasing.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1223	706	309	1162	0	0	0	0	461	0	496
Future Volume (vph)	0	1223	706	309	1162	0	0	0	0	461	0	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0					7.0		7.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1329	767	336	1263	0	0	0	0	501	0	539
RTOR Reduction (vph)	0	0	718	0	0	0	0	0	0	0	0	73
Lane Group Flow (vph)	0	1329	49	336	1263	0	0	0	0	501	0	466
Turn Type		NA	custom	Prot	NA					Prot		custom
Protected Phases		4 5		2 3	2 3 4					1 6		1 5 6
Permitted Phases			4									6
Actuated Green, G (s)		43.0	3.0	59.0	68.0					28.0		68.0
Effective Green, g (s)		43.0	3.0	59.0	62.0					22.0		62.0
Actuated g/C Ratio		0.29	0.02	0.39	0.41					0.15		0.41
Clearance Time (s)			7.0									
Vehicle Extension (s)			1.0									
Lane Grp Cap (vph)		2162	31	1350	2101					503		1151
v/s Ratio Prot		c0.18		0.10	c0.25					c0.15		0.17
v/s Ratio Perm			c0.03									
v/c Ratio		0.61	1.57	0.25	0.60					1.00		0.41
Uniform Delay, d1		46.3	73.5	30.6	34.3					64.0		31.0
Progression Factor		1.00	1.00	0.63	0.31					1.00		1.00
Incremental Delay, d2		0.4	367.9	0.0	0.2					38.8		0.1
Delay (s)		46.7	441.4	19.4	10.9					102.8		31.1
Level of Service		D	F	B	B					F		C
Approach Delay (s/veh)		191.1			12.7			0.0			65.6	
Approach LOS		F			B			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	103.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	40.0
Intersection Capacity Utilization	130.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Griffin Rd PM

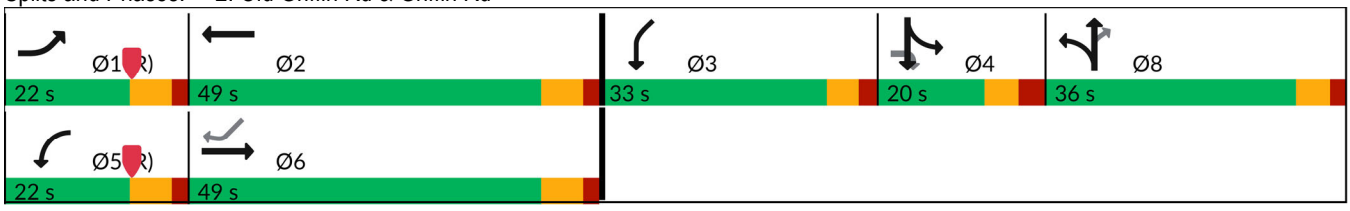
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	1408	38	37	1173	32	220	1	73	27	9	364
Future Volume (vph)	21	1408	38	37	1173	32	220	1	73	27	9	364
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	15	15	15
Storage Length (ft)	200		280	150		0	0		60	225		0
Storage Lanes	1		1	2		0	1		1	0		0
Taper Length (ft)	160			25			25			25		
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91	0.91	0.95	0.95	1.00	1.00	1.00	1.00
Frt			0.850		0.996				0.850		0.877	
Flt Protected	0.950			0.950			0.950	0.953			0.997	
Satd. Flow (prot)	1770	6408	1583	3614	5065	0	1681	1686	1583	0	1792	0
Flt Permitted	0.950			0.950			0.950	0.953			0.997	
Satd. Flow (perm)	1770	6408	1583	3614	5065	0	1681	1686	1583	0	1792	0
Right Turn on Red			Yes									Yes
Satd. Flow (RTOR)			157								249	
Link Speed (mph)		45			45			20			25	
Link Distance (ft)		888			1231			429			156	
Travel Time (s)		13.5			18.7			14.6			4.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	1530	41	40	1275	35	239	1	79	29	10	396
Shared Lane Traffic (%)							50%					
Lane Group Flow (vph)	23	1530	41	40	1310	0	119	121	79	0	435	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.88	0.88	0.88
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	0	0		1	2	1		2	
Detector Template	Left	Thru	Thru	Thru	Thru		Left	Thru	Right		Thru	
Leading Detector (ft)	20	0	0	0	0		20	100	20		100	
Trailing Detector (ft)	0	0	0	0	0		0	0	0		0	
Detector 1 Position(ft)	0						0	0	0		0	
Detector 1 Size(ft)	20						20	6	20		6	
Detector 1 Type	Cl+Ex						Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0						0.0	0.0	0.0		0.0	
Detector 1 Queue (s)	0.0						0.0	0.0	0.0		0.0	
Detector 1 Delay (s)	0.0						0.0	0.0	0.0		0.0	
Detector 2 Position(ft)								94			94	
Detector 2 Size(ft)								6			6	
Detector 2 Type								Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)								0.0			0.0	
Turn Type	Prot	NA	custom	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	

Lane Group	SWL	SWR
Lane Configurations		
Traffic Volume (vph)	1	35
Future Volume (vph)	1	35
Ideal Flow (vphpl)	2000	1900
Lane Width (ft)	12	12
Storage Length (ft)	0	0
Storage Lanes	1	1
Taper Length (ft)	25	
Lane Util. Factor	1.00	0.95
Frt	0.857	0.850
Flt Protected	0.998	
Satd. Flow (prot)	1677	1504
Flt Permitted	0.998	
Satd. Flow (perm)	1677	1504
Right Turn on Red		
Satd. Flow (RTOR)		
Link Speed (mph)	25	
Link Distance (ft)	181	
Travel Time (s)	4.9	
Peak Hour Factor	0.92	0.92
Adj. Flow (vph)	1	38
Shared Lane Traffic (%)		49%
Lane Group Flow (vph)	20	19
Enter Blocked Intersection	No	No
Lane Alignment	Left	Right
Median Width(ft)	12	
Link Offset(ft)	0	
Crosswalk Width(ft)	16	
Two way Left Turn Lane		
Headway Factor	0.94	1.00
Turning Speed (mph)	15	9
Number of Detectors	1	1
Detector Template	Left	Right
Leading Detector (ft)	20	20
Trailing Detector (ft)	0	0
Detector 1 Position(ft)	0	0
Detector 1 Size(ft)	20	20
Detector 1 Type	Cl+Ex	Cl+Ex
Detector 1 Channel		
Detector 1 Extend (s)	0.0	0.0
Detector 1 Queue (s)	0.0	0.0
Detector 1 Delay (s)	0.0	0.0
Detector 2 Position(ft)		
Detector 2 Size(ft)		
Detector 2 Type		
Detector 2 Channel		
Detector 2 Extend (s)		
Turn Type	Prot	Perm
Protected Phases	3	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases			4						8			
Detector Phase	1	6	4	5	2		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	4.0	12.0	5.0	5.0	12.0		6.0	6.0	6.0	5.0	5.0	
Minimum Split (s)	11.0	25.0	20.0	12.0	25.0		23.0	23.0	23.0	20.0	20.0	
Total Split (s)	22.0	49.0	20.0	22.0	49.0		36.0	36.0	36.0	20.0	20.0	
Total Split (%)	13.8%	30.6%	12.5%	13.8%	30.6%		22.5%	22.5%	22.5%	12.5%	12.5%	
Maximum Green (s)	15.0	42.0	13.0	15.0	42.0		30.0	30.0	30.0	13.0	13.0	
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	3.0	2.0	2.0		2.0	2.0	2.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0		7.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag					Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes					Yes	Yes	
Vehicle Extension (s)	1.5	3.0	1.5	1.5	3.0		2.0	2.0	2.0	1.5	1.5	
Recall Mode	C-Max	Min	None	C-Max	Min		None	None	None	None	None	
Walk Time (s)			7.0							7.0	7.0	
Flash Don't Walk (s)			6.0							6.0	6.0	
Pedestrian Calls (#/hr)			0							0	0	
Act Effct Green (s)	31.0	42.0	35.9	31.0	42.0		16.0	16.0	16.0		35.9	
Actuated g/C Ratio	0.19	0.26	0.22	0.19	0.26		0.10	0.10	0.10		0.22	
v/c Ratio	0.07	0.91	0.09	0.06	0.99		0.71	0.72	0.50		0.73	
Control Delay (s/veh)	57.4	66.0	0.4	56.3	79.6		91.0	91.8	77.7		32.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0	
Total Delay (s/veh)	57.4	66.0	0.4	56.3	79.6		91.0	91.8	77.7		32.8	
LOS	E	E	A	E	E		F	F	E		C	
Approach Delay (s/veh)		64.2			78.9			88.0			32.8	
Approach LOS		E			E			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 67 (42%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 105			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay (s/veh): 67.9		Intersection LOS: E	
Intersection Capacity Utilization 86.5%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 2: Old Griffin Rd & Griffin Rd



Lane Group	SWL	SWR
Permitted Phases		6
Detector Phase	3	6
Switch Phase		
Minimum Initial (s)	6.0	12.0
Minimum Split (s)	24.0	25.0
Total Split (s)	33.0	49.0
Total Split (%)	20.6%	30.6%
Maximum Green (s)	27.0	42.0
Yellow Time (s)	4.0	5.0
All-Red Time (s)	2.0	2.0
Lost Time Adjust (s)	0.0	0.0
Total Lost Time (s)	6.0	7.0
Lead/Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes
Vehicle Extension (s)	2.0	3.0
Recall Mode	None	Min
Walk Time (s)		
Flash Don't Walk (s)		
Pedestrian Calls (#/hr)		
Act Effct Green (s)	6.9	42.0
Actuated g/C Ratio	0.04	0.26
v/c Ratio	0.28	0.05
Control Delay (s/veh)	83.3	44.7
Queue Delay	0.0	0.0
Total Delay (s/veh)	83.3	44.7
LOS	F	D
Approach Delay (s/veh)	64.5	
Approach LOS	E	

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT	SWL	SWR
Lane Group Flow (vph)	23	1530	41	40	1310	119	121	79	435	20	19
v/c Ratio	0.07	0.91	0.09	0.06	0.99	0.71	0.72	0.50	0.73	0.28	0.05
Control Delay (s/veh)	57.4	66.0	0.4	56.3	79.6	91.0	91.8	77.7	32.8	83.3	44.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	57.4	66.0	0.4	56.3	79.6	91.0	91.8	77.7	32.8	83.3	44.7
Queue Length 50th (ft)	21	461	0	18	511	131	133	81	195	21	15
Queue Length 95th (ft)	52	511	0	39	#619	201	203	134	344	53	41
Internal Link Dist (ft)		808			1151		349		76	101	
Turn Bay Length (ft)	200		280	150				60			
Base Capacity (vph)	342	1682	476	699	1329	315	316	296	595	282	394
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.91	0.09	0.06	0.99	0.38	0.38	0.27	0.73	0.07	0.05

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

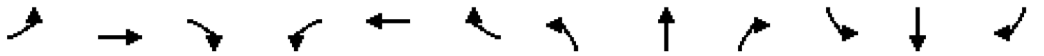
HCM 7th Edition methodology does not support Non-NEMA phasing.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	1408	38	37	1173	32	220	1	73	27	9	364
Future Volume (vph)	21	1408	38	37	1173	32	220	1	73	27	9	364
Ideal Flow (vphpl)	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	12	12	12	12	15	15	15
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0		7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91		0.95	0.95	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85		0.88	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00		1.00	
Satd. Flow (prot)	1770	6408	1583	3614	5065		1681	1686	1583		1791	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.95	1.00		1.00	
Satd. Flow (perm)	1770	6408	1583	3614	5065		1681	1686	1583		1791	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	23	1530	41	40	1275	35	239	1	79	29	10	396
RTOR Reduction (vph)	0	0	32	0	0	0	0	0	0	0	193	0
Lane Group Flow (vph)	23	1530	9	40	1310	0	119	121	79	0	242	0
Turn Type	Prot	NA	custom	Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	1	6		5	2		8	8		4	4	
Permitted Phases			4						8			
Actuated Green, G (s)	28.6	42.0	35.9	28.6	42.0		16.0	16.0	16.0		35.9	
Effective Green, g (s)	28.6	42.0	35.9	28.6	42.0		16.0	16.0	16.0		35.9	
Actuated g/C Ratio	0.18	0.26	0.22	0.18	0.26		0.10	0.10	0.10		0.22	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0		7.0	
Vehicle Extension (s)	1.5	3.0	1.5	1.5	3.0		2.0	2.0	2.0		1.5	
Lane Grp Cap (vph)	316	1682	355	646	1329		168	168	158		401	
v/s Ratio Prot	c0.01	0.24		0.01	c0.26		0.07	c0.07			c0.14	
v/s Ratio Perm			0.01						0.05			
v/c Ratio	0.07	0.91	0.03	0.06	0.99		0.71	0.72	0.50		0.60	
Uniform Delay, d1	54.7	57.2	48.4	54.6	58.7		69.7	69.8	68.2		55.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.4	7.6	0.0	0.2	21.1		10.6	12.1	0.9		1.8	
Delay (s)	55.1	64.8	48.4	54.7	79.8		80.3	81.9	69.1		57.4	
Level of Service	E	E	D	D	E		F	F	E		E	
Approach Delay (s/veh)		64.2			79.1			78.2			57.4	
Approach LOS		E			E			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	70.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	33.0
Intersection Capacity Utilization	86.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SWL	SWR
Lane Configurations		
Traffic Volume (vph)	1	35
Future Volume (vph)	1	35
Ideal Flow (vphpl)	2000	1900
Lane Width	12	12
Total Lost time (s)	6.0	7.0
Lane Util. Factor	1.00	0.95
Frt	0.86	0.85
Flt Protected	1.00	1.00
Satd. Flow (prot)	1677	1504
Flt Permitted	1.00	1.00
Satd. Flow (perm)	1677	1504
Peak-hour factor, PHF	0.92	0.92
Adj. Flow (vph)	1	38
RTOR Reduction (vph)	0	0
Lane Group Flow (vph)	20	19
Turn Type	Prot	Perm
Protected Phases	3	
Permitted Phases		6
Actuated Green, G (s)	4.5	42.0
Effective Green, g (s)	4.5	42.0
Actuated g/C Ratio	0.03	0.26
Clearance Time (s)	6.0	7.0
Vehicle Extension (s)	2.0	3.0
Lane Grp Cap (vph)	47	394
v/s Ratio Prot	c0.01	
v/s Ratio Perm		0.01
v/c Ratio	0.43	0.05
Uniform Delay, d1	76.5	44.1
Progression Factor	1.00	1.00
Incremental Delay, d2	2.2	0.1
Delay (s)	78.7	44.1
Level of Service	E	D
Approach Delay (s/veh)	61.9	
Approach LOS	E	

Intersection Summary

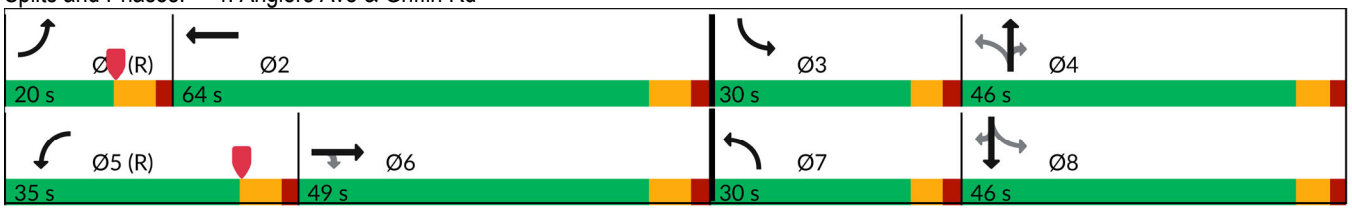


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1017	214	365	1374	252	276	151	361	394	190	141
Future Volume (vph)	72	1017	214	365	1374	252	276	151	361	394	190	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		165	375		0	0		0	350		215
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	185			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	0.91	1.00	0.95	1.00	1.00	0.95	1.00
Frt			0.850		0.977				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5085	1583	3433	4968	0	1770	3539	1583	1770	3539	1583
Flt Permitted	0.950			0.950			0.541			0.567		
Satd. Flow (perm)	1770	5085	1583	3433	4968	0	1008	3539	1583	1056	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			157		26				311			164
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		970			1345			868			727	
Travel Time (s)		14.7			20.4			16.9			14.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	1105	233	397	1493	274	300	164	392	428	207	153
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	1105	233	397	1767	0	300	164	392	428	207	153
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	0	0	0	0	0		0	0	0	0	0	0
Detector Template	Thru	Thru	Thru	Thru	Thru		Thru	Thru	Thru	Thru	Thru	Thru
Leading Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	49.0	49.0	30.0	46.0		25.0	43.0	43.0	10.0	46.0	46.0
Total Split (s)	20.0	49.0	49.0	35.0	64.0		30.0	46.0	46.0	30.0	46.0	46.0
Total Split (%)	12.5%	30.6%	30.6%	21.9%	40.0%		18.8%	28.8%	28.8%	18.8%	28.8%	28.8%
Maximum Green (s)	13.0	42.0	42.0	28.0	57.0		24.0	40.0	40.0	24.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	C-Max	Min	Min	C-Max	Min		None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0			5.0	5.0		5.0	5.0
Flash Don't Walk (s)		23.0	23.0		23.0			32.0	32.0		35.0	35.0
Pedestrian Calls (#/hr)		0	0		0			0	0		0	0
Act Effct Green (s)	36.3	42.0	42.0	51.3	57.0		39.7	16.7	16.7	41.7	17.7	17.7
Actuated g/C Ratio	0.23	0.26	0.26	0.32	0.36		0.25	0.10	0.10	0.26	0.11	0.11
v/c Ratio	0.19	0.83	0.44	0.36	0.99		0.84	0.44	0.88	1.12	0.53	0.48
Control Delay (s/veh)	54.7	61.9	18.9	44.4	68.8		68.2	69.4	36.9	130.4	71.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.7	61.9	18.9	44.4	68.8		68.2	69.4	36.9	130.4	71.1	11.3
LOS	D	E	B	D	E		E	E	D	F	E	B
Approach Delay (s/veh)		54.4			64.4			54.1			91.7	
Approach LOS		D			E			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 2 (1%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay (s/veh): 64.1		Intersection LOS: E	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Anglers Ave & Griffin Rd

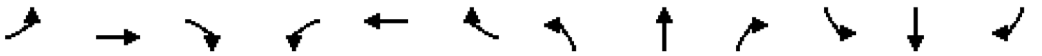


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	1105	233	397	1767	300	164	392	428	207	153
v/c Ratio	0.19	0.83	0.44	0.36	0.99	0.84	0.44	0.88	1.12	0.53	0.48
Control Delay (s/veh)	54.7	61.9	18.9	44.4	68.8	68.2	69.4	36.9	130.4	71.1	11.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.7	61.9	18.9	44.4	68.8	68.2	69.4	36.9	130.4	71.1	11.3
Queue Length 50th (ft)	66	408	63	162	676	281	89	89	~447	114	0
Queue Length 95th (ft)	131	468	150	243	#794	337	118	211	#615	144	56
Internal Link Dist (ft)		890			1265		788			647	
Turn Bay Length (ft)	265		165	375					350		215
Base Capacity (vph)	401	1334	531	1100	1786	370	884	629	382	884	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.83	0.44	0.36	0.99	0.81	0.19	0.62	1.12	0.23	0.30

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

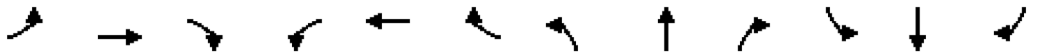
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	1017	214	365	1374	252	276	151	361	394	190	141
Future Volume (veh/h)	72	1017	214	365	1374	252	276	151	361	394	190	141
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	78	1105	233	397	1493	274	300	164	392	428	207	153
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1703	3	1	3305	3	0	46	2	1	46	2	1
Arrive On Green	0.96	0.00	0.00	0.96	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Sat Flow, veh/h	1781	5106	1585	3456	4338	794	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	78	1105	233	397	1171	596	300	164	392	428	207	153
Grp Sat Flow(s),veh/h/ln	1781	1702	1585	1728	1702	1727	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.3	0.1	0.1	0.9	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Cycle Q Clear(g_c), s	0.3	0.1	0.1	0.9	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Prop In Lane	1.00		1.00	1.00		0.46	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1703	3	1	3305	2	1	46	2	1	46	2	1
V/C Ratio(X)	0.05	346.24	0.00	0.12	550.29	552.14	6.51	73.84	0.00	9.28	93.19	0.00
Avail Cap(c_a), veh/h	1703	1340	416	3305	1213	615	312	888	396	312	888	396
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.2	80.0	80.0	0.2	80.0	80.0	80.0	80.0	80.0	80.0	80.0	80.0
Incr Delay (d2), s/veh	0.0	155768.2	105941.1	0.0	247925.1	249481.7	2519.7	32841.8	179363.6	3769.9	41553.3	69188.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	46.1	29.2	0.0	73.3	74.9	34.2	10.2	49.4	50.2	12.9	19.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.2	155848.2	106021.1	0.2	248005.1	249561.7	2599.7	32921.8	179443.6	3850.0	41633.3	69268.8
LnGrp LOS	A	F		A	F	F	F	F		F	F	
Approach Vol, veh/h		1416			2164			856			788	
Approach Delay, s/veh		139064.4			202935.8			89393.7			26477.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	160.0	0.0	0.0	0.0	160.0	0.0	0.0	0.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	13.0	57.0	24.0	40.0	28.0	42.0	24.0	40.0
Max Q Clear Time (g_c+I1), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	140400.7
HCM 7th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1017	214	365	1374	252	276	151	361	394	190	141
Future Volume (vph)	72	1017	214	365	1374	252	276	151	361	394	190	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5085	1583	3433	4967		1770	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.54	1.00	1.00	0.57	1.00	1.00
Satd. Flow (perm)	1770	5085	1583	3433	4967		1008	3539	1583	1056	3539	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	78	1105	233	397	1493	274	300	164	392	428	207	153
RTOR Reduction (vph)	0	0	116	0	17	0	0	0	279	0	0	136
Lane Group Flow (vph)	78	1105	117	397	1750	0	300	164	113	428	207	17
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	36.3	42.0	42.0	51.3	57.0		39.7	16.7	16.7	41.7	17.7	17.7
Effective Green, g (s)	36.3	42.0	42.0	51.3	57.0		39.7	16.7	16.7	41.7	17.7	17.7
Actuated g/C Ratio	0.23	0.26	0.26	0.32	0.36		0.25	0.10	0.10	0.26	0.11	0.11
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	401	1334	415	1100	1769		359	369	165	382	391	175
v/s Ratio Prot	0.04	0.22		c0.12	c0.35		0.12	0.05		c0.17	0.06	
v/s Ratio Perm			0.07				0.09		0.07	c0.12		0.01
v/c Ratio	0.19	0.83	0.28	0.36	0.99		0.84	0.44	0.69	1.12	0.53	0.10
Uniform Delay, d1	50.0	55.6	47.0	41.8	51.2		54.6	67.3	69.1	57.0	67.2	64.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1	4.4	0.4	0.9	18.7		14.8	0.3	9.1	82.9	0.6	0.1
Delay (s)	51.1	60.0	47.4	42.7	69.9		69.4	67.6	78.2	139.9	67.8	64.1
Level of Service	D	E	D	D	E		E	E	E	F	E	E
Approach Delay (s/veh)		57.4			64.9			73.1			106.2	
Approach LOS		E			E			E			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	70.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

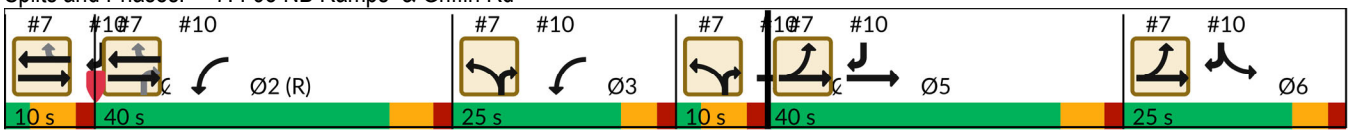
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	505	1021	0	0	1357	400	679	0	490	0	0	0
Future Volume (vph)	505	1021	0	0	1357	400	679	0	490	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		0	370		350	0		0	0		0
Storage Lanes	2		0	0		1	2		1	0		0
Taper Length (ft)	25			50			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3433	0	1583	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7544	1583	3433	0	1583	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						435			143			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		286			888			642			799	
Travel Time (s)		4.3			13.5			14.6			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	549	1110	0	0	1475	435	738	0	533	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	549	1110	0	0	1475	435	738	0	533	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	0	1		0	
Detector Template	Thru	Thru			Thru	Thru	Thru	Thru	Thru		Thru	
Leading Detector (ft)	30	30			30	30	30	50	30		50	
Trailing Detector (ft)	-10	-10			-10	-10	-10	0	-10		0	
Detector 1 Position(ft)	-10	-10			-10	-10	-10		-10			
Detector 1 Size(ft)	40	40			40	40	40		40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Turn Type	Prot	NA			NA	Perm	Prot		custom			
Protected Phases	5 6	1 2 5 6			1 2		3 4		3 4			
Permitted Phases						1 2			2			
Detector Phase	5 6	1 2 5 6			1 2	1 2	3 4		3 4			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	12.0	4.0	2.0	12.0	4.0
Minimum Split (s)	9.0	23.0	10.0	9.0	22.5	22.5
Total Split (s)	10.0	40.0	25.0	10.0	40.0	25.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	58.0	108.0			43.0	43.0	29.0		69.0			
Actuated g/C Ratio	0.39	0.72			0.29	0.29	0.19		0.46			
v/c Ratio	0.41	0.30			0.68	0.57	1.11		0.66			
Control Delay (s/veh)	11.7	3.8			49.4	6.7	124.2		26.9			
Queue Delay	0.9	0.6			0.1	0.0	0.0		0.0			
Total Delay (s/veh)	12.7	4.3			49.5	6.7	124.2		26.9			
LOS	B	A			D	A	F		C			
Approach Delay (s/veh)		7.1			39.7			83.4				
Approach LOS		A			D			F				

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBEB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: Err			
Intersection Signal Delay (s/veh): 40.0		Intersection LOS: D	
Intersection Capacity Utilization 130.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 7: I-95 NB Ramps & Griffin Rd



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Total Split (%)	7%	27%	17%	7%	27%	17%
Maximum Green (s)	3.0	33.0	19.0	3.0	33.0	19.0
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	2.0	1.0	3.0	2.0
Recall Mode	None	C-Min	None	None	None	None
Walk Time (s)		7.0			5.0	
Flash Don't Walk (s)		9.0			7.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	549	1110	1475	435	738	533
v/c Ratio	0.41	0.30	0.68	0.57	1.11	0.66
Control Delay (s/veh)	11.7	3.8	49.4	6.7	124.2	26.9
Queue Delay	0.9	0.6	0.1	0.0	0.0	0.0
Total Delay (s/veh)	12.7	4.3	49.5	6.7	124.2	26.9
Queue Length 50th (ft)	83	0	322	0	~431	302
Queue Length 95th (ft)	173	0	359	89	#562	441
Internal Link Dist (ft)		206	808			
Turn Bay Length (ft)	265			350		
Base Capacity (vph)	1327	3661	2162	764	663	805
Starvation Cap Reductn	489	1983	0	0	0	0
Spillback Cap Reductn	0	0	87	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.66	0.71	0.57	1.11	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

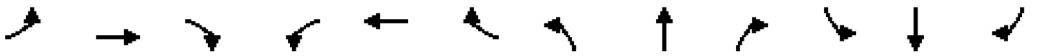
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Edition methodology does not support Non-NEMA phasing.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	505	1021	0	0	1357	400	679	0	490	0	0	0
Future Volume (vph)	505	1021	0	0	1357	400	679	0	490	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	6.0		6.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.97		1.00			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7544	1583	3433		1583			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7544	1583	3433		1583			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	549	1110	0	0	1475	435	738	0	533	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	310	0	0	85	0	0	0
Lane Group Flow (vph)	549	1110	0	0	1475	125	738	0	448	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		custom			
Protected Phases	5 6	1 2 5 6			1 2		3 4		3 4			
Permitted Phases						1 2			2			
Actuated Green, G (s)	59.0	108.0			43.0	43.0	28.0		61.0			
Effective Green, g (s)	59.0	102.0			43.0	43.0	28.0		61.0			
Actuated g/C Ratio	0.39	0.68			0.29	0.29	0.19		0.41			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	1350	3457			2162	453	640		643			
v/s Ratio Prot	c0.16	0.22			c0.20		c0.21		0.13			
v/s Ratio Perm						0.08			0.15			
v/c Ratio	0.41	0.32			0.68	0.28	1.15		0.70			
Uniform Delay, d1	32.9	9.8			47.4	41.4	61.0		36.8			
Progression Factor	0.32	0.48			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.2	0.0			0.7	0.1	85.9		2.7			
Delay (s)	10.8	4.7			48.2	41.6	146.9		39.5			
Level of Service	B	A			D	D	F		D			
Approach Delay (s/veh)		6.7			46.7			101.9			0.0	
Approach LOS		A			D			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	40.0
Intersection Capacity Utilization	130.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group



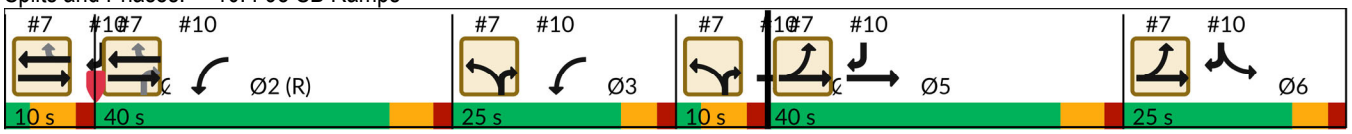
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1108	650	581	1455	0	0	0	0	418	0	558
Future Volume (vph)	0	1108	650	581	1455	0	0	0	0	418	0	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		600	0		0	0		0	0		0
Storage Lanes	2		1	2		0	0		0	2		2
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	0.88
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	3433	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			622									607
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1345			286			719			810	
Travel Time (s)		20.4			4.3			16.3			18.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1204	707	632	1582	0	0	0	0	454	0	607
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1204	707	632	1582	0	0	0	0	454	0	607
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		48			48			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1			0		1	0	1
Detector Template		Thru	Thru	Thru	Thru			Thru		Thru	Thru	Thru
Leading Detector (ft)		30	30	30	30			50		30	50	30
Trailing Detector (ft)		-10	-10	-10	-10			0		-10	0	-10
Detector 1 Position(ft)		-10	-10	-10	-10					-10		-10
Detector 1 Size(ft)		40	40	40	40					40		40
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Turn Type		NA	custom	Prot	NA					Prot		custom
Protected Phases		4 5		2 3						1 6		1 5 6
Permitted Phases			4									6
Detector Phase		4 5	4	2 3						1 6		1 5 6
Switch Phase												
Minimum Initial (s)			2.0									
Minimum Split (s)			9.0									
Total Split (s)			10.0									

Lane Group	Ø1	Ø2	Ø3	Ø5	Ø6
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	1	2	3	5	6
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	2.0	12.0	4.0	12.0	4.0
Minimum Split (s)	9.0	23.0	10.0	22.5	22.5
Total Split (s)	10.0	40.0	25.0	40.0	25.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)			6.7%									
Maximum Green (s)			3.0									
Yellow Time (s)			5.0									
All-Red Time (s)			2.0									
Lost Time Adjust (s)			0.0									
Total Lost Time (s)			7.0									
Lead/Lag			Lag									
Lead-Lag Optimize?			Yes									
Vehicle Extension (s)			1.0									
Recall Mode			None									
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		43.0	3.0	58.0	0.0					28.0		68.0
Actuated g/C Ratio		0.29	0.02	0.39	0.00					0.19		0.45
v/c Ratio		0.56	1.10	0.48	no cap					0.71		0.38
Control Delay (s/veh)		46.6	75.2	19.1						64.1		2.4
Queue Delay		0.2	0.0	2.6						0.0		0.0
Total Delay (s/veh)		46.8	75.2	21.6	Error					64.1		2.4
LOS		D	E	C	F					E		A
Approach Delay (s/veh)		57.3			Error						28.8	
Approach LOS		E			F						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBEB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: Err			
Intersection Signal Delay (s/veh): Err		Intersection LOS: F	
Intersection Capacity Utilization 130.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 10: I-95 SB Ramps



Lane Group	Ø1	Ø2	Ø3	Ø5	Ø6
Total Split (%)	7%	27%	17%	27%	17%
Maximum Green (s)	3.0	33.0	19.0	33.0	19.0
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	2.0	3.0	2.0
Recall Mode	None	C-Min	None	None	None
Walk Time (s)		7.0		5.0	
Flash Don't Walk (s)		9.0		7.0	
Pedestrian Calls (#/hr)		0		0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1204	707	632	1582	454	607
v/c Ratio	0.56	1.10	0.48	no cap	0.71	0.38
Control Delay (s/veh)	46.6	75.2	19.1		64.1	2.4
Queue Delay	0.2	0.0	2.6		0.0	0.0
Total Delay (s/veh)	46.8	75.2	21.6	Error	64.1	2.4
Queue Length 50th (ft)	252	~157	157	~1183	220	0
Queue Length 95th (ft)	285	#411	m156	m#1214	284	37
Internal Link Dist (ft)	1265			206		
Turn Bay Length (ft)		600				
Base Capacity (vph)	2162	641	1327	1	640	1595
Starvation Cap Reductn	0	0	550	0	0	0
Spillback Cap Reductn	282	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	1.10	0.81	1582.00	0.71	0.38

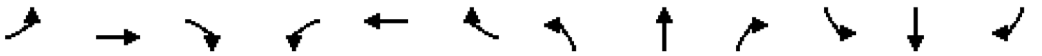
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

HCM 7th Edition methodology does not support Non-NEMA phasing.

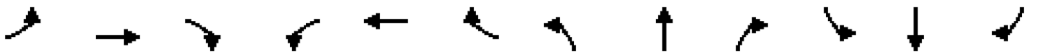


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1108	650	581	1455	0	0	0	0	418	0	558
Future Volume (vph)	0	1108	650	581	1455	0	0	0	0	418	0	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	4.0					7.0		7.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1204	707	632	1582	0	0	0	0	454	0	607
RTOR Reduction (vph)	0	0	610	0	0	0	0	0	0	0	0	356
Lane Group Flow (vph)	0	1204	97	632	1582	0	0	0	0	454	0	251
Turn Type		NA	custom	Prot	NA					Prot		custom
Protected Phases		4 5		2 3						1 6		1 5 6
Permitted Phases			4									6
Actuated Green, G (s)		43.0	3.0	59.0	0.0					28.0		68.0
Effective Green, g (s)		43.0	3.0	59.0	0.0					22.0		62.0
Actuated g/C Ratio		0.29	0.02	0.39	0.00					0.15		0.41
Clearance Time (s)			7.0									
Vehicle Extension (s)			1.0									
Lane Grp Cap (vph)		2162	31	1350	0					503		1151
v/s Ratio Prot		c0.16		c0.18						c0.13		0.09
v/s Ratio Perm			c0.06									
v/c Ratio		0.56	3.14	0.47	no cap					0.90		0.22
Uniform Delay, d1		45.4	73.5	33.8	Error					62.9		28.4
Progression Factor		1.00	1.00	0.53						1.00		1.00
Incremental Delay, d2		0.2	1043.2	0.1	Error					19.0		0.0
Delay (s)		45.6	1116.7	17.9	Error					81.9		28.4
Level of Service		D	F	B	F					F		C
Approach Delay (s/veh)		441.9			Error			0.0			51.3	
Approach LOS		F			F			A			D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	Error	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	40.0
Intersection Capacity Utilization	130.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Sheridan St AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	1969	181	34	1584	352	34	11	44	191	11	113
Future Volume (vph)	213	1969	181	34	1584	352	34	11	44	191	11	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	560		220	130		95	0		0	150		0
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	75			25			25			110		
Lane Util. Factor	1.00	0.81	1.00	1.00	0.91	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.880				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	7544	1583	1770	5085	1583	3433	1639	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	7544	1583	1770	5085	1583	3433	1639	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			189			129		48				189
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			299			517			785	
Travel Time (s)		16.6			6.8			11.8			17.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	232	2140	197	37	1722	383	37	12	48	208	12	123
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	2140	197	37	1722	383	37	60	0	208	12	123
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30	30	30	30	30	30	30		30	30	30
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA	custom	Prot	NA	Perm	Split	NA		Split	NA	custom
Protected Phases	5	3 4 5		1 2	1 2 3 4		7	7		6	6	6
Permitted Phases			4			1 2 3 4						6
Detector Phase	5	3 4 5	4	1 2	1 2 3 4	1 2 3 4	7	7		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		9.0				6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	35.0		15.0				20.0	20.0		20.0	20.0	20.0
Total Split (s)	35.0		15.0				20.0	20.0		20.0	20.0	20.0

Lane Group	Ø1	Ø2	Ø3
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	3
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	12.0	40.0	24.0
Total Split (s)	40.0	40.0	35.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	17.1%		7.3%				9.8%	9.8%		9.8%	9.8%	9.8%
Maximum Green (s)	28.0		9.0				13.5	13.5		14.0	14.0	14.0
Yellow Time (s)	5.0		4.0				4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0				2.5	2.5		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0				0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0		6.0				6.5	6.5		6.0	6.0	6.0
Lead/Lag	Lead		Lag							Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes							Yes	Yes	Yes
Vehicle Extension (s)	3.0		1.0				2.0	2.0		2.0	2.0	2.0
Recall Mode	Min		Min				None	None		None	None	None
Walk Time (s)	7.0									7.0	7.0	7.0
Flash Don't Walk (s)	18.0									7.0	7.0	7.0
Pedestrian Calls (#/hr)	0									0	0	0
Act Effct Green (s)	28.0	79.0	9.0	74.0	124.0	124.0	13.5	13.5		14.0	14.0	14.0
Actuated g/C Ratio	0.14	0.39	0.04	0.36	0.60	0.60	0.07	0.07		0.07	0.07	0.07
v/c Ratio	0.96	0.74	0.79	0.06	0.56	0.38	0.16	0.39		0.89	0.09	0.43
Control Delay (s/veh)	134.0	55.9	33.8	65.0	12.3	7.0	92.3	36.6		128.5	91.5	4.8
Queue Delay	0.0	5.1	0.0	0.0	0.6	1.2	0.0	0.2		18.6	0.0	0.0
Total Delay (s/veh)	134.0	61.1	33.8	65.0	12.9	8.3	92.3	36.7		147.2	91.5	4.8
LOS	F	E	C	E	B	A	F	D		F	F	A
Approach Delay (s/veh)		65.6			13.0			57.9			94.1	
Approach LOS		E			B			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 205			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 170			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.82			
Intersection Signal Delay (s/veh): 45.4		Intersection LOS: D	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 2: N 29th Ave & Sheridan St/Sheridan Street

Lane Group	Ø1	Ø2	Ø3
Total Split (%)	20%	20%	17%
Maximum Green (s)	34.0	33.0	29.0
Yellow Time (s)	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0
Recall Mode	None	C-Min	None
Walk Time (s)		7.0	
Flash Don't Walk (s)		26.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			

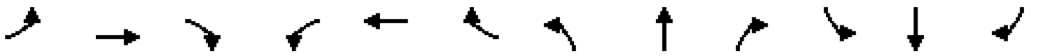
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	232	2140	197	37	1722	383	37	60	208	12	123
v/c Ratio	0.96	0.74	0.79	0.06	0.56	0.38	0.16	0.39	0.89	0.09	0.43
Control Delay (s/veh)	134.0	55.9	33.8	65.0	12.3	7.0	92.3	36.6	128.5	91.5	4.8
Queue Delay	0.0	5.1	0.0	0.0	0.6	1.2	0.0	0.2	18.6	0.0	0.0
Total Delay (s/veh)	134.0	61.1	33.8	65.0	12.9	8.3	92.3	36.7	147.2	91.5	4.8
Queue Length 50th (ft)	322	624	11	36	207	59	25	16	148	16	0
Queue Length 95th (ft)	#517	654	#136	m58	221	83	48	73	#231	43	0
Internal Link Dist (ft)		651			219			437		705	
Turn Bay Length (ft)	560		220	130		95			150		
Base Capacity (vph)	241	2907	250	638	3075	1008	226	152	234	127	284
Starvation Cap Reductn	0	0	0	0	870	407	0	0	0	0	0
Spillback Cap Reductn	0	702	0	0	0	0	0	4	25	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.97	0.79	0.06	0.78	0.64	0.16	0.41	1.00	0.09	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

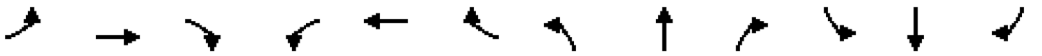
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	213	1969	181	34	1584	352	34	11	44	191	11	113
Future Volume (vph)	213	1969	181	34	1584	352	34	11	44	191	11	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5		6.0	6.0	6.0
Lane Util. Factor	1.00	0.81	1.00	1.00	0.91	1.00	0.97	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	7544	1583	1770	5085	1583	3433	1639		3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	7544	1583	1770	5085	1583	3433	1639		3433	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	232	2140	197	37	1722	383	37	12	48	208	12	123
RTOR Reduction (vph)	0	0	181	0	0	55	0	45	0	0	0	115
Lane Group Flow (vph)	232	2140	16	37	1722	328	37	15	0	208	12	8
Turn Type	Prot	NA	custom	Prot	NA	Perm	Split	NA		Split	NA	custom
Protected Phases	5	3 4 5		1 2	1 2 3 4		7	7		6	6	6
Permitted Phases			4			1 2 3 4						6
Actuated Green, G (s)	28.0	78.0	9.0	73.0	124.0	124.0	13.5	13.5		14.0	14.0	14.0
Effective Green, g (s)	28.0	78.0	9.0	73.0	117.0	117.0	13.5	13.5		14.0	14.0	14.0
Actuated g/C Ratio	0.14	0.38	0.04	0.36	0.57	0.57	0.07	0.07		0.07	0.07	0.07
Clearance Time (s)	7.0		6.0				6.5	6.5		6.0	6.0	6.0
Vehicle Extension (s)	3.0		1.0				2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	241	2870	69	630	2902	903	226	107		234	127	108
v/s Ratio Prot	c0.13	c0.28		0.02	c0.34		c0.01	0.01		c0.06	0.01	0.01
v/s Ratio Perm			0.01			0.21						
v/c Ratio	0.96	0.75	0.24	0.06	0.59	0.36	0.16	0.14		0.89	0.09	0.08
Uniform Delay, d1	88.0	54.9	94.7	43.4	28.6	23.8	90.4	90.3		94.7	89.6	89.5
Progression Factor	1.00	1.00	1.00	1.51	0.48	0.47	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	47.3	0.9	0.6	0.0	0.2	0.1	0.1	0.2		30.1	0.1	0.1
Delay (s)	135.2	55.9	95.3	65.4	13.9	11.3	90.5	90.5		124.8	89.7	89.6
Level of Service	F	E	F	E	B	B	F	F		F	F	F
Approach Delay (s/veh)		66.1			14.3			90.5			111.0	
Approach LOS		E			B			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	48.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	205.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group



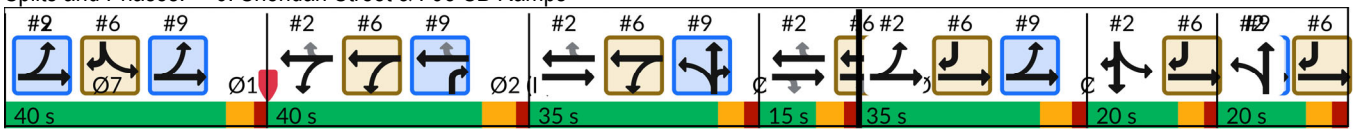
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1709	495	495	1407	0	0	0	0	642	0	563
Future Volume (vph)	0	1709	495	495	1407	0	0	0	0	642	0	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.94	1.00	0.88
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	4990	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			237									85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			255			623			628	
Travel Time (s)		6.8			5.8			14.2			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1858	538	538	1529	0	0	0	0	698	0	612
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1858	538	538	1529	0	0	0	0	698	0	612
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1			2		1	2	1
Detector Template		Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)		30	30	30	30			100		30	100	30
Trailing Detector (ft)		-10	-10	-10	-10			0		-10	0	-10
Detector 1 Position(ft)		-10	-10	-10	-10					-10		-10
Detector 1 Size(ft)		40	40	40	40					40		40
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Turn Type		NA	custom	Prot	NA					Prot		custom
Protected Phases		4 5 6 7		2 3	2 3 4					1		1 5 6 7
Permitted Phases			4									6
Detector Phase		4 5 6 7	4	2 3	2 3 4					1		1 5 6 7
Switch Phase												
Minimum Initial (s)			9.0							6.0		
Minimum Split (s)			15.0							12.0		
Total Split (s)			15.0							40.0		
Total Split (%)			7.3%							19.5%		
Maximum Green (s)			9.0							34.0		
Yellow Time (s)			4.0							4.0		

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Util. Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	2	3	5	6	7
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	6.0	10.0	6.0	6.0
Minimum Split (s)	40.0	24.0	35.0	20.0	20.0
Total Split (s)	40.0	35.0	35.0	20.0	20.0
Total Split (%)	20%	17%	17%	10%	10%
Maximum Green (s)	33.0	29.0	28.0	14.0	13.5
Yellow Time (s)	5.0	4.0	5.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)			2.0							2.0		
Lost Time Adjust (s)			0.0							0.0		
Total Lost Time (s)			6.0							6.0		
Lead/Lag			Lag							Lead		
Lead-Lag Optimize?			Yes							Yes		
Vehicle Extension (s)			1.0							2.0		
Recall Mode			Min							None		
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		84.0	9.0	68.0	83.0					34.0		109.0
Actuated g/C Ratio		0.41	0.04	0.33	0.40					0.17		0.53
v/c Ratio		0.60	1.82	0.47	0.74					0.84		0.40
Control Delay (s/veh)		19.7	406.9	10.0	4.9					93.3		25.0
Queue Delay		16.3	6.7	8.7	48.4					0.0		0.0
Total Delay (s/veh)		36.1	413.6	18.7	53.2					93.3		25.1
LOS		D	F	B	D					F		C
Approach Delay (s/veh)		120.8			44.3						61.4	
Approach LOS		F			D						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 205			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 170			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.82			
Intersection Signal Delay (s/veh): 79.9		Intersection LOS: E	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 6: Sheridan Street & I-95 SB Ramps



Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	2.0	3.0	2.0	2.0
Recall Mode	C-Min	None	Min	None	None
Walk Time (s)	7.0		7.0	7.0	
Flash Don't Walk (s)	26.0		18.0	7.0	
Pedestrian Calls (#/hr)	0		0	0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1858	538	538	1529	698	612
v/c Ratio	0.60	1.82	0.47	0.74	0.84	0.40
Control Delay (s/veh)	19.7	406.9	10.0	4.9	93.3	25.0
Queue Delay	16.3	6.7	8.7	48.4	0.0	0.0
Total Delay (s/veh)	36.1	413.6	18.7	53.2	93.3	25.1
Queue Length 50th (ft)	560	~754	31	129	335	240
Queue Length 95th (ft)	587	m#1007	m26	m35	388	296
Internal Link Dist (ft)	219			175		
Turn Bay Length (ft)						
Base Capacity (vph)	3091	296	1138	2058	827	1521
Starvation Cap Reductn	1267	112	557	737	0	0
Spillback Cap Reductn	221	0	0	0	0	26
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.02	2.92	0.93	1.16	0.84	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1709	495	495	1407	0	0	0	0	642	0	563
Future Volume (vph)	0	1709	495	495	1407	0	0	0	0	642	0	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	7.0	7.0					6.0		6.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.94		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					4990		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					4990		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1858	538	538	1529	0	0	0	0	698	0	612
RTOR Reduction (vph)	0	0	227	0	0	0	0	0	0	0	0	45
Lane Group Flow (vph)	0	1858	311	538	1529	0	0	0	0	698	0	567
Turn Type		NA	custom	Prot	NA					Prot		custom
Protected Phases		4 5 6 7		2 3	2 3 4					1		1 5 6 7
Permitted Phases			4									6
Actuated Green, G (s)		83.5	9.0	69.0	84.0					34.0		109.0
Effective Green, g (s)		76.5	9.0	69.0	78.0					34.0		95.5
Actuated g/C Ratio		0.37	0.04	0.34	0.38					0.17		0.47
Clearance Time (s)			6.0							6.0		
Vehicle Extension (s)			1.0							2.0		
Lane Grp Cap (vph)		2815	69	1155	1934					827		1298
v/s Ratio Prot		c0.25		0.16	c0.30					c0.14		0.20
v/s Ratio Perm			c0.20									
v/c Ratio		0.66	4.51	0.47	0.79					0.84		0.44
Uniform Delay, d1		53.4	98.0	53.5	56.3					82.9		36.7
Progression Factor		0.40	2.63	0.18	0.09					1.00		1.00
Incremental Delay, d2		0.3	1602.4	0.0	0.2					7.6		0.1
Delay (s)		21.9	1860.5	9.7	5.2					90.5		36.8
Level of Service		C	F	A	A					F		D
Approach Delay (s/veh)		434.7			6.4			0.0			65.4	
Approach LOS		F			A			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	197.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	205.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	129.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

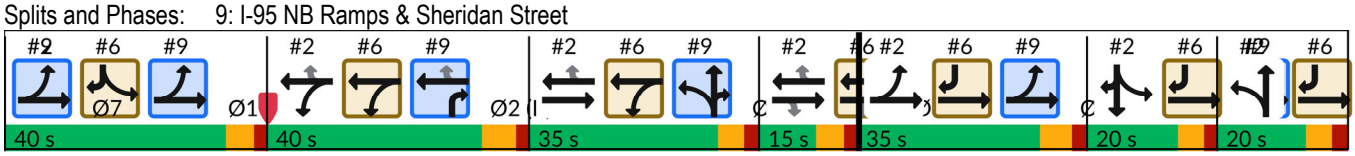
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	838	1513	0	0	1312	729	590	0	524	0	0	0
Future Volume (vph)	838	1513	0	0	1312	729	590	0	524	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	320		220	0		260	0		0
Storage Lanes	2		0	2		1	2		1	0		0
Taper Length (ft)	25			80			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.91	0.86	0.95	1.00	1.00	1.00
Frt						0.850		0.880	0.850			
Flt Protected	0.950						0.950	0.990				
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3221	1396	1504	0	0	0
Flt Permitted	0.950						0.950	0.990				
Satd. Flow (perm)	3433	5085	0	0	7544	1583	3221	1396	1504	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						404		189	152			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			1444			670			591	
Travel Time (s)		5.8			32.8			15.2			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	911	1645	0	0	1426	792	641	0	570	0	0	0
Shared Lane Traffic (%)							10%		45%			
Lane Group Flow (vph)	911	1645	0	0	1426	792	577	321	313	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1		2	
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right		Thru	
Leading Detector (ft)	30	30			30	30	30	30	30		100	
Trailing Detector (ft)	-10	-10			-10	-10	-10	-10	-10		0	
Detector 1 Position(ft)	-10	-10			-10	-10	-10	-10	-10			
Detector 1 Size(ft)	40	40			40	40	40	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	Split	NA			NA	Perm	Split	NA	custom			
Protected Phases	1 5 6 7	1 5 6 7			2		3	3	2 3			
Permitted Phases						2			2			
Detector Phase	1 5 6 7	1 5 6 7			2	2	3	3	2 3			
Switch Phase												
Minimum Initial (s)					6.0	6.0	6.0	6.0				
Minimum Split (s)					40.0	40.0	24.0	24.0				
Total Split (s)					40.0	40.0	35.0	35.0				

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø7
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	1	4	5	6	7
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	9.0	10.0	6.0	6.0
Minimum Split (s)	12.0	15.0	35.0	20.0	20.0
Total Split (s)	40.0	15.0	35.0	20.0	20.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					19.5%	19.5%	17.1%	17.1%				
Maximum Green (s)					33.0	33.0	29.0	29.0				
Yellow Time (s)					5.0	5.0	4.0	4.0				
All-Red Time (s)					2.0	2.0	2.0	2.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					7.0	7.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)					3.0	3.0	2.0	2.0				
Recall Mode					C-Min	C-Min	None	None				
Walk Time (s)					7.0	7.0						
Flash Don't Walk (s)					26.0	26.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)	109.0	109.0			33.0	33.0	29.0	29.0	68.0			
Actuated g/C Ratio	0.53	0.53			0.16	0.16	0.14	0.14	0.33			
v/c Ratio	0.50	0.61			1.17	1.34	1.27	0.89	0.52			
Control Delay (s/veh)	6.3	8.9			157.4	188.9	201.7	61.3	30.6			
Queue Delay	0.7	0.4			0.0	0.0	0.5	2.9	0.0			
Total Delay (s/veh)	7.0	9.3			157.4	188.9	202.2	64.2	30.6			
LOS	A	A			F	F	F	E	C			
Approach Delay (s/veh)		8.5			168.7			121.3				
Approach LOS		A			F			F				

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 205			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 170			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.82			
Intersection Signal Delay (s/veh): 90.7		Intersection LOS: F	
Intersection Capacity Utilization 129.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: I-95 NB Ramps & Sheridan Street



Lane Group	Ø1	Ø4	Ø5	Ø6	Ø7
Total Split (%)	20%	7%	17%	10%	10%
Maximum Green (s)	34.0	9.0	28.0	14.0	13.5
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0	3.0	2.0	2.0
Recall Mode	None	Min	Min	None	None
Walk Time (s)			7.0	7.0	
Flash Don't Walk (s)			18.0	7.0	
Pedestrian Calls (#/hr)			0	0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	911	1645	1426	792	577	321	313
v/c Ratio	0.50	0.61	1.17	1.34	1.27	0.89	0.52
Control Delay (s/veh)	6.3	8.9	157.4	188.9	201.7	61.3	30.6
Queue Delay	0.7	0.4	0.0	0.0	0.5	2.9	0.0
Total Delay (s/veh)	7.0	9.3	157.4	188.9	202.2	64.2	30.6
Queue Length 50th (ft)	171	569	~573	~920	~544	226	189
Queue Length 95th (ft)	289	644	#637	#1192	#687	#458	306
Internal Link Dist (ft)		175	1364			590	
Turn Bay Length (ft)				220			260
Base Capacity (vph)	1825	2703	1214	593	455	359	600
Starvation Cap Reductn	537	479	0	0	0	0	0
Spillback Cap Reductn	0	0	5	0	23	11	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.74	1.18	1.34	1.34	0.92	0.52

Intersection Summary

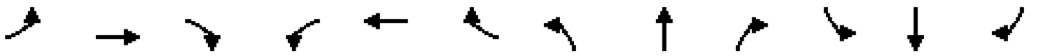
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	838	1513	0	0	1312	729	590	0	524	0	0	0
Future Volume (vph)	838	1513	0	0	1312	729	590	0	524	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			7.0	7.0	6.0	6.0	7.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.91	0.86	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.88	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	5085			7544	1583	3221	1396	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	5085			7544	1583	3221	1396	1504			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	911	1645	0	0	1426	792	641	0	570	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	339	0	162	101	0	0	0
Lane Group Flow (vph)	911	1645	0	0	1426	453	577	159	212	0	0	0
Turn Type	Split	NA			NA	Perm	Split	NA	custom			
Protected Phases	1 5 6 7	1 5 6 7			2		3	3	2 3			
Permitted Phases						2			2			
Actuated Green, G (s)	109.0	109.0			33.0	33.0	29.0	29.0	69.0			
Effective Green, g (s)	95.5	95.5			33.0	33.0	29.0	29.0	69.0			
Actuated g/C Ratio	0.47	0.47			0.16	0.16	0.14	0.14	0.34			
Clearance Time (s)					7.0	7.0	6.0	6.0				
Vehicle Extension (s)					3.0	3.0	2.0	2.0				
Lane Grp Cap (vph)	1599	2368			1214	254	455	197	506			
v/s Ratio Prot	0.27	c0.32			0.19		c0.18	0.11	0.14			
v/s Ratio Perm						c0.29						
v/c Ratio	0.57	0.69			1.17	1.78	1.27	0.81	0.42			
Uniform Delay, d1	39.8	43.2			86.0	86.0	88.0	85.3	52.5			
Progression Factor	0.18	0.24			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	0.2	0.5			87.5	368.1	137.1	19.8	0.2			
Delay (s)	7.4	11.1			173.5	454.1	225.1	105.1	52.7			
Level of Service	A	B			F	F	F	F	D			
Approach Delay (s/veh)		9.8			273.7			148.7			0.0	
Approach LOS		A			F			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	135.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	205.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	129.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

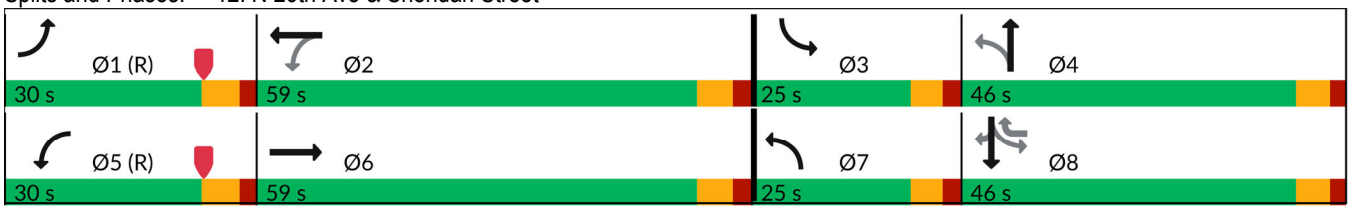


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	1529	162	98	1536	165	325	126	52	151	96	178
Future Volume (vph)	258	1529	162	98	1536	165	325	126	52	151	96	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	610		0	230		100	0		0	170		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			70		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.986				0.850		0.956				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	5014	0	1770	5085	1583	1770	1781	0	1770	1863	1583
Flt Permitted	0.950			0.076			0.503			0.378		
Satd. Flow (perm)	1770	5014	0	142	5085	1583	937	1781	0	704	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				109		12				193
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1444			691			187			222	
Travel Time (s)		28.1			13.5			4.3			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	280	1662	176	107	1670	179	353	137	57	164	104	193
Shared Lane Traffic (%)												
Lane Group Flow (vph)	280	1838	0	107	1670	179	353	194	0	164	104	193
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30		30	30	30	30	30		30	30	30
Trailing Detector (ft)	-10	-10		-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		8	4			8		8
Detector Phase	1	6		5	2	8	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		4.0	10.0	6.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.5	34.5		11.5	34.5	37.0	11.0	37.0		11.0	37.0	37.0
Total Split (s)	30.0	59.0		30.0	59.0	46.0	25.0	46.0		25.0	46.0	46.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.8%	36.9%		18.8%	36.9%	28.8%	15.6%	28.8%		15.6%	28.8%	28.8%
Maximum Green (s)	23.5	52.5		23.5	52.5	40.0	19.0	40.0		19.0	40.0	40.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0		1.5	3.0	2.0	1.5	2.0		1.5	2.0	2.0
Recall Mode	C-Min	Min		C-Min	Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		21.0			21.0	24.0		24.0			24.0	24.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	45.0	66.5		83.5	52.5	18.5	40.2	21.7		34.3	18.5	18.5
Actuated g/C Ratio	0.28	0.42		0.52	0.33	0.12	0.25	0.14		0.21	0.12	0.12
v/c Ratio	0.56	0.88		0.28	1.00	0.64	1.06	0.77		0.64	0.48	0.55
Control Delay (s/veh)	56.4	48.7		25.3	75.3	36.1	116.3	82.2		57.4	71.8	13.1
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	56.4	48.7		25.3	75.3	36.1	116.3	82.2		57.4	71.8	13.1
LOS	E	D		C	E	D	F	F		E	E	B
Approach Delay (s/veh)		49.8			69.0			104.2			42.1	
Approach LOS		D			E			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 60 (38%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay (s/veh): 62.3		Intersection LOS: E	
Intersection Capacity Utilization 87.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 12: N 26th Ave & Sheridan Street

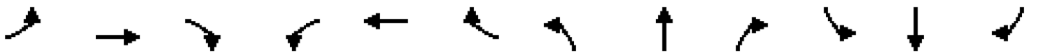


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	280	1838	107	1670	179	353	194	164	104	193
v/c Ratio	0.56	0.88	0.28	1.00	0.64	1.06	0.77	0.64	0.48	0.55
Control Delay (s/veh)	56.4	48.7	25.3	75.3	36.1	116.3	82.2	57.4	71.8	13.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.4	48.7	25.3	75.3	36.1	116.3	82.2	57.4	71.8	13.1
Queue Length 50th (ft)	256	649	43	~653	70	~369	191	141	105	0
Queue Length 95th (ft)	394	756	112	#771	148	#385	272	194	161	73
Internal Link Dist (ft)		1364		611			107		142	
Turn Bay Length (ft)	610		230		100			170		
Base Capacity (vph)	497	2092	389	1668	477	334	454	291	465	540
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.88	0.28	1.00	0.38	1.06	0.43	0.56	0.22	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

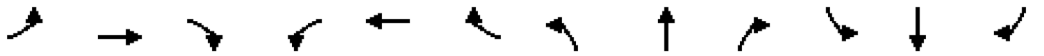


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	1529	162	98	1536	165	325	126	52	151	96	178
Future Volume (vph)	258	1529	162	98	1536	165	325	126	52	151	96	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5012		1770	5085	1583	1770	1781		1770	1863	1583
Flt Permitted	0.95	1.00		0.08	1.00	1.00	0.50	1.00		0.38	1.00	1.00
Satd. Flow (perm)	1770	5012		142	5085	1583	937	1781		704	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	280	1662	176	107	1670	179	353	137	57	164	104	193
RTOR Reduction (vph)	0	7	0	0	0	96	0	10	0	0	0	171
Lane Group Flow (vph)	280	1831	0	107	1670	83	353	184	0	164	104	22
Turn Type	Prot	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		8	4			8		8
Actuated Green, G (s)	45.0	66.5		83.5	52.5	18.5	40.7	21.7		34.3	18.5	18.5
Effective Green, g (s)	45.0	66.5		83.5	52.5	18.5	40.7	21.7		34.3	18.5	18.5
Actuated g/C Ratio	0.28	0.42		0.52	0.33	0.12	0.25	0.14		0.21	0.12	0.12
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0		1.5	3.0	2.0	1.5	2.0		1.5	2.0	2.0
Lane Grp Cap (vph)	497	2083		389	1668	183	337	241		256	215	183
v/s Ratio Prot	c0.16	c0.37		0.05	c0.33		c0.12	0.10		0.06	0.06	
v/s Ratio Perm				0.09		0.05	c0.14			0.07		0.01
v/c Ratio	0.56	0.88		0.28	1.00	0.45	1.05	0.76		0.64	0.48	0.12
Uniform Delay, d1	49.1	43.0		24.7	53.8	66.0	57.6	66.7		54.6	66.3	63.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.6	4.6		0.4	22.3	0.6	62.0	12.0		4.1	0.6	0.1
Delay (s)	53.7	47.6		25.0	76.1	66.7	119.5	78.7		58.7	66.9	63.6
Level of Service	D	D		C	E	E	F	E		E	E	E
Approach Delay (s/veh)		48.4			72.4			105.1			62.6	
Approach LOS		D			E			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	65.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Sheridan St PM



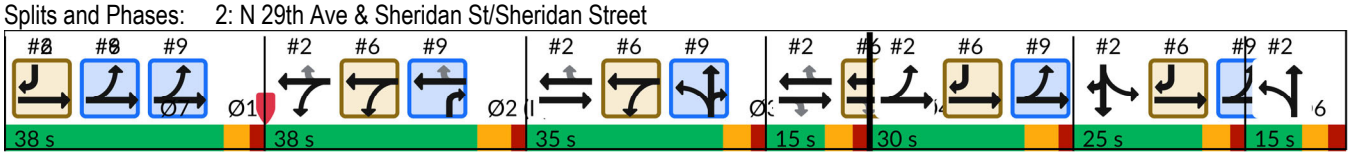
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1740	114	74	1823	200	44	12	44	301	52	279
Future Volume (vph)	118	1740	114	74	1823	200	44	12	44	301	52	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	560		220	130		95	0		0	150		0
Storage Lanes	2		1	1		1	2		0	2		1
Taper Length (ft)	75			25			25			110		
Lane Util. Factor	1.00	0.81	1.00	1.00	0.91	1.00	0.97	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850		0.882				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	7544	1583	1770	5085	1583	3433	1643	0	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	7544	1583	1770	5085	1583	3433	1643	0	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			198			92		48				216
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		731			299			517			785	
Travel Time (s)		16.6			6.8			11.8			17.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	1891	124	80	1982	217	48	13	48	327	57	303
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	1891	124	80	1982	217	48	61	0	327	57	303
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30	30	30	30	30	30	30		30	30	30
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA	custom	Prot	NA	Perm	Split	NA		Split	NA	custom
Protected Phases	5	3 4 5		1 2	1 2 3 4		7	7		6	6	6
Permitted Phases			4			1 2 3 4						6
Detector Phase	5	3 4 5	4	1 2	1 2 3 4	1 2 3 4	7	7		6	6	6
Switch Phase												
Minimum Initial (s)	10.0		9.0				6.0	6.0		6.0	6.0	6.0
Minimum Split (s)	30.0		15.0				15.0	15.0		24.0	24.0	24.0
Total Split (s)	30.0		15.0				15.0	15.0		25.0	25.0	25.0

Lane Group	Ø1	Ø2	Ø3
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	1	2	3
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	6.0	6.0
Minimum Split (s)	12.0	38.0	24.0
Total Split (s)	38.0	38.0	35.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.3%		7.7%				7.7%	7.7%		12.8%	12.8%	12.8%
Maximum Green (s)	23.0		9.0				8.5	8.5		19.0	19.0	19.0
Yellow Time (s)	5.0		4.0				4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0		2.0				2.5	2.5		2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0				0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0		6.0				6.5	6.5		6.0	6.0	6.0
Lead/Lag	Lead		Lag							Lag	Lag	Lag
Lead-Lag Optimize?	Yes		Yes							Yes	Yes	Yes
Vehicle Extension (s)	3.0		1.0				2.0	2.0		2.0	2.0	2.0
Recall Mode	Min		Min				None	None		None	None	None
Walk Time (s)	7.0									7.0	7.0	7.0
Flash Don't Walk (s)	16.0									7.0	7.0	7.0
Pedestrian Calls (#/hr)	0									0	0	0
Act Effct Green (s)	23.0	74.0	9.0	70.0	120.0	120.0	8.5	8.5		19.0	19.0	19.0
Actuated g/C Ratio	0.12	0.38	0.05	0.36	0.61	0.61	0.04	0.04		0.10	0.10	0.10
v/c Ratio	0.62	0.66	0.48	0.13	0.64	0.22	0.32	0.52		0.98	0.32	0.87
Control Delay (s/veh)	96.1	52.1	6.1	63.2	12.3	5.3	97.0	45.8		131.3	87.6	49.1
Queue Delay	0.0	1.5	0.0	1.8	0.7	1.3	0.0	1.4		21.1	0.0	0.0
Total Delay (s/veh)	96.1	53.5	6.1	65.0	13.0	6.6	97.0	47.2		152.4	87.6	49.1
LOS	F	D	A	E	B	A	F	D		F	F	D
Approach Delay (s/veh)		53.3			14.2			69.2			101.5	
Approach LOS		D			B			E			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 196			
Actuated Cycle Length: 196			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 160			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.64			
Intersection Signal Delay (s/veh): 42.9		Intersection LOS: D	
Intersection Capacity Utilization 74.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 2: N 29th Ave & Sheridan St/Sheridan Street



Lane Group	Ø1	Ø2	Ø3
Total Split (%)	19%	19%	18%
Maximum Green (s)	32.0	31.0	29.0
Yellow Time (s)	4.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag	Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0
Recall Mode	None	C-Min	None
Walk Time (s)		7.0	
Flash Don't Walk (s)		24.0	
Pedestrian Calls (#/hr)		0	
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay (s/veh)			
Queue Delay			
Total Delay (s/veh)			
LOS			
Approach Delay (s/veh)			
Approach LOS			

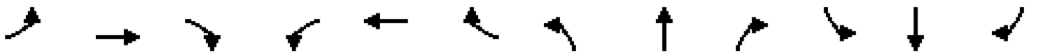
Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	128	1891	124	80	1982	217	48	61	327	57	303
v/c Ratio	0.62	0.66	0.48	0.13	0.64	0.22	0.32	0.52	0.98	0.32	0.87
Control Delay (s/veh)	96.1	52.1	6.1	63.2	12.3	5.3	97.0	45.8	131.3	87.6	49.1
Queue Delay	0.0	1.5	0.0	1.8	0.7	1.3	0.0	1.4	21.1	0.0	0.0
Total Delay (s/veh)	96.1	53.5	6.1	65.0	13.0	6.6	97.0	47.2	152.4	87.6	49.1
Queue Length 50th (ft)	163	510	0	78	242	28	31	17	224	71	119
Queue Length 95th (ft)	246	541	0	m115	257	m46	58	74	#339	126	#297
Internal Link Dist (ft)		651			219			437		705	
Turn Bay Length (ft)	560		220	130		95			150		
Base Capacity (vph)	207	2848	261	632	3113	1004	148	117	332	180	348
Starvation Cap Reductn	0	0	0	437	696	587	0	0	0	0	0
Spillback Cap Reductn	0	707	0	0	0	0	0	9	23	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.88	0.48	0.41	0.82	0.52	0.32	0.56	1.06	0.32	0.87

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

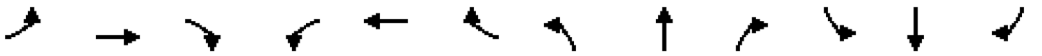
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	1740	114	74	1823	200	44	12	44	301	52	279
Future Volume (vph)	118	1740	114	74	1823	200	44	12	44	301	52	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	6.0	6.0	6.0	6.0	6.0	6.5	6.5		6.0	6.0	6.0
Lane Util. Factor	1.00	0.81	1.00	1.00	0.91	1.00	0.97	1.00		0.97	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	7544	1583	1770	5085	1583	3433	1643		3433	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	7544	1583	1770	5085	1583	3433	1643		3433	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	128	1891	124	80	1982	217	48	13	48	327	57	303
RTOR Reduction (vph)	0	0	118	0	0	39	0	46	0	0	0	195
Lane Group Flow (vph)	128	1891	6	80	1982	178	48	15	0	327	57	108
Turn Type	Prot	NA	custom	Prot	NA	Perm	Split	NA		Split	NA	custom
Protected Phases	5	3 4 5		1 2	1 2 3 4		7	7		6	6	6
Permitted Phases			4			1 2 3 4						6
Actuated Green, G (s)	23.0	73.0	9.0	69.0	120.0	120.0	8.5	8.5		19.0	19.0	19.0
Effective Green, g (s)	23.0	73.0	9.0	69.0	113.0	113.0	8.5	8.5		19.0	19.0	19.0
Actuated g/C Ratio	0.12	0.37	0.05	0.35	0.58	0.58	0.04	0.04		0.10	0.10	0.10
Clearance Time (s)	7.0		6.0				6.5	6.5		6.0	6.0	6.0
Vehicle Extension (s)	3.0		1.0				2.0	2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	207	2809	72	623	2931	912	148	71		332	180	153
v/s Ratio Prot	0.07	c0.25		0.05	c0.39		c0.01	0.01		c0.10	0.03	0.07
v/s Ratio Perm			0.00			0.11						
v/c Ratio	0.62	0.67	0.08	0.13	0.68	0.20	0.32	0.21		0.98	0.32	0.71
Uniform Delay, d1	82.3	51.5	89.5	43.1	28.8	19.8	91.0	90.5		88.4	82.5	85.8
Progression Factor	1.00	1.00	1.00	1.47	0.47	0.53	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.4	0.5	0.2	0.0	0.4	0.0	0.5	0.5		44.9	0.4	11.4
Delay (s)	87.7	52.0	89.7	63.4	14.0	10.4	91.4	91.1		133.2	82.8	97.2
Level of Service	F	D	F	E	B	B	F	F		F	F	F
Approach Delay (s/veh)		56.3			15.4			91.2			113.2	
Approach LOS		E			B			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	196.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group



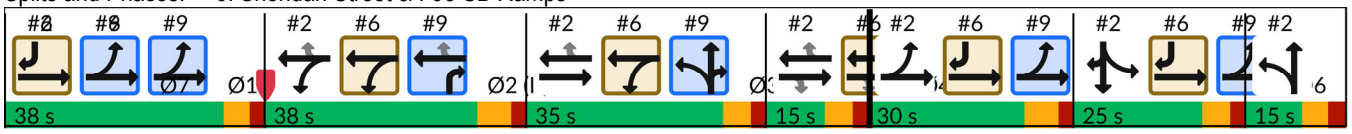
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1561	524	544	1475	0	0	0	0	706	0	622
Future Volume (vph)	0	1561	524	544	1475	0	0	0	0	706	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.94	1.00	0.88
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	4990	0	2787
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	4990	0	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			288									89
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		299			255			623			628	
Travel Time (s)		6.8			5.8			14.2			14.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1697	570	591	1603	0	0	0	0	767	0	676
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1697	570	591	1603	0	0	0	0	767	0	676
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			36			36	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1			2		1	2	1
Detector Template		Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)		30	30	30	30			100		30	100	30
Trailing Detector (ft)		-10	-10	-10	-10			0		-10	0	-10
Detector 1 Position(ft)		-10	-10	-10	-10					-10		-10
Detector 1 Size(ft)		40	40	40	40					40		40
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Turn Type		NA	custom	Prot	NA					Prot		custom
Protected Phases		4 5 6 7		2 3	2 3 4					1		1 5 6 7
Permitted Phases			4									6
Detector Phase		4 5 6 7	4	2 3	2 3 4					1		1 5 6 7
Switch Phase												
Minimum Initial (s)			9.0							6.0		
Minimum Split (s)			15.0							12.0		
Total Split (s)			15.0							38.0		
Total Split (%)			7.7%							19.4%		
Maximum Green (s)			9.0							32.0		
Yellow Time (s)			4.0							4.0		

Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Lane Util. Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	2	3	5	6	7
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	6.0	10.0	6.0	6.0
Minimum Split (s)	38.0	24.0	30.0	24.0	15.0
Total Split (s)	38.0	35.0	30.0	25.0	15.0
Total Split (%)	19%	18%	15%	13%	8%
Maximum Green (s)	31.0	29.0	23.0	19.0	8.5
Yellow Time (s)	5.0	4.0	5.0	4.0	4.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
All-Red Time (s)			2.0							2.0		
Lost Time Adjust (s)			0.0							0.0		
Total Lost Time (s)			6.0							6.0		
Lead/Lag			Lag							Lead		
Lead-Lag Optimize?			Yes							Yes		
Vehicle Extension (s)			1.0							2.0		
Recall Mode			Min							None		
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		79.0	9.0	66.0	81.0					32.0		102.0
Actuated g/C Ratio		0.40	0.05	0.34	0.41					0.16		0.52
v/c Ratio		0.56	1.64	0.51	0.76					0.94		0.45
Control Delay (s/veh)		18.7	330.8	11.1	4.4					100.4		26.2
Queue Delay		5.0	6.3	16.4	48.3					0.0		0.1
Total Delay (s/veh)		23.7	337.1	27.5	52.7					100.4		26.4
LOS		C	F	C	D					F		C
Approach Delay (s/veh)		102.5			45.9						65.7	
Approach LOS		F			D						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 196			
Actuated Cycle Length: 196			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 160			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.64			
Intersection Signal Delay (s/veh): 72.5		Intersection LOS: E	
Intersection Capacity Utilization 141.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 6: Sheridan Street & I-95 SB Ramps



Lane Group	Ø2	Ø3	Ø5	Ø6	Ø7
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	2.0	3.0	2.0	2.0
Recall Mode	C-Min	None	Min	None	None
Walk Time (s)	7.0		7.0	7.0	
Flash Don't Walk (s)	24.0		16.0	7.0	
Pedestrian Calls (#/hr)	0		0	0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1697	570	591	1603	767	676
v/c Ratio	0.56	1.64	0.51	0.76	0.94	0.45
Control Delay (s/veh)	18.7	330.8	11.1	4.4	100.4	26.2
Queue Delay	5.0	6.3	16.4	48.3	0.0	0.1
Total Delay (s/veh)	23.7	337.1	27.5	52.7	100.4	26.4
Queue Length 50th (ft)	447	~665	38	116	358	270
Queue Length 95th (ft)	m476	m#888	m30	m8	#440	331
Internal Link Dist (ft)	219			175		
Turn Bay Length (ft)						
Base Capacity (vph)	3040	347	1156	2101	814	1493
Starvation Cap Reductn	1264	135	556	772	0	0
Spillback Cap Reductn	296	0	0	0	0	186
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	2.69	0.99	1.21	0.94	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1561	524	544	1475	0	0	0	0	706	0	622
Future Volume (vph)	0	1561	524	544	1475	0	0	0	0	706	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	7.0	7.0					6.0		6.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.94		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					4990		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					4990		2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1697	570	591	1603	0	0	0	0	767	0	676
RTOR Reduction (vph)	0	0	275	0	0	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	1697	295	591	1603	0	0	0	0	767	0	627
Turn Type		NA	custom	Prot	NA					Prot		custom
Protected Phases		4 5 6 7		2 3	2 3 4					1		1 5 6 7
Permitted Phases			4									6
Actuated Green, G (s)		78.5	9.0	67.0	82.0					32.0		102.0
Effective Green, g (s)		71.5	9.0	67.0	76.0					32.0		88.5
Actuated g/C Ratio		0.36	0.05	0.34	0.39					0.16		0.45
Clearance Time (s)			6.0							6.0		
Vehicle Extension (s)			1.0							2.0		
Lane Grp Cap (vph)		2752	72	1173	1971					814		1258
v/s Ratio Prot		c0.22		0.17	c0.32					c0.15		0.23
v/s Ratio Perm			c0.19									
v/c Ratio		0.62	4.10	0.50	0.81					0.94		0.50
Uniform Delay, d1		51.0	93.5	51.3	53.7					81.1		38.0
Progression Factor		0.40	3.12	0.21	0.08					1.00		1.00
Incremental Delay, d2		0.2	1417.7	0.0	0.2					18.7		0.1
Delay (s)		20.7	1709.8	10.8	4.8					99.8		38.2
Level of Service		C	F	B	A					F		D
Approach Delay (s/veh)		445.4			6.4			0.0			70.9	
Approach LOS		F			A			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	190.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	196.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	141.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

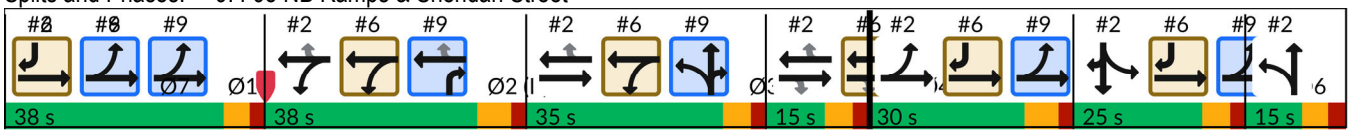
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	674	1593	0	0	1293	809	726	0	600	0	0	0
Future Volume (vph)	674	1593	0	0	1293	809	726	0	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	320		220	0		260	0		0
Storage Lanes	2		0	2		1	2		1	0		0
Taper Length (ft)	25			80			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	1.00	0.91	0.86	0.95	1.00	1.00	1.00
Frt						0.850		0.882	0.850			
Flt Protected	0.950						0.950	0.989				
Satd. Flow (prot)	3433	5085	0	0	7544	1583	3221	1397	1504	0	0	0
Flt Permitted	0.950						0.950	0.989				
Satd. Flow (perm)	3433	5085	0	0	7544	1583	3221	1397	1504	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						462		198	159			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			1444			670			591	
Travel Time (s)		5.8			32.8			15.2			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	733	1732	0	0	1405	879	789	0	652	0	0	0
Shared Lane Traffic (%)							10%		45%			
Lane Group Flow (vph)	733	1732	0	0	1405	879	710	372	359	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	1	1		2	
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right		Thru	
Leading Detector (ft)	30	30			30	30	30	30	30		100	
Trailing Detector (ft)	-10	-10			-10	-10	-10	-10	-10		0	
Detector 1 Position(ft)	-10	-10			-10	-10	-10	-10	-10			
Detector 1 Size(ft)	40	40			40	40	40	40	40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Turn Type	Split	NA			NA	Perm	Split	NA	custom			
Protected Phases	1 5 6 7	1 5 6 7			2		3	3	2 3			
Permitted Phases						2			2			
Detector Phase	1 5 6 7	1 5 6 7			2	2	3	3	2 3			
Switch Phase												
Minimum Initial (s)					6.0	6.0	6.0	6.0				
Minimum Split (s)					38.0	38.0	24.0	24.0				
Total Split (s)					38.0	38.0	35.0	35.0				

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø7
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Lane Util. Factor					
Frt					
Flt Protected					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Adj. Flow (vph)					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Enter Blocked Intersection					
Lane Alignment					
Median Width(ft)					
Link Offset(ft)					
Crosswalk Width(ft)					
Two way Left Turn Lane					
Headway Factor					
Turning Speed (mph)					
Number of Detectors					
Detector Template					
Leading Detector (ft)					
Trailing Detector (ft)					
Detector 1 Position(ft)					
Detector 1 Size(ft)					
Detector 1 Type					
Detector 1 Channel					
Detector 1 Extend (s)					
Detector 1 Queue (s)					
Detector 1 Delay (s)					
Turn Type					
Protected Phases	1	4	5	6	7
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	9.0	10.0	6.0	6.0
Minimum Split (s)	12.0	15.0	30.0	24.0	15.0
Total Split (s)	38.0	15.0	30.0	25.0	15.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)					19.4%	19.4%	17.9%	17.9%				
Maximum Green (s)					31.0	31.0	29.0	29.0				
Yellow Time (s)					5.0	5.0	4.0	4.0				
All-Red Time (s)					2.0	2.0	2.0	2.0				
Lost Time Adjust (s)					0.0	0.0	0.0	0.0				
Total Lost Time (s)					7.0	7.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead				
Lead-Lag Optimize?					Yes	Yes	Yes	Yes				
Vehicle Extension (s)					3.0	3.0	2.0	2.0				
Recall Mode					C-Min	C-Min	None	None				
Walk Time (s)					7.0	7.0						
Flash Don't Walk (s)					24.0	24.0						
Pedestrian Calls (#/hr)					0	0						
Act Effct Green (s)	102.0	102.0			31.0	31.0	29.0	29.0	66.0			
Actuated g/C Ratio	0.52	0.52			0.16	0.16	0.15	0.15	0.34			
v/c Ratio	0.41	0.65			1.18	1.38	1.49	0.99	0.59			
Control Delay (s/veh)	6.8	11.7			156.1	202.7	282.9	81.2	33.0			
Queue Delay	0.8	0.4			0.0	0.0	0.4	7.1	0.0			
Total Delay (s/veh)	7.5	12.1			156.1	202.7	283.4	88.3	33.0			
LOS	A	B			F	F	F	F	C			
Approach Delay (s/veh)		10.7			174.0			170.6				
Approach LOS		B			F			F				

Intersection Summary			
Area Type:	Other		
Cycle Length: 196			
Actuated Cycle Length: 196			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 160			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.64			
Intersection Signal Delay (s/veh): 108.2		Intersection LOS: F	
Intersection Capacity Utilization 141.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 9: I-95 NB Ramps & Sheridan Street



Lane Group	Ø1	Ø4	Ø5	Ø6	Ø7
Total Split (%)	19%	8%	15%	13%	8%
Maximum Green (s)	32.0	9.0	23.0	19.0	8.5
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	2.0	1.0	3.0	2.0	2.0
Recall Mode	None	Min	Min	None	None
Walk Time (s)			7.0	7.0	
Flash Don't Walk (s)			16.0	7.0	
Pedestrian Calls (#/hr)			0	0	
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					

Intersection Summary

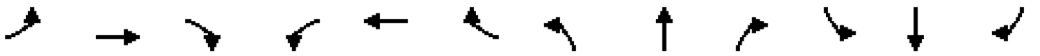
Lane Group	EBL	EBT	WBT	WBR	NBL	NBT	NBR
Lane Group Flow (vph)	733	1732	1405	879	710	372	359
v/c Ratio	0.41	0.65	1.18	1.38	1.49	0.99	0.59
Control Delay (s/veh)	6.8	11.7	156.1	202.7	282.9	81.2	33.0
Queue Delay	0.8	0.4	0.0	0.0	0.4	7.1	0.0
Total Delay (s/veh)	7.5	12.1	156.1	202.7	283.4	88.3	33.0
Queue Length 50th (ft)	137	545	~540	~985	~702	300	232
Queue Length 95th (ft)	m164	593	#605	#1259	#848	#580	362
Internal Link Dist (ft)		175	1364			590	
Turn Bay Length (ft)				220			260
Base Capacity (vph)	1786	2646	1193	639	476	375	611
Starvation Cap Reductn	688	374	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	23	10	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.76	1.18	1.38	1.57	1.02	0.59

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	674	1593	0	0	1293	809	726	0	600	0	0	0
Future Volume (vph)	674	1593	0	0	1293	809	726	0	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			7.0	7.0	6.0	6.0	7.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.91	0.86	0.95			
Frt	1.00	1.00			1.00	0.85	1.00	0.88	0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (prot)	3433	5085			7544	1583	3221	1398	1504			
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00			
Satd. Flow (perm)	3433	5085			7544	1583	3221	1398	1504			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	733	1732	0	0	1405	879	789	0	652	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	389	0	169	105	0	0	0
Lane Group Flow (vph)	733	1732	0	0	1405	490	710	203	254	0	0	0
Turn Type	Split	NA			NA	Perm	Split	NA	custom			
Protected Phases	1 5 6 7	1 5 6 7			2		3	3	2 3			
Permitted Phases						2			2			
Actuated Green, G (s)	102.0	102.0			31.0	31.0	29.0	29.0	67.0			
Effective Green, g (s)	88.5	88.5			31.0	31.0	29.0	29.0	67.0			
Actuated g/C Ratio	0.45	0.45			0.16	0.16	0.15	0.15	0.34			
Clearance Time (s)					7.0	7.0	6.0	6.0				
Vehicle Extension (s)					3.0	3.0	2.0	2.0				
Lane Grp Cap (vph)	1550	2296			1193	250	476	206	514			
v/s Ratio Prot	0.21	c0.34			0.19		c0.22	0.15	0.17			
v/s Ratio Perm						c0.31						
v/c Ratio	0.47	0.75			1.18	1.96	1.49	0.99	0.49			
Uniform Delay, d1	37.5	44.7			82.5	82.5	83.5	83.3	51.1			
Progression Factor	0.22	0.31			1.00	1.00	1.00	1.00	1.00			
Incremental Delay, d2	0.1	0.9			89.0	446.4	232.2	58.3	0.3			
Delay (s)	8.2	15.0			171.5	528.9	315.7	141.6	51.4			
Level of Service	A	B			F	F	F	F	D			
Approach Delay (s/veh)		12.9			309.0			204.9			0.0	
Approach LOS		B			F			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	166.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	196.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	141.1%	ICU Level of Service	H
Analysis Period (min)	15		

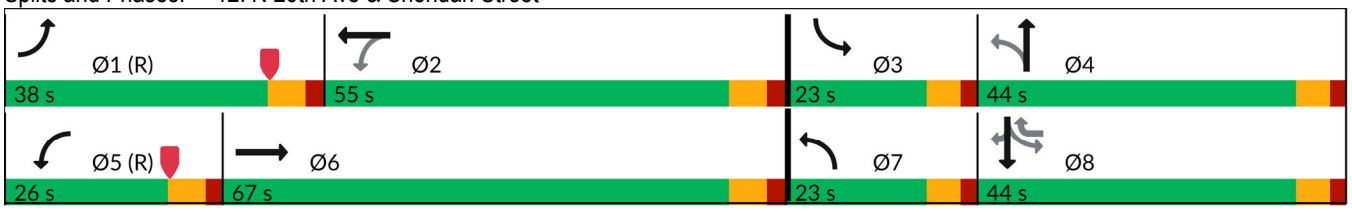
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1653	205	58	1554	176	262	189	55	242	160	296
Future Volume (vph)	280	1653	205	58	1554	176	262	189	55	242	160	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	610		0	230		100	0		0	170		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			70		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.983				0.850		0.966				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	4999	0	1770	5085	1583	1770	1799	0	1770	1863	1583
Flt Permitted	0.950			0.078			0.455			0.230		
Satd. Flow (perm)	1770	4999	0	145	5085	1583	848	1799	0	428	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				153		9				322
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1444			691			187			222	
Travel Time (s)		28.1			13.5			4.3			5.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	1797	223	63	1689	191	285	205	60	263	174	322
Shared Lane Traffic (%)												
Lane Group Flow (vph)	304	2020	0	63	1689	191	285	265	0	263	174	322
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30		30	30	30	30	30		30	30	30
Trailing Detector (ft)	-10	-10		-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10		-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Size(ft)	40	40		40	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		8	4			8		8
Detector Phase	1	6		5	2	8	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		4.0	10.0	6.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.5	34.5		11.5	34.5	37.0	11.0	37.0		11.0	37.0	37.0
Total Split (s)	38.0	67.0		26.0	55.0	44.0	23.0	44.0		23.0	44.0	44.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	23.8%	41.9%		16.3%	34.4%	27.5%	14.4%	27.5%		14.4%	27.5%	27.5%
Maximum Green (s)	31.5	60.5		19.5	48.5	38.0	17.0	38.0		17.0	38.0	38.0
Yellow Time (s)	4.5	4.5		4.5	4.5	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0		1.5	3.0	2.0	1.5	2.0		1.5	2.0	2.0
Recall Mode	C-Min	Min		C-Min	Min	None	None	None		None	None	None
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Don't Walk (s)		21.0			21.0	24.0		24.0			24.0	24.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	39.1	72.9		69.1	51.5	27.5	44.5	27.5		44.5	27.5	27.5
Actuated g/C Ratio	0.24	0.46		0.43	0.32	0.17	0.28	0.17		0.28	0.17	0.17
v/c Ratio	0.70	0.88		0.26	1.03	0.48	0.86	0.84		1.01	0.55	0.60
Control Delay (s/veh)	65.3	45.1		25.7	83.1	17.4	70.2	83.8		103.1	66.0	9.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	65.3	45.1		25.7	83.1	17.4	70.2	83.8		103.1	66.0	9.9
LOS	E	D		C	F	B	E	F		F	E	A
Approach Delay (s/veh)		47.8			74.8			76.8			55.0	
Approach LOS		D			E			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 41 (26%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 125			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 61.0		Intersection LOS: E	
Intersection Capacity Utilization 93.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 12: N 26th Ave & Sheridan Street

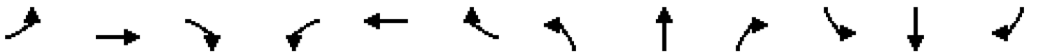


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	304	2020	63	1689	191	285	265	263	174	322
v/c Ratio	0.70	0.88	0.26	1.03	0.48	0.86	0.84	1.01	0.55	0.60
Control Delay (s/veh)	65.3	45.1	25.7	83.1	17.4	70.2	83.8	103.1	66.0	9.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	65.3	45.1	25.7	83.1	17.4	70.2	83.8	103.1	66.0	9.9
Queue Length 50th (ft)	290	702	26	~739	35	248	268	~227	171	0
Queue Length 95th (ft)	#465	800	67	#837	109	319	356	#350	239	88
Internal Link Dist (ft)		1364		611			107		142	
Turn Bay Length (ft)	610		230		100			170		
Base Capacity (vph)	432	2287	273	1635	492	333	434	261	442	621
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.88	0.23	1.03	0.39	0.86	0.61	1.01	0.39	0.52

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

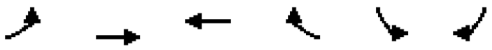


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1653	205	58	1554	176	262	189	55	242	160	296
Future Volume (vph)	280	1653	205	58	1554	176	262	189	55	242	160	296
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5001		1770	5085	1583	1770	1799		1770	1863	1583
Flt Permitted	0.95	1.00		0.08	1.00	1.00	0.45	1.00		0.23	1.00	1.00
Satd. Flow (perm)	1770	5001		145	5085	1583	847	1799		429	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	304	1797	223	63	1689	191	285	205	60	263	174	322
RTOR Reduction (vph)	0	9	0	0	0	127	0	7	0	0	0	267
Lane Group Flow (vph)	304	2011	0	63	1689	64	285	258	0	263	174	55
Turn Type	Prot	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		8	4			8		8
Actuated Green, G (s)	39.0	73.0		69.0	51.5	27.5	44.5	27.5		44.5	27.5	27.5
Effective Green, g (s)	39.0	73.0		69.0	51.5	27.5	44.5	27.5		44.5	27.5	27.5
Actuated g/C Ratio	0.24	0.46		0.43	0.32	0.17	0.28	0.17		0.28	0.17	0.17
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0		1.5	3.0	2.0	1.5	2.0		1.5	2.0	2.0
Lane Grp Cap (vph)	431	2281		240	1636	272	333	309		261	320	272
v/s Ratio Prot	c0.17	c0.40		0.03	c0.33		0.09	0.14		c0.11	0.09	
v/s Ratio Perm				0.08		0.04	0.15			c0.17		0.03
v/c Ratio	0.71	0.88		0.26	1.03	0.24	0.86	0.83		1.01	0.54	0.20
Uniform Delay, d1	55.3	39.6		30.8	54.3	57.2	52.0	64.0		52.6	60.5	56.9
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.3	4.4		0.6	31.0	0.2	18.3	16.6		57.7	1.0	0.1
Delay (s)	64.6	44.0		31.4	85.3	57.4	70.3	80.6		110.2	61.5	57.0
Level of Service	E	D		C	F	E	E	F		F	E	E
Approach Delay (s/veh)		46.7			80.8			75.3			76.5	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	65.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Stirling Rd AM

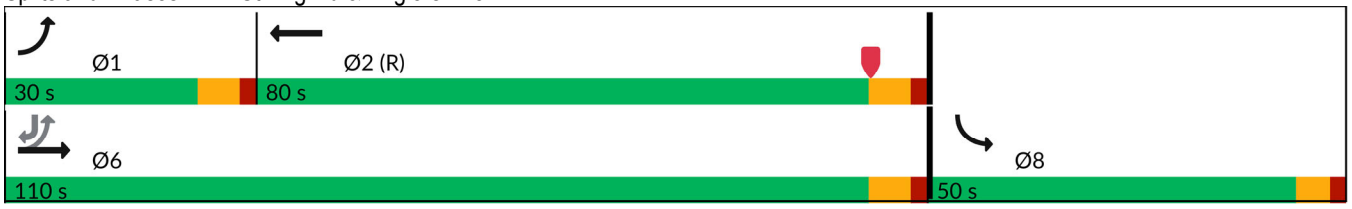


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	307	1674	1269	359	346	155
Future Volume (vph)	307	1674	1269	359	346	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	12	11	10
Storage Length (ft)	0			0	265	265
Storage Lanes	1			0	1	1
Taper Length (ft)	0				25	
Lane Util. Factor	1.00	0.91	0.91	0.91	0.97	1.00
Frt			0.967			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1947	5085	4917	0	3319	1478
Flt Permitted	0.066				0.950	
Satd. Flow (perm)	135	5085	4917	0	3319	1478
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			59			168
Link Speed (mph)		45	45		35	
Link Distance (ft)		405	164		626	
Travel Time (s)		6.1	2.5		12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	1820	1379	390	376	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	334	1820	1769	0	376	168
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		15	12		22	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	0.88	1.00	1.00	1.00	1.04	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	30	30	30		30	30
Trailing Detector (ft)	-10	-10	-10		-10	-10
Detector 1 Position(ft)	-10	-10	-10		-10	-10
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					6
Detector Phase	1	6	2		8	6
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0		6.0	10.0
Minimum Split (s)	11.0	25.0	33.0		39.0	25.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	30.0	110.0	80.0		50.0	110.0
Total Split (%)	18.8%	68.8%	50.0%		31.3%	68.8%
Maximum Green (s)	23.0	103.0	73.0		44.0	103.0
Yellow Time (s)	5.0	5.0	5.0		4.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		6.0	7.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	1.5	3.0	3.0		2.0	3.0
Recall Mode	None	Min	C-Min		None	Min
Walk Time (s)			7.0		7.0	
Flash Don't Walk (s)			19.0		26.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	124.1	124.1	85.4		22.9	124.1
Actuated g/C Ratio	0.78	0.78	0.53		0.14	0.78
v/c Ratio	0.72	0.46	0.67		0.79	0.14
Control Delay (s/veh)	47.2	7.0	28.3		78.7	1.0
Queue Delay	0.0	0.0	49.1		0.0	0.0
Total Delay (s/veh)	47.2	7.0	77.4		78.7	1.0
LOS	D	A	E		E	A
Approach Delay (s/veh)		13.2	77.4		54.7	
Approach LOS		B	E		D	

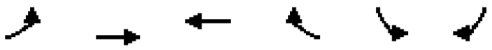
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 148 (93%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 43.7		Intersection LOS: D	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 4: Stirling Rd & Anglers Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	334	1820	1769	376	168
v/c Ratio	0.72	0.46	0.67	0.79	0.14
Control Delay (s/veh)	47.2	7.0	28.3	78.7	1.0
Queue Delay	0.0	0.0	49.1	0.0	0.0
Total Delay (s/veh)	47.2	7.0	77.4	78.7	1.0
Queue Length 50th (ft)	242	219	470	202	0
Queue Length 95th (ft)	359	288	595	252	20
Internal Link Dist (ft)		325	84	546	
Turn Bay Length (ft)				265	265
Base Capacity (vph)	464	3945	2651	912	1184
Starvation Cap Reductn	0	0	1443	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.72	0.46	1.46	0.41	0.14

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	307	1674	1269	359	346	155
Future Volume (veh/h)	307	1674	1269	359	346	155
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1945	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	334	1820	1379	390	376	168
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	355	4047	2580	727	436	200
Arrive On Green	0.10	0.79	0.65	0.65	0.13	0.13
Sat Flow, veh/h	1853	5274	4127	1115	3456	1585
Grp Volume(v), veh/h	334	1820	1185	584	376	168
Grp Sat Flow(s),veh/h/ln	1853	1702	1702	1670	1728	1585
Q Serve(g_s), s	13.3	18.4	29.8	30.0	17.1	16.6
Cycle Q Clear(g_c), s	13.3	18.4	29.8	30.0	17.1	16.6
Prop In Lane	1.00			0.67	1.00	1.00
Lane Grp Cap(c), veh/h	355	4047	2218	1088	436	200
V/C Ratio(X)	0.94	0.45	0.53	0.54	0.86	0.84
Avail Cap(c_a), veh/h	442	4047	2218	1088	950	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.2	5.3	14.9	14.9	68.5	68.3
Incr Delay (d2), s/veh	23.5	0.1	0.9	1.9	2.0	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.5	5.3	11.1	11.3	7.7	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	56.7	5.4	15.8	16.8	70.5	71.9
LnGrp LOS	E	A	B	B	E	E
Approach Vol, veh/h		2154	1769		544	
Approach Delay, s/veh		13.4	16.1		71.0	
Approach LOS		B	B		E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	22.5	111.3				133.8	26.2
Change Period (Y+Rc), s	7.0	7.0				7.0	6.0
Max Green Setting (Gmax), s	23.0	73.0				103.0	44.0
Max Q Clear Time (g_c+I1), s	15.3	32.0				20.4	19.1
Green Ext Time (p_c), s	0.2	9.2				11.0	1.1

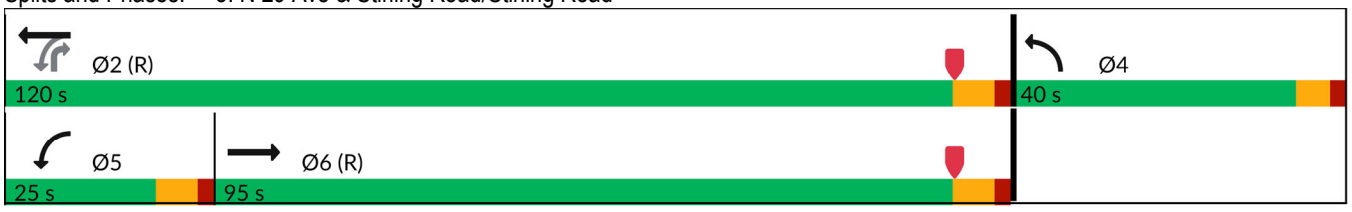
Intersection Summary	
HCM 7th Control Delay, s/veh	21.5
HCM 7th LOS	C

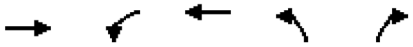
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1809	204	325	1508	92	110
Future Volume (vph)	1809	204	325	1508	92	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	330
Storage Lanes		0	1		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.91	0.97	1.00
Frt	0.985					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5009	0	1770	5085	3433	1583
Flt Permitted			0.044		0.950	
Satd. Flow (perm)	5009	0	82	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	19					120
Link Speed (mph)	45			45	35	
Link Distance (ft)	506			1095	721	
Travel Time (s)	7.7			16.6	14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1966	222	353	1639	100	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2188	0	353	1639	100	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	30		30	30	30	30
Trailing Detector (ft)	-10		-10	-10	-10	-10
Detector 1 Position(ft)	-10		-10	-10	-10	-10
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			2
Detector Phase	6		5	2	4	2
Switch Phase						
Minimum Initial (s)	6.0		4.0	12.0	4.0	12.0
Minimum Split (s)	41.0		11.0	22.5	38.0	22.5
Total Split (s)	95.0		25.0	120.0	40.0	120.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	59.4%		15.6%	75.0%	25.0%	75.0%
Maximum Green (s)	88.0		18.0	113.0	34.0	113.0
Yellow Time (s)	5.0		5.0	5.0	4.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0		7.0	7.0	6.0	7.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	2.5	3.0
Recall Mode	C-Min		None	C-Min	None	C-Min
Walk Time (s)	7.0				7.0	
Flash Don't Walk (s)	27.0				25.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	84.4		137.2	137.2	9.8	137.2
Actuated g/C Ratio	0.53		0.86	0.86	0.06	0.86
v/c Ratio	0.83		0.64	0.38	0.48	0.09
Control Delay (s/veh)	34.3		32.5	5.4	79.9	0.4
Queue Delay	47.2		0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.5		32.5	5.4	79.9	0.4
LOS	F		C	A	E	A
Approach Delay (s/veh)	81.5			10.2	36.6	
Approach LOS	F			B	D	

Intersection Summary	
Area Type:	Other
Cycle Length: 160	
Actuated Cycle Length: 160	
Offset: 145 (91%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 120	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay (s/veh): 47.0	Intersection LOS: D
Intersection Capacity Utilization 77.5%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 5: N 29 Ave & Stirling Road/Stirling Road





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2188	353	1639	100	120
v/c Ratio	0.83	0.64	0.38	0.48	0.09
Control Delay (s/veh)	34.3	32.5	5.4	79.9	0.4
Queue Delay	47.2	0.0	0.0	0.0	0.0
Total Delay (s/veh)	81.5	32.5	5.4	79.9	0.4
Queue Length 50th (ft)	663	287	283	54	0
Queue Length 95th (ft)	718	m348	m327	86	9
Internal Link Dist (ft)	426		1015	641	
Turn Bay Length (ft)					330
Base Capacity (vph)	2767	553	4361	729	1374
Starvation Cap Reductn	874	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.16	0.64	0.38	0.14	0.09

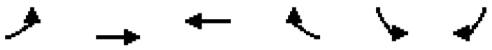
Intersection Summary

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

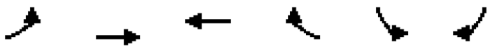
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1809	204	325	1508	92	110
Future Volume (veh/h)	1809	204	325	1508	92	110
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1966	222	353	1639	100	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3131	350	322	4230	312	143
Arrive On Green	0.67	0.67	0.22	1.00	0.09	0.09
Sat Flow, veh/h	4828	521	1781	5274	3456	1585
Grp Volume(v), veh/h	1431	757	353	1639	100	120
Grp Sat Flow(s),veh/h/ln	1702	1777	1781	1702	1728	1585
Q Serve(g_s), s	38.1	38.9	18.0	0.0	4.3	11.9
Cycle Q Clear(g_c), s	38.1	38.9	18.0	0.0	4.3	11.9
Prop In Lane		0.29	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2288	1194	322	4230	312	143
V/C Ratio(X)	0.63	0.63	1.10	0.39	0.32	0.84
Avail Cap(c_a), veh/h	2288	1194	322	4230	734	337
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.67	0.67	1.00	1.00
Uniform Delay (d), s/veh	14.8	15.0	38.2	0.0	68.2	71.6
Incr Delay (d2), s/veh	1.3	2.6	69.6	0.2	0.4	9.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.0	15.4	17.2	0.1	1.9	10.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.1	17.5	107.8	0.2	68.6	80.8
LnGrp LOS	B	B	F	A	E	F
Approach Vol, veh/h	2188			1992	220	
Approach Delay, s/veh	16.6			19.2	75.3	
Approach LOS	B			B	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		139.5		20.5	25.0	114.5
Change Period (Y+Rc), s		7.0		6.0	7.0	7.0
Max Green Setting (Gmax), s		113.0		34.0	18.0	88.0
Max Q Clear Time (g_c+I1), s		2.0		13.9	20.0	40.9
Green Ext Time (p_c), s		9.1		0.5	0.0	13.4

Intersection Summary	
HCM 7th Control Delay, s/veh	20.7
HCM 7th LOS	C



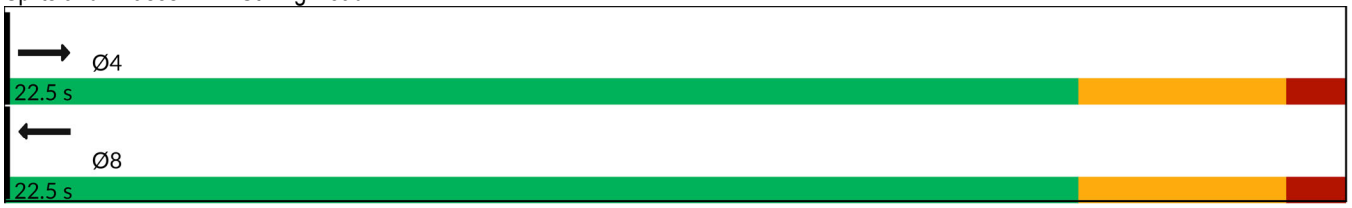
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	45		30	
Link Distance (ft)		164	506		229	
Travel Time (s)		3.7	7.7		5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		2	2		1	
Detector Template		Thru	Thru		Left	
Leading Detector (ft)		100	100		20	
Trailing Detector (ft)		0	0		0	
Detector 1 Position(ft)		0	0			
Detector 1 Size(ft)		6	6			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type						
Protected Phases		4	8			
Permitted Phases						
Detector Phase		4	8			
Switch Phase						
Minimum Initial (s)		5.0	5.0			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)		22.5	22.5			
Total Split (s)		22.5	22.5			
Total Split (%)		100.0%	100.0%			
Maximum Green (s)		18.0	18.0			
Yellow Time (s)		3.5	3.5			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		4.5	4.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	None			
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		11.0	11.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

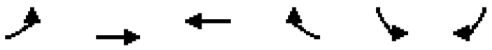
Intersection Summary			
Area Type:	Other		
Cycle Length: 22.5			
Actuated Cycle Length: 22.5			
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay (s/veh): 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Stirling Road



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay (s/veh)
Queue Delay
Total Delay (s/veh)
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

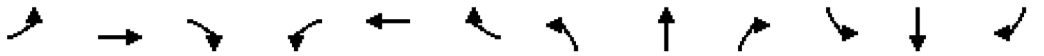
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Lane Width Adj.	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0		
Adj Flow Rate, veh/h	0	0	0	0		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0		
Cap, veh/h	0	22	22	0		
Arrive On Green	0.00	0.00	0.00	0.00		
Sat Flow, veh/h	0	-80594	-80594	0		
Grp Volume(v), veh/h	0	0	0	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1702	0		
Q Serve(g_s), s	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0		
Prop In Lane	0.00			0.00		
Lane Grp Cap(c), veh/h	0	22	22	0		
V/C Ratio(X)	0.00	0.00	0.00	0.00		
Avail Cap(c_a), veh/h	0	3996	3996	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.00	0.00	0.00		
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0		
LnGrp LOS						
Approach Vol, veh/h		0	0			
Approach Delay, s/veh		0.0	0.0			
Approach LOS						

Timer - Assigned Phs	4	8
Phs Duration (G+Y+Rc), s	0.0	0.0
Change Period (Y+Rc), s	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

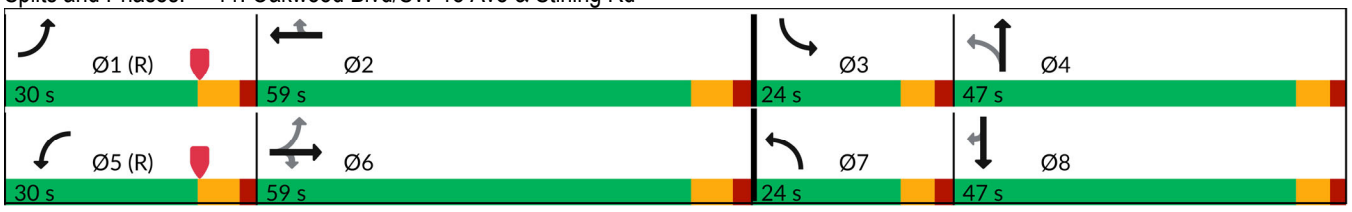


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	1271	384	135	1090	59	340	49	123	66	33	189
Future Volume (vph)	262	1271	384	135	1090	59	340	49	123	66	33	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	300		200	0		0	0		130
Storage Lanes	2		1	1		1	2		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.893				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	1663	0	1770	1863	1583
Flt Permitted	0.077			0.950			0.479			0.950		
Satd. Flow (perm)	278	5085	1583	1770	3539	1583	1731	1663	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			302			109		76				205
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		622			819			391			303	
Travel Time (s)		14.1			12.4			8.9			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	285	1382	417	147	1185	64	370	53	134	72	36	205
Shared Lane Traffic (%)												
Lane Group Flow (vph)	285	1382	417	147	1185	64	370	187	0	72	36	205
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30	30	30	30	30	30	30		30	30	30
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6			2	4					8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	12.0	44.0	44.0	12.0	44.0	44.0	11.0	45.0		11.0	24.0	24.0
Total Split (s)	30.0	59.0	59.0	30.0	59.0	59.0	24.0	47.0		24.0	47.0	47.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.8%	36.9%	36.9%	18.8%	36.9%	36.9%	15.0%	29.4%		15.0%	29.4%	29.4%
Maximum Green (s)	23.0	52.0	52.0	23.0	52.0	52.0	18.0	41.0		18.0	41.0	41.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0		1.5	2.0	2.0
Recall Mode	C-Max	Min	Min	C-Max	Min	Min	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0				
Flash Don't Walk (s)		30.0	30.0		30.0	30.0		32.0				
Pedestrian Calls (#/hr)		0	0		0	0		0				
Act Effct Green (s)	105.3	52.0	52.0	53.3	52.0	52.0	33.9	18.1		10.6	11.2	11.2
Actuated g/C Ratio	0.66	0.33	0.33	0.33	0.33	0.33	0.21	0.11		0.07	0.07	0.07
v/c Ratio	0.23	0.84	0.58	0.25	1.03	0.11	0.67	0.73		0.62	0.28	0.68
Control Delay (s/veh)	32.0	40.6	10.0	9.4	86.3	15.9	60.6	57.1		93.8	72.9	19.6
Queue Delay	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	32.0	41.2	10.1	9.4	86.3	15.9	60.6	57.1		93.8	72.9	19.6
LOS	C	D	B	A	F	B	E	E		F	E	B
Approach Delay (s/veh)		33.7			74.9			59.4			42.8	
Approach LOS		C			E			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 52 (33%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.03			
Intersection Signal Delay (s/veh): 50.9		Intersection LOS: D	
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 11: Oakwood Blvd/SW 18 Ave & Stirling Rd

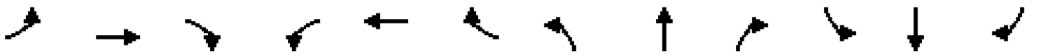


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	285	1382	417	147	1185	64	370	187	72	36	205
v/c Ratio	0.23	0.84	0.58	0.25	1.03	0.11	0.67	0.73	0.62	0.28	0.68
Control Delay (s/veh)	32.0	40.6	10.0	9.4	86.3	15.9	60.6	57.1	93.8	72.9	19.6
Queue Delay	0.0	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.0	41.2	10.1	9.4	86.3	15.9	60.6	57.1	93.8	72.9	19.6
Queue Length 50th (ft)	95	289	58	18	~724	31	183	118	76	38	0
Queue Length 95th (ft)	160	390	99	34	#871	77	213	202	131	73	81
Internal Link Dist (ft)		542			739			311		223	
Turn Bay Length (ft)	240			300		200					130
Base Capacity (vph)	1234	1652	718	590	1150	588	558	482	199	477	558
Starvation Cap Reductn	0	71	24	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.23	0.87	0.60	0.25	1.03	0.11	0.66	0.39	0.36	0.08	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	262	1271	384	135	1090	59	340	49	123	66	33	189
Future Volume (veh/h)	262	1271	384	135	1090	59	340	49	123	66	33	189
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	285	1382	0	147	1185	64	370	53	134	72	36	205
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1015	1596		499	1155	515	722	91	231	90	267	226
Arrive On Green	0.09	0.10	0.00	0.28	0.32	0.32	0.10	0.19	0.19	0.05	0.14	0.14
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	470	1187	1781	1870	1585
Grp Volume(v), veh/h	285	1382	0	147	1185	64	370	0	187	72	36	205
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	0	1657	1781	1870	1585
Q Serve(g_s), s	8.1	42.6	0.0	10.4	52.0	4.5	14.2	0.0	16.4	6.4	2.7	20.4
Cycle Q Clear(g_c), s	8.1	42.6	0.0	10.4	52.0	4.5	14.2	0.0	16.4	6.4	2.7	20.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.72	1.00		1.00
Lane Grp Cap(c), veh/h	1015	1596		499	1155	515	722	0	322	90	267	226
V/C Ratio(X)	0.28	0.87		0.29	1.03	0.12	0.51	0.00	0.58	0.80	0.14	0.91
Avail Cap(c_a), veh/h	1015	1659		499	1155	515	757	0	425	200	479	406
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.00	0.54	0.54	0.54	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	68.5	0.0	45.2	54.0	38.0	49.5	0.0	58.5	75.2	60.0	67.6
Incr Delay (d2), s/veh	0.0	3.8	0.0	0.1	26.4	0.1	0.2	0.0	0.6	6.0	0.1	6.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	20.2	0.0	4.6	26.8	1.8	6.2	0.0	7.0	3.1	1.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	34.7	72.3	0.0	45.3	80.4	38.0	49.7	0.0	59.2	81.1	60.1	73.6
LnGrp LOS	C	E		D	F	D	D		E	F	E	E
Approach Vol, veh/h		1667			1396			557			313	
Approach Delay, s/veh		65.9			74.8			52.9			73.8	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	49.8	59.0	14.1	37.1	51.8	57.0	22.4	28.8
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	52.0	18.0	41.0	23.0	52.0	18.0	41.0
Max Q Clear Time (g_c+I1), s	10.1	54.0	8.4	18.4	12.4	44.6	16.2	22.4
Green Ext Time (p_c), s	0.4	0.0	0.0	0.3	0.1	3.7	0.1	0.4

Intersection Summary	
HCM 7th Control Delay, s/veh	67.8
HCM 7th LOS	E

Notes

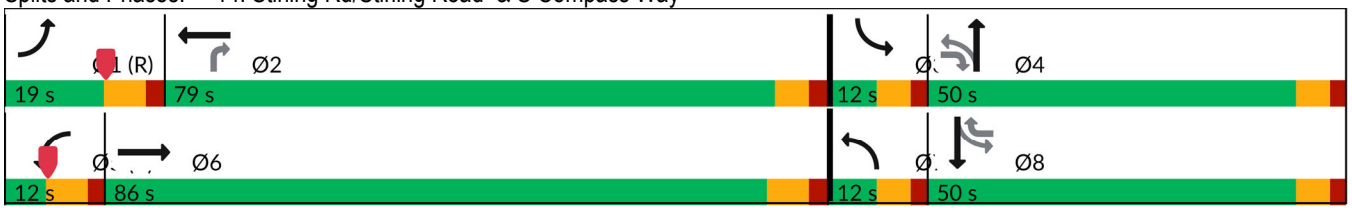
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	1196	13	10	1102	70	28	7	7	23	2	161
Future Volume (vph)	219	1196	13	10	1102	70	28	7	7	23	2	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	0		0	65		65	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.852	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	1770	1863	1583	1770	1587	0
Flt Permitted	0.950			0.950			0.345			0.752		
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	643	1863	1583	1401	1587	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116			116			109		153	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		819			559			135			237	
Travel Time (s)		12.4			8.5			3.1			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	238	1300	14	11	1198	76	30	8	8	25	2	175
Shared Lane Traffic (%)												
Lane Group Flow (vph)	238	1300	14	11	1198	76	30	8	8	25	177	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	30	30	30	30	30	30	30	30	30	30	30	
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	custom	Prot	NA	custom	pm+pt	NA	custom	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			4			8	4		2	8		
Detector Phase	1	6	4	5	2	8	7	4	2	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	6.0	4.0	12.0	6.0	4.0	6.0	12.0	4.0	6.0	
Minimum Split (s)	12.0	44.0	48.0	12.0	43.0	48.0	11.0	48.0	43.0	11.0	48.0	
Total Split (s)	19.0	86.0	50.0	12.0	79.0	50.0	12.0	50.0	79.0	12.0	50.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	11.9%	53.8%	31.3%	7.5%	49.4%	31.3%	7.5%	31.3%	49.4%	7.5%	31.3%	
Maximum Green (s)	12.0	79.0	44.0	5.0	73.0	44.0	6.0	44.0	73.0	6.0	44.0	
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0	2.0	1.5	2.0	3.0	1.5	2.0	
Recall Mode	C-Max	Min	None	C-Max	Min	None	None	None	Min	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)		30.0	35.0		30.0	35.0		35.0	30.0		35.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	73.6	53.8	11.6	66.6	47.8	9.0	16.3	11.6	47.8	14.4	9.0	
Actuated g/C Ratio	0.46	0.34	0.07	0.42	0.30	0.06	0.10	0.07	0.30	0.09	0.06	
v/c Ratio	0.15	0.76	0.06	0.01	0.79	0.38	0.27	0.06	0.01	0.18	0.76	
Control Delay (s/veh)	7.1	71.9	0.3	5.4	69.8	40.1	64.0	68.9	0.0	60.8	35.5	
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	7.1	71.9	0.3	5.4	69.9	40.1	64.0	68.9	0.0	60.8	35.5	
LOS	A	E	A	A	E	D	E	E	A	E	D	
Approach Delay (s/veh)		61.3			67.6			53.7			38.6	
Approach LOS		E			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 142 (89%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 62.3		Intersection LOS: E	
Intersection Capacity Utilization 61.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 14: Stirling Rd/Stirling Road & S Compass Way

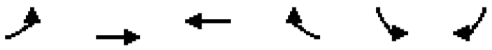


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	238	1300	14	11	1198	76	30	8	8	25	177
v/c Ratio	0.15	0.76	0.06	0.01	0.79	0.38	0.27	0.06	0.01	0.18	0.76
Control Delay (s/veh)	7.1	71.9	0.3	5.4	69.8	40.1	64.0	68.9	0.0	60.8	35.5
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.1	71.9	0.3	5.4	69.9	40.1	64.0	68.9	0.0	60.8	35.5
Queue Length 50th (ft)	8	536	0	1	487	38	29	8	0	24	25
Queue Length 95th (ft)	m82	586	m0	m4	535	84	59	27	0	52	108
Internal Link Dist (ft)		739			479			55			157
Turn Bay Length (ft)	270						65		65		
Base Capacity (vph)	1578	2510	519	736	2320	519	115	512	781	144	547
Starvation Cap Reductn	0	0	0	0	303	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.52	0.03	0.01	0.59	0.15	0.26	0.02	0.01	0.17	0.32

Intersection Summary

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

HCM 7th Edition methodology does not support custom phasing.

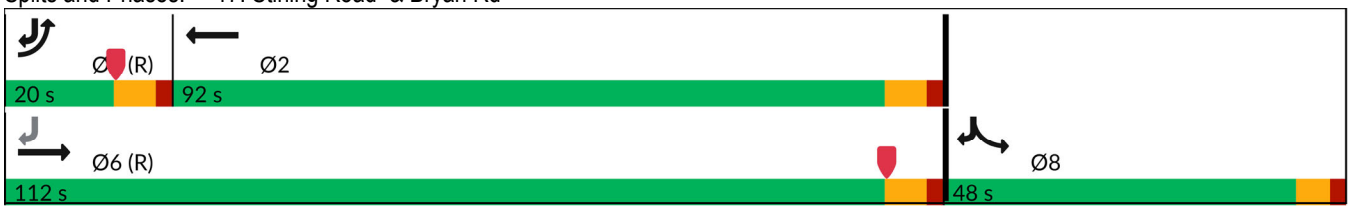


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	89	1129	1004	67	106	160
Future Volume (vph)	89	1129	1004	67	106	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170			0	180	180
Storage Lanes	2			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.91	0.91	0.97	1.00
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	5085	5040	0	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	5085	5040	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			10			
Link Speed (mph)		45	45		30	
Link Distance (ft)		559	619		388	
Travel Time (s)		8.5	9.4		8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	1227	1091	73	115	174
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	1227	1164	0	115	174
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	30	30	30		30	30
Trailing Detector (ft)	-10	-10	-10		-10	-10
Detector 1 Position(ft)	-10	-10	-10		-10	-10
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	1	6	2		8	1 8
Permitted Phases						6
Detector Phase	1	6	2		8	1 8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	12.0	25.0	37.0		46.0	
Total Split (s)	20.0	112.0	92.0		48.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	12.5%	70.0%	57.5%		30.0%	
Maximum Green (s)	13.0	105.0	85.0		42.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	1.5	3.0	3.0		2.0	
Recall Mode	C-Max	C-Min	Min		None	
Walk Time (s)			7.0		7.0	
Flash Don't Walk (s)			23.0		33.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	82.8	137.0	47.2		10.0	160.0
Actuated g/C Ratio	0.52	0.86	0.30		0.06	1.00
v/c Ratio	0.05	0.28	0.78		0.54	0.11
Control Delay (s/veh)	0.4	0.5	54.8		81.8	0.1
Queue Delay	0.0	0.4	0.0		0.0	0.0
Total Delay (s/veh)	0.4	0.9	54.9		81.8	0.1
LOS	A	A	D		F	A
Approach Delay (s/veh)		0.8	54.9		32.6	
Approach LOS		A	D		C	

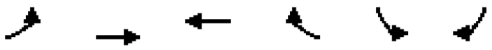
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 72 (45%), Referenced to phase 1:EBL and 6:EBT, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 26.8		Intersection LOS: C	
Intersection Capacity Utilization 45.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: Stirling Road & Bryan Rd



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	97	1227	1164	115	174
v/c Ratio	0.05	0.28	0.78	0.54	0.11
Control Delay (s/veh)	0.4	0.5	54.8	81.8	0.1
Queue Delay	0.0	0.4	0.0	0.0	0.0
Total Delay (s/veh)	0.4	0.9	54.9	81.8	0.1
Queue Length 50th (ft)	0	0	415	62	0
Queue Length 95th (ft)	0	0	436	96	0
Internal Link Dist (ft)		479	539	308	
Turn Bay Length (ft)	170			180	180
Base Capacity (vph)	1776	4354	2682	901	1583
Starvation Cap Reductn	0	2390	0	0	0
Spillback Cap Reductn	0	0	214	0	113
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.05	0.62	0.47	0.13	0.12

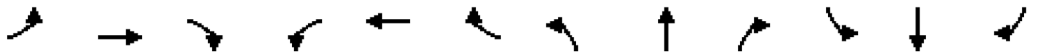
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	89	1129	1004	67	106	160
Future Volume (veh/h)	89	1129	1004	67	106	160
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	97	1227	1091	73	115	174
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1921	4369	1251	84	218	981
Arrive On Green	0.56	0.86	0.26	0.26	0.06	0.06
Sat Flow, veh/h	3456	5274	5057	327	3456	1585
Grp Volume(v), veh/h	97	1227	759	405	115	174
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1812	1728	1585
Q Serve(g_s), s	2.1	7.3	34.2	34.2	5.2	7.5
Cycle Q Clear(g_c), s	2.1	7.3	34.2	34.2	5.2	7.5
Prop In Lane	1.00			0.18	1.00	1.00
Lane Grp Cap(c), veh/h	1921	4369	871	464	218	981
V/C Ratio(X)	0.05	0.28	0.87	0.87	0.53	0.18
Avail Cap(c_a), veh/h	1921	4369	1808	962	907	1297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	2.2	57.0	57.0	72.6	13.0
Incr Delay (d2), s/veh	0.0	0.1	2.9	5.3	0.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.6	14.8	16.1	2.3	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.2	2.3	59.9	62.3	73.4	13.1
LnGrp LOS	B	A	E	E	E	B
Approach Vol, veh/h		1324	1164		289	
Approach Delay, s/veh		3.3	60.7		37.1	
Approach LOS		A	E		D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	95.9	48.0			143.9	16.1
Change Period (Y+Rc), s	7.0	7.0			7.0	6.0
Max Green Setting (Gmax), s	13.0	85.0			105.0	42.0
Max Q Clear Time (g_c+I1), s	4.1	36.2			9.3	9.5
Green Ext Time (p_c), s	0.1	4.7			5.8	0.6

Intersection Summary	
HCM 7th Control Delay, s/veh	30.9
HCM 7th LOS	C



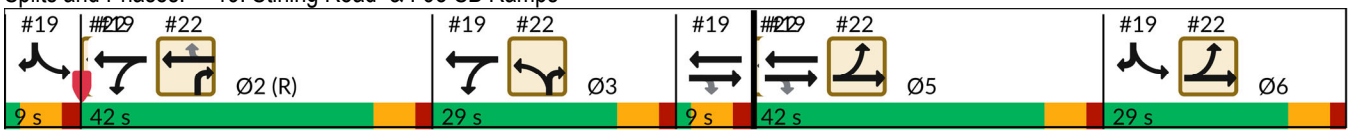
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1330	603	361	1235	0	0	0	0	560	0	564
Future Volume (vph)	0	1330	603	361	1235	0	0	0	0	560	0	564
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	0		0	0		0	0		0
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			538									170
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1095			258			816			801	
Travel Time (s)		16.6			3.9			18.5			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1446	655	392	1342	0	0	0	0	609	0	613
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1446	655	392	1342	0	0	0	0	609	0	613
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1			2		1	2	1
Detector Template		Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)		30	30	30	30			100		30	100	30
Trailing Detector (ft)		-10	-10	-10	-10			0		-10	0	-10
Detector 1 Position(ft)		-10	-10	-10	-10					-10		-10
Detector 1 Size(ft)		40	40	40	40					40		40
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Turn Type		NA	Perm	Prot	NA					Prot		custom
Protected Phases		4 5		2 3	2 3 4 5					1 6		1 6
Permitted Phases			4 5									6
Detector Phase		4 5	4 5	2 3	2 3 4 5					1 6		1 6
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	10.0	6.0	2.0	6.0	6.0
Minimum Split (s)	9.0	37.0	13.0	9.0	36.0	25.0
Total Split (s)	9.0	42.0	29.0	9.0	42.0	29.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		44.0	44.0	64.0	115.0					31.0		31.0
Actuated g/C Ratio		0.28	0.28	0.40	0.72					0.19		0.19
v/c Ratio		0.70	0.79	0.29	0.37					0.92		1.38
Control Delay (s/veh)		67.6	30.9	11.5	4.7					82.4		219.0
Queue Delay		0.4	0.0	1.0	1.0					0.0		0.0
Total Delay (s/veh)		68.1	30.9	12.4	5.7					82.4		219.0
LOS		E	C	B	A					F		F
Approach Delay (s/veh)		56.5			7.2						150.9	
Approach LOS		E			A						F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 138 (86%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.38			
Intersection Signal Delay (s/veh): 62.4		Intersection LOS: E	
Intersection Capacity Utilization 126.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: Stirling Road & I-95 SB Ramps



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Total Split (%)	6%	26%	18%	6%	26%	18%
Maximum Green (s)	2.0	35.0	22.0	2.0	35.0	22.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	2.0	1.0	2.0	2.0
Recall Mode	None	C-Max	None	None	None	Max
Walk Time (s)		7.0			7.0	
Flash Don't Walk (s)		23.0			22.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1446	655	392	1342	609	613
v/c Ratio	0.70	0.79	0.29	0.37	0.92	1.38
Control Delay (s/veh)	67.6	30.9	11.5	4.7	82.4	219.0
Queue Delay	0.4	0.0	1.0	1.0	0.0	0.0
Total Delay (s/veh)	68.1	30.9	12.4	5.7	82.4	219.0
Queue Length 50th (ft)	247	209	38	364	331	~711
Queue Length 95th (ft)	332	385	m67	387	#442	#961
Internal Link Dist (ft)	1015			178		
Turn Bay Length (ft)						
Base Capacity (vph)	2074	825	1373	3654	665	443
Starvation Cap Reductn	0	0	701	1916	0	0
Spillback Cap Reductn	220	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.79	0.58	0.77	0.92	1.38

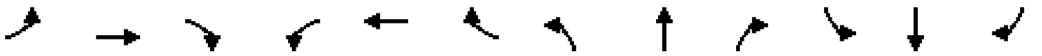
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

HCM 7th Edition methodology does not support Non-NEMA phasing.



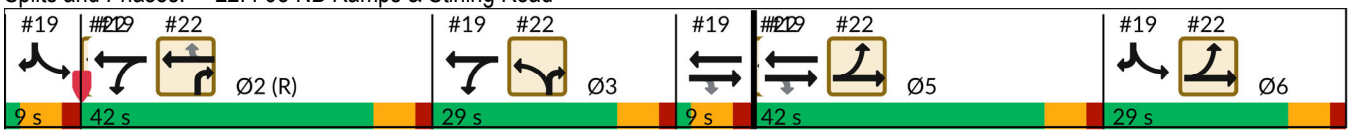
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	451	1439	0	0	1066	548	530	0	524	0	0	0
Future Volume (vph)	451	1439	0	0	1066	548	530	0	524	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	2		0	2		2	2		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	0.88	0.97	1.00	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	2787	3433	0	2787	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7544	2787	3433	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						596			123			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		258			622			1412			272	
Travel Time (s)		3.9			9.4			32.1			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	490	1564	0	0	1159	596	576	0	570	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	490	1564	0	0	1159	596	576	0	570	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	2	1		2	
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right		Thru	
Leading Detector (ft)	30	30			30	30	30	100	30		100	
Trailing Detector (ft)	-10	-10			-10	-10	-10	0	-10		0	
Detector 1 Position(ft)	-10	-10			-10	-10	-10		-10			
Detector 1 Size(ft)	40	40			40	40	40		40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Turn Type	Prot	NA			NA	Perm	Prot		custom			
Protected Phases	5 6	1 5 6			1 2		3 4		2 3 4			
Permitted Phases						1 2			3 4			
Detector Phase	5 6	1 5 6			1 2	1 2	3 4		2 3 4			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	10.0	6.0	2.0	6.0	6.0
Minimum Split (s)	9.0	37.0	13.0	9.0	36.0	25.0
Total Split (s)	9.0	42.0	29.0	9.0	42.0	29.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	64.0	73.0			44.0	44.0	31.0		73.0			
Actuated g/C Ratio	0.40	0.46			0.28	0.28	0.19		0.46			
v/c Ratio	0.36	0.67			0.56	0.50	0.87		0.43			
Control Delay (s/veh)	11.2	7.4			38.7	18.2	76.7		23.5			
Queue Delay	1.7	3.8			0.1	0.0	0.0		0.0			
Total Delay (s/veh)	12.9	11.1			38.9	18.2	76.7		23.5			
LOS	B	B			D	B	E		C			
Approach Delay (s/veh)		11.6			31.9			50.2				
Approach LOS		B			C			D				

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 138 (86%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.38			
Intersection Signal Delay (s/veh): 27.7		Intersection LOS: C	
Intersection Capacity Utilization 126.6%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 22: I-95 NB Ramps & Stirling Road



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Total Split (%)	6%	26%	18%	6%	26%	18%
Maximum Green (s)	2.0	35.0	22.0	2.0	35.0	22.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	2.0	1.0	2.0	2.0
Recall Mode	None	C-Max	None	None	None	Max
Walk Time (s)		7.0			7.0	
Flash Don't Walk (s)		23.0			22.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

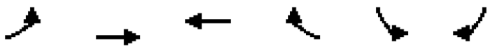
Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	490	1564	1159	596	576	570
v/c Ratio	0.36	0.67	0.56	0.50	0.87	0.43
Control Delay (s/veh)	11.2	7.4	38.7	18.2	76.7	23.5
Queue Delay	1.7	3.8	0.1	0.0	0.0	0.0
Total Delay (s/veh)	12.9	11.1	38.9	18.2	76.7	23.5
Queue Length 50th (ft)	52	347	311	152	309	178
Queue Length 95th (ft)	m76	453	m297	m161	#402	235
Internal Link Dist (ft)		178	542			
Turn Bay Length (ft)						
Base Capacity (vph)	1373	2320	2074	1198	665	1338
Starvation Cap Reductn	683	652	0	0	0	0
Spillback Cap Reductn	0	9	197	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.94	0.62	0.50	0.87	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

HCM 7th Edition methodology does not support Non-NEMA phasing.



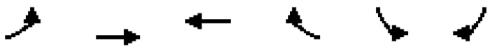
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	307	1674	1269	359	346	155
Future Volume (vph)	307	1674	1269	359	346	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	15	12	12	12	11	10
Total Lost time (s)	7.0	7.0	7.0		6.0	7.0
Lane Util. Factor	1.00	0.91	0.91		0.97	1.00
Frt	1.00	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1947	5085	4917		3319	1478
Flt Permitted	0.07	1.00	1.00		0.95	1.00
Satd. Flow (perm)	136	5085	4917		3319	1478
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	334	1820	1379	390	376	168
RTOR Reduction (vph)	0	0	28	0	0	38
Lane Group Flow (vph)	334	1820	1741	0	376	130
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					6
Actuated Green, G (s)	124.1	124.1	85.4		22.9	124.1
Effective Green, g (s)	124.1	124.1	85.4		22.9	124.1
Actuated g/C Ratio	0.78	0.78	0.53		0.14	0.78
Clearance Time (s)	7.0	7.0	7.0		6.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0		2.0	3.0
Lane Grp Cap (vph)	464	3944	2624		475	1146
v/s Ratio Prot	c0.14	0.36	0.35		c0.11	
v/s Ratio Perm	c0.42					0.09
v/c Ratio	0.72	0.46	0.66		0.79	0.11
Uniform Delay, d1	42.4	6.3	26.9		66.2	4.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	4.4	0.1	1.3		8.2	0.0
Delay (s)	46.8	6.4	28.3		74.4	4.5
Level of Service	D	A	C		E	A
Approach Delay (s/veh)		12.6	28.3		52.8	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1809	204	325	1508	92	110
Future Volume (vph)	1809	204	325	1508	92	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0	6.0	7.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.98		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5008		1770	5085	3433	1583
Flt Permitted	1.00		0.04	1.00	0.95	1.00
Satd. Flow (perm)	5008		82	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1966	222	353	1639	100	120
RTOR Reduction (vph)	9	0	0	0	0	17
Lane Group Flow (vph)	2179	0	353	1639	100	103
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			2
Actuated Green, G (s)	84.4		137.2	137.2	9.8	137.2
Effective Green, g (s)	84.4		137.2	137.2	9.8	137.2
Actuated g/C Ratio	0.53		0.86	0.86	0.06	0.86
Clearance Time (s)	7.0		7.0	7.0	6.0	7.0
Vehicle Extension (s)	3.0		3.0	3.0	2.5	3.0
Lane Grp Cap (vph)	2641		553	4360	210	1357
v/s Ratio Prot	c0.44		c0.18	0.32	c0.03	
v/s Ratio Perm			0.37			0.06
v/c Ratio	0.83		0.64	0.38	0.48	0.08
Uniform Delay, d1	31.6		42.5	2.4	72.6	1.7
Progression Factor	1.00		0.70	2.10	1.00	1.00
Incremental Delay, d2	3.1		1.8	0.2	1.2	0.1
Delay (s)	34.7		31.5	5.2	73.9	1.8
Level of Service	C		C	A	E	A
Approach Delay (s/veh)	34.7			9.9	34.6	
Approach LOS	C			A	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

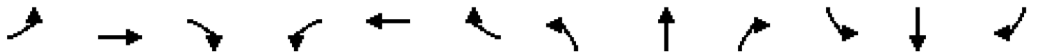
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type						
Protected Phases		4	8			
Permitted Phases						
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	22.5	Sum of lost time (s)	4.5
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

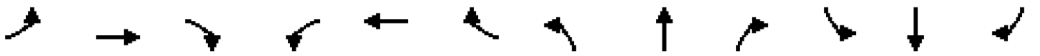
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	1271	384	135	1090	59	340	49	123	66	33	189
Future Volume (vph)	262	1271	384	135	1090	59	340	49	123	66	33	189
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	1663		1770	1863	1583
Flt Permitted	0.08	1.00	1.00	0.95	1.00	1.00	0.48	1.00		0.95	1.00	1.00
Satd. Flow (perm)	278	5085	1583	1770	3539	1583	1732	1663		1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	285	1382	417	147	1185	64	370	53	134	72	36	205
RTOR Reduction (vph)	0	0	204	0	0	43	0	67	0	0	0	191
Lane Group Flow (vph)	285	1382	213	147	1185	21	370	120	0	72	36	14
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6			2	4					8
Actuated Green, G (s)	105.3	52.0	52.0	53.3	52.0	52.0	34.7	18.1		10.6	11.3	11.3
Effective Green, g (s)	105.3	52.0	52.0	53.3	52.0	52.0	34.7	18.1		10.6	11.3	11.3
Actuated g/C Ratio	0.66	0.33	0.33	0.33	0.33	0.33	0.22	0.11		0.07	0.07	0.07
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0		1.5	2.0	2.0
Lane Grp Cap (vph)	1233	1652	514	589	1150	514	560	188		117	131	111
v/s Ratio Prot	0.08	0.27		c0.08	c0.33		c0.07	0.07		0.04	0.02	
v/s Ratio Perm	0.08		0.13			0.01	c0.07					0.01
v/c Ratio	0.23	0.84	0.41	0.25	1.03	0.04	0.66	0.64		0.62	0.27	0.13
Uniform Delay, d1	18.5	50.1	42.1	38.8	54.0	36.9	55.1	67.8		72.7	70.5	69.7
Progression Factor	2.02	0.72	0.62	0.21	1.02	34.19	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.1	3.1	0.4	0.9	33.1	0.0	2.3	5.1		6.6	0.4	0.2
Delay (s)	37.4	39.3	26.4	8.9	88.4	1262.9	57.4	72.9		79.3	70.9	69.9
Level of Service	D	D	C	A	F	F	E	E		E	E	E
Approach Delay (s/veh)		36.4			133.9			62.6			72.2	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	73.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

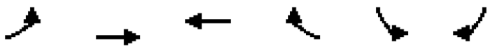
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	219	1196	13	10	1102	70	28	7	7	23	2	161
Future Volume (vph)	219	1196	13	10	1102	70	28	7	7	23	2	161
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	1770	1863	1583	1770	1586	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.34	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	642	1863	1583	1402	1586	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	238	1300	14	11	1198	76	30	8	8	25	2	175
RTOR Reduction (vph)	0	0	13	0	0	71	0	0	6	0	143	0
Lane Group Flow (vph)	238	1300	1	11	1198	5	30	8	2	25	34	0
Turn Type	Prot	NA	custom	Prot	NA	custom	pm+pt	NA	custom	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			4			8	4		2	8		
Actuated Green, G (s)	71.1	53.8	11.6	64.1	47.8	10.3	17.4	11.6	47.8	14.8	10.3	
Effective Green, g (s)	71.1	53.8	11.6	64.1	47.8	10.3	17.4	11.6	47.8	14.8	10.3	
Actuated g/C Ratio	0.44	0.34	0.07	0.40	0.30	0.06	0.11	0.07	0.30	0.09	0.06	
Clearance Time (s)	7.0	7.0	6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0	2.0	1.5	2.0	3.0	1.5	2.0	
Lane Grp Cap (vph)	1525	1709	114	709	1519	101	110	135	472	140	102	
v/s Ratio Prot	c0.07	c0.26		0.01	c0.24		c0.01	0.00		0.01	c0.02	
v/s Ratio Perm			0.00			0.00	0.02		0.00	0.01		
v/c Ratio	0.16	0.76	0.01	0.02	0.79	0.05	0.27	0.06	0.01	0.18	0.33	
Uniform Delay, d1	26.5	47.4	68.9	28.9	51.5	70.3	64.8	69.1	39.4	66.8	71.6	
Progression Factor	0.25	1.49	1.00	0.15	1.29	15.56	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	1.3	0.0	0.0	2.6	0.1	0.5	0.1	0.0	0.2	0.7	
Delay (s)	6.7	71.6	68.9	4.5	68.9	1093.5	65.3	69.2	39.4	67.1	72.3	
Level of Service	A	E	E	A	E	F	E	E	D	E	E	
Approach Delay (s/veh)		61.7			129.0			61.5			71.6	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	90.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	89	1129	1004	67	106	160
Future Volume (vph)	89	1129	1004	67	106	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		6.0	7.0
Lane Util. Factor	0.97	0.91	0.91		0.97	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	5037		3433	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	5037		3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	1227	1091	73	115	174
RTOR Reduction (vph)	0	0	7	0	0	0
Lane Group Flow (vph)	97	1227	1157	0	115	174
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	1	6	2		8	1 8
Permitted Phases						6
Actuated Green, G (s)	82.8	137.0	47.2		10.0	153.0
Effective Green, g (s)	82.8	137.0	47.2		10.0	147.0
Actuated g/C Ratio	0.52	0.86	0.30		0.06	0.92
Clearance Time (s)	7.0	7.0	7.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0		2.0	
Lane Grp Cap (vph)	1776	4354	1485		214	1523
v/s Ratio Prot	0.03	c0.24	c0.23		c0.03	0.07
v/s Ratio Perm						0.04
v/c Ratio	0.05	0.28	0.78		0.54	0.11
Uniform Delay, d1	19.2	2.2	51.6		72.8	0.6
Progression Factor	0.01	0.15	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.1	2.7		1.3	0.0
Delay (s)	0.3	0.5	54.3		74.1	0.6
Level of Service	A	A	D		E	A
Approach Delay (s/veh)		0.5	54.3		29.8	
Approach LOS		A	D		C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	45.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1330	603	361	1235	0	0	0	0	560	0	564
Future Volume (vph)	0	1330	603	361	1235	0	0	0	0	560	0	564
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0					7.0		7.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1446	655	392	1342	0	0	0	0	609	0	613
RTOR Reduction (vph)	0	0	390	0	0	0	0	0	0	0	0	137
Lane Group Flow (vph)	0	1446	265	392	1342	0	0	0	0	609	0	476
Turn Type		NA	Perm	Prot	NA					Prot		custom
Protected Phases		4 5		2 3	2 3 4 5					1 6		1 6
Permitted Phases			4 5									6
Actuated Green, G (s)		44.0	44.0	64.0	115.0					31.0		31.0
Effective Green, g (s)		44.0	44.0	64.0	115.0					31.0		31.0
Actuated g/C Ratio		0.28	0.28	0.40	0.72					0.19		0.19
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		2074	435	1373	3654					665		306
v/s Ratio Prot		c0.19		0.11	c0.26					0.18		c0.30
v/s Ratio Perm			0.17									
v/c Ratio		0.70	0.61	0.29	0.37					0.92		1.56
Uniform Delay, d1		52.0	50.5	32.5	8.6					63.2		64.5
Progression Factor		1.27	2.58	0.34	0.52					1.00		1.00
Incremental Delay, d2		0.5	1.1	0.0	0.0					17.0		265.4
Delay (s)		66.7	131.5	11.1	4.5					80.2		329.9
Level of Service		E	F	B	A					F		F
Approach Delay (s/veh)		86.9			6.0			0.0			205.5	
Approach LOS		F			A			A			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	87.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	42.0
Intersection Capacity Utilization	126.6%	ICU Level of Service	H
Analysis Period (min)	15		

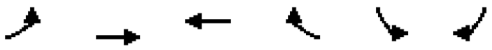
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	451	1439	0	0	1066	548	530	0	524	0	0	0
Future Volume (vph)	451	1439	0	0	1066	548	530	0	524	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	7.0		7.0			
Lane Util. Factor	0.97	0.91			0.81	0.88	0.97		0.88			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7544	2787	3433		2787			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7544	2787	3433		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	490	1564	0	0	1159	596	576	0	570	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	432	0	0	67	0	0	0
Lane Group Flow (vph)	490	1564	0	0	1159	164	576	0	503	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		custom			
Protected Phases	5 6	1 5 6			1 2		3 4		2 3 4			
Permitted Phases						1 2			3 4			
Actuated Green, G (s)	64.0	73.0			44.0	44.0	31.0		73.0			
Effective Green, g (s)	64.0	73.0			44.0	44.0	31.0		73.0			
Actuated g/C Ratio	0.40	0.46			0.28	0.28	0.19		0.46			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	1373	2320			2074	766	665		1271			
v/s Ratio Prot	0.14	c0.31			c0.15		c0.17		0.18			
v/s Ratio Perm						0.06						
v/c Ratio	0.36	0.67			0.56	0.21	0.87		0.40			
Uniform Delay, d1	33.6	34.2			49.7	44.7	62.5		28.9			
Progression Factor	0.32	0.19			0.77	5.60	1.00		1.00			
Incremental Delay, d2	0.0	0.4			0.1	0.0	11.1		0.1			
Delay (s)	10.7	6.7			38.2	250.4	73.6		28.9			
Level of Service	B	A			D	F	E		C			
Approach Delay (s/veh)		7.7			110.3			51.4			0.0	
Approach LOS		A			F			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	54.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	42.0
Intersection Capacity Utilization	126.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Stirling Rd PM

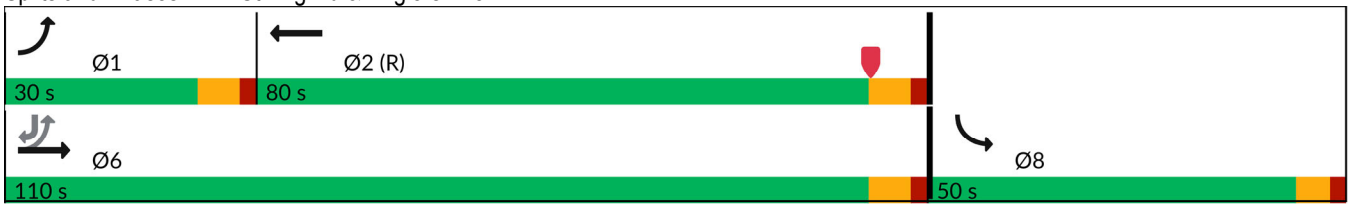


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	210	1456	1782	425	398	324
Future Volume (vph)	210	1456	1782	425	398	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	15	12	12	12	11	10
Storage Length (ft)	0			0	265	265
Storage Lanes	1			0	1	1
Taper Length (ft)	0				25	
Lane Util. Factor	1.00	0.91	0.91	0.91	0.97	1.00
Frt			0.971			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1947	5085	4938	0	3319	1478
Flt Permitted	0.038				0.950	
Satd. Flow (perm)	78	5085	4938	0	3319	1478
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			46			352
Link Speed (mph)		45	45		35	
Link Distance (ft)		405	164		626	
Travel Time (s)		6.1	2.5		12.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	1583	1937	462	433	352
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	1583	2399	0	433	352
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		15	12		22	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	0.88	1.00	1.00	1.00	1.04	1.09
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	30	30	30		30	30
Trailing Detector (ft)	-10	-10	-10		-10	-10
Detector 1 Position(ft)	-10	-10	-10		-10	-10
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					6
Detector Phase	1	6	2		8	6
Switch Phase						
Minimum Initial (s)	4.0	10.0	10.0		6.0	10.0
Minimum Split (s)	11.0	25.0	33.0		39.0	25.0

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (s)	30.0	110.0	80.0		50.0	110.0
Total Split (%)	18.8%	68.8%	50.0%		31.3%	68.8%
Maximum Green (s)	23.0	103.0	73.0		44.0	103.0
Yellow Time (s)	5.0	5.0	5.0		4.0	5.0
All-Red Time (s)	2.0	2.0	2.0		2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0		6.0	7.0
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	1.5	3.0	3.0		2.0	3.0
Recall Mode	None	Min	C-Min		None	Min
Walk Time (s)			7.0		7.0	
Flash Don't Walk (s)			19.0		26.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	121.3	121.3	96.9		25.7	121.3
Actuated g/C Ratio	0.76	0.76	0.61		0.16	0.76
v/c Ratio	0.87	0.41	0.80		0.81	0.29
Control Delay (s/veh)	77.8	7.5	27.6		77.3	1.2
Queue Delay	0.0	0.0	47.5		0.0	0.0
Total Delay (s/veh)	77.8	7.5	75.1		77.3	1.2
LOS	E	A	E		E	A
Approach Delay (s/veh)		16.3	75.1		43.2	
Approach LOS		B	E		D	

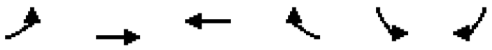
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 1 (1%), Referenced to phase 2:WBT, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay (s/veh): 48.8		Intersection LOS: D	
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 4: Stirling Rd & Anglers Ave



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	228	1583	2399	433	352
v/c Ratio	0.87	0.41	0.80	0.81	0.29
Control Delay (s/veh)	77.8	7.5	27.6	77.3	1.2
Queue Delay	0.0	0.0	47.5	0.0	0.0
Total Delay (s/veh)	77.8	7.5	75.1	77.3	1.2
Queue Length 50th (ft)	184	194	672	232	0
Queue Length 95th (ft)	278	257	912	284	28
Internal Link Dist (ft)		325	84	546	
Turn Bay Length (ft)				265	265
Base Capacity (vph)	332	3856	3009	912	1205
Starvation Cap Reductn	0	0	1304	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.69	0.41	1.41	0.47	0.29

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	210	1456	1782	425	398	324
Future Volume (veh/h)	210	1456	1782	425	398	324
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.04	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1945	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	1583	1937	462	433	352
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	250	3478	2218	512	821	377
Arrive On Green	0.10	0.68	0.54	0.54	0.24	0.24
Sat Flow, veh/h	1853	5274	4313	958	3456	1585
Grp Volume(v), veh/h	228	1583	1580	819	433	352
Grp Sat Flow(s),veh/h/ln	1853	1702	1702	1698	1728	1585
Q Serve(g_s), s	14.2	22.9	64.4	69.3	17.5	34.8
Cycle Q Clear(g_c), s	14.2	22.9	64.4	69.3	17.5	34.8
Prop In Lane	1.00			0.56	1.00	1.00
Lane Grp Cap(c), veh/h	250	3478	1822	909	821	377
V/C Ratio(X)	0.91	0.46	0.87	0.90	0.53	0.93
Avail Cap(c_a), veh/h	327	3478	1822	909	950	436
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.6	11.8	32.3	33.4	53.1	59.8
Incr Delay (d2), s/veh	21.7	0.1	5.9	13.8	0.2	24.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.6	8.2	26.7	30.6	7.6	16.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	75.3	11.9	38.1	47.2	53.3	83.9
LnGrp LOS	E	B	D	D	D	F
Approach Vol, veh/h		1811	2399		785	
Approach Delay, s/veh		19.9	41.2		67.1	
Approach LOS		B	D		E	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	23.3	92.6			116.0	44.0
Change Period (Y+Rc), s	7.0	7.0			7.0	6.0
Max Green Setting (Gmax), s	23.0	73.0			103.0	44.0
Max Q Clear Time (g_c+I1), s	16.2	71.3			24.9	36.8
Green Ext Time (p_c), s	0.1	1.4			8.6	1.2

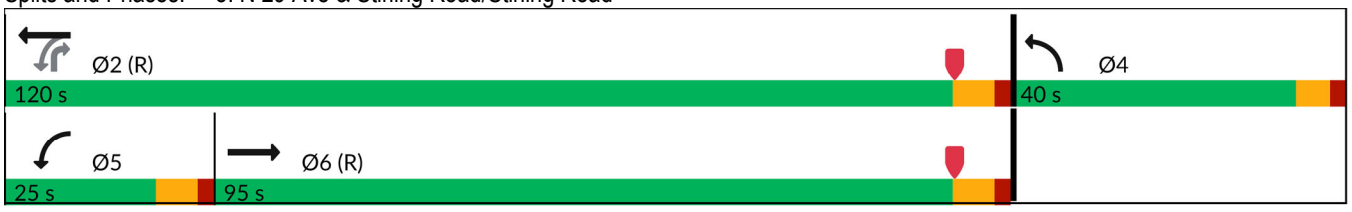
Intersection Summary	
HCM 7th Control Delay, s/veh	37.5
HCM 7th LOS	D

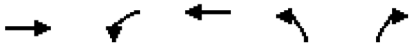
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1724	127	191	2021	189	252
Future Volume (vph)	1724	127	191	2021	189	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		0	330
Storage Lanes		0	1		2	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.91	0.91	1.00	0.91	0.97	1.00
Frt	0.990					0.850
Flt Protected			0.950		0.950	
Satd. Flow (prot)	5034	0	1770	5085	3433	1583
Flt Permitted			0.062		0.950	
Satd. Flow (perm)	5034	0	115	5085	3433	1583
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	12					274
Link Speed (mph)	45			45	35	
Link Distance (ft)	506			1095	721	
Travel Time (s)	7.7			16.6	14.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1874	138	208	2197	205	274
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2012	0	208	2197	205	274
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	36			36	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Number of Detectors	1		1	1	1	1
Detector Template	Thru		Left	Thru	Left	Right
Leading Detector (ft)	30		30	30	30	30
Trailing Detector (ft)	-10		-10	-10	-10	-10
Detector 1 Position(ft)	-10		-10	-10	-10	-10
Detector 1 Size(ft)	40		40	40	40	40
Detector 1 Type	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0		0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0		0.0	0.0	0.0	0.0
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			2
Detector Phase	6		5	2	4	2
Switch Phase						
Minimum Initial (s)	6.0		4.0	12.0	4.0	12.0
Minimum Split (s)	41.0		11.0	22.5	38.0	22.5
Total Split (s)	95.0		25.0	120.0	40.0	120.0

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Total Split (%)	59.4%		15.6%	75.0%	25.0%	75.0%
Maximum Green (s)	88.0		18.0	113.0	34.0	113.0
Yellow Time (s)	5.0		5.0	5.0	4.0	5.0
All-Red Time (s)	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0		7.0	7.0	6.0	7.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	3.0		3.0	3.0	2.5	3.0
Recall Mode	C-Min		None	C-Min	None	C-Min
Walk Time (s)	7.0				7.0	
Flash Don't Walk (s)	27.0				25.0	
Pedestrian Calls (#/hr)	0				0	
Act Effct Green (s)	105.7		132.4	132.4	14.6	132.4
Actuated g/C Ratio	0.66		0.83	0.83	0.09	0.83
v/c Ratio	0.60		0.70	0.52	0.65	0.20
Control Delay (s/veh)	17.2		59.4	1.2	80.0	0.7
Queue Delay	3.8		0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.0		59.4	1.2	80.0	0.7
LOS	C		E	A	E	A
Approach Delay (s/veh)	21.0			6.3	34.6	
Approach LOS	C			A	C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 145 (91%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay (s/veh): 15.1		Intersection LOS: B	
Intersection Capacity Utilization 68.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 5: N 29 Ave & Stirling Road/Stirling Road





Lane Group	EBT	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	2012	208	2197	205	274
v/c Ratio	0.60	0.70	0.52	0.65	0.20
Control Delay (s/veh)	17.2	59.4	1.2	80.0	0.7
Queue Delay	3.8	0.0	0.0	0.0	0.0
Total Delay (s/veh)	21.0	59.4	1.2	80.0	0.7
Queue Length 50th (ft)	418	127	13	110	0
Queue Length 95th (ft)	563	m161	m146	153	17
Internal Link Dist (ft)	426		1015	641	
Turn Bay Length (ft)					330
Base Capacity (vph)	3330	314	4206	729	1356
Starvation Cap Reductn	1209	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.95	0.66	0.52	0.28	0.20

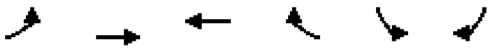
Intersection Summary

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

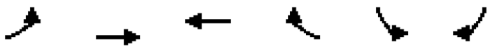
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1724	127	191	2021	189	252
Future Volume (veh/h)	1724	127	191	2021	189	252
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1874	138	208	2197	205	274
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	3060	225	232	3738	645	296
Arrive On Green	0.63	0.63	0.12	1.00	0.19	0.19
Sat Flow, veh/h	5022	356	1781	5274	3456	1585
Grp Volume(v), veh/h	1312	700	208	2197	205	274
Grp Sat Flow(s),veh/h/ln	1702	1806	1781	1702	1728	1585
Q Serve(g_s), s	37.1	37.4	6.8	0.0	8.2	27.2
Cycle Q Clear(g_c), s	37.1	37.4	6.8	0.0	8.2	27.2
Prop In Lane		0.20	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2146	1139	232	3738	645	296
V/C Ratio(X)	0.61	0.61	0.90	0.59	0.32	0.93
Avail Cap(c_a), veh/h	2146	1139	330	3738	734	337
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.66	0.66	1.00	1.00
Uniform Delay (d), s/veh	17.8	17.8	25.8	0.0	56.2	64.0
Incr Delay (d2), s/veh	1.3	2.5	14.2	0.5	0.2	28.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.2	15.5	5.8	0.2	3.6	24.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	19.1	20.3	40.0	0.5	56.5	92.2
LnGrp LOS	B	C	D	A	E	F
Approach Vol, veh/h	2012			2405	479	
Approach Delay, s/veh	19.5			3.9	76.9	
Approach LOS	B			A	E	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		124.1		35.9	16.2	107.9
Change Period (Y+Rc), s		7.0		6.0	7.0	7.0
Max Green Setting (Gmax), s		113.0		34.0	18.0	88.0
Max Q Clear Time (g_c+I1), s		2.0		29.2	8.8	39.4
Green Ext Time (p_c), s		16.6		0.7	0.4	11.4

Intersection Summary	
HCM 7th Control Delay, s/veh	17.4
HCM 7th LOS	B



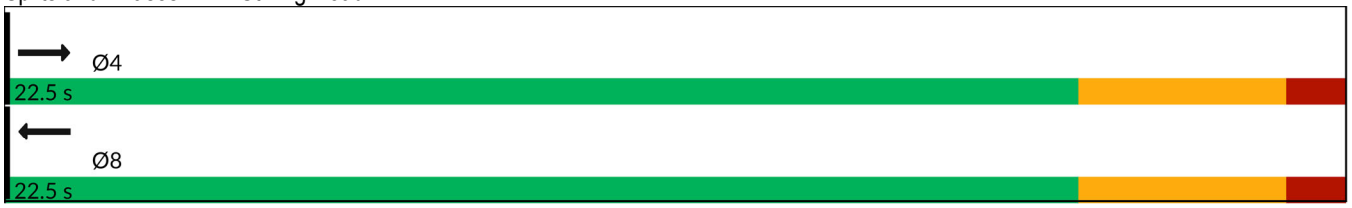
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.91	0.91	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	5085	5085	0	0	0
Flt Permitted						
Satd. Flow (perm)	0	5085	5085	0	0	0
Right Turn on Red				Yes		No
Satd. Flow (RTOR)						
Link Speed (mph)		30	45		30	
Link Distance (ft)		164	506		229	
Travel Time (s)		3.7	7.7		5.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors		2	2		1	
Detector Template		Thru	Thru		Left	
Leading Detector (ft)		100	100		20	
Trailing Detector (ft)		0	0		0	
Detector 1 Position(ft)		0	0			
Detector 1 Size(ft)		6	6			
Detector 1 Type		Cl+Ex	Cl+Ex			
Detector 1 Channel						
Detector 1 Extend (s)		0.0	0.0			
Detector 1 Queue (s)		0.0	0.0			
Detector 1 Delay (s)		0.0	0.0			
Detector 2 Position(ft)		94	94			
Detector 2 Size(ft)		6	6			
Detector 2 Type		Cl+Ex	Cl+Ex			
Detector 2 Channel						
Detector 2 Extend (s)		0.0	0.0			
Turn Type						
Protected Phases		4	8			
Permitted Phases						
Detector Phase		4	8			
Switch Phase						
Minimum Initial (s)		5.0	5.0			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Minimum Split (s)		22.5	22.5			
Total Split (s)		22.5	22.5			
Total Split (%)		100.0%	100.0%			
Maximum Green (s)		18.0	18.0			
Yellow Time (s)		3.5	3.5			
All-Red Time (s)		1.0	1.0			
Lost Time Adjust (s)		0.0	0.0			
Total Lost Time (s)		4.5	4.5			
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)		3.0	3.0			
Recall Mode		None	None			
Walk Time (s)		7.0	7.0			
Flash Don't Walk (s)		11.0	11.0			
Pedestrian Calls (#/hr)		0	0			
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

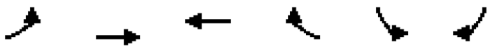
Intersection Summary			
Area Type:	Other		
Cycle Length: 22.5			
Actuated Cycle Length: 22.5			
Offset: 0 (0%), Referenced to phase 2: and 6:, Start of Green			
Natural Cycle: 40			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.00			
Intersection Signal Delay (s/veh): 0.0		Intersection LOS: A	
Intersection Capacity Utilization 0.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 7: Stirling Road



Lane Group
Lane Group Flow (vph)
v/c Ratio
Control Delay (s/veh)
Queue Delay
Total Delay (s/veh)
Queue Length 50th (ft)
Queue Length 95th (ft)
Internal Link Dist (ft)
Turn Bay Length (ft)
Base Capacity (vph)
Starvation Cap Reductn
Spillback Cap Reductn
Storage Cap Reductn
Reduced v/c Ratio

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			
Traffic Volume (veh/h)	0	0	0	0	0	0
Future Volume (veh/h)	0	0	0	0	0	0
Initial Q (Qb), veh	0	0	0	0		
Lane Width Adj.	1.00	1.00	1.00	1.00		
Ped-Bike Adj(A_pbT)	1.00			1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00		
Work Zone On Approach		No	No			
Adj Sat Flow, veh/h/ln	0	1870	1870	0		
Adj Flow Rate, veh/h	0	0	0	0		
Peak Hour Factor	0.92	0.92	0.92	0.92		
Percent Heavy Veh, %	0	2	2	0		
Cap, veh/h	0	22	22	0		
Arrive On Green	0.00	0.00	0.00	0.00		
Sat Flow, veh/h	0	-80594	-80594	0		
Grp Volume(v), veh/h	0	0	0	0		
Grp Sat Flow(s),veh/h/ln	0	1702	1702	0		
Q Serve(g_s), s	0.0	0.0	0.0	0.0		
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.0		
Prop In Lane	0.00			0.00		
Lane Grp Cap(c), veh/h	0	22	22	0		
V/C Ratio(X)	0.00	0.00	0.00	0.00		
Avail Cap(c_a), veh/h	0	3996	3996	0		
HCM Platoon Ratio	1.00	1.00	1.00	1.00		
Upstream Filter(I)	0.00	0.00	0.00	0.00		
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0		
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0		
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0		
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	0.0	0.0	0.0	0.0		
LnGrp LOS						
Approach Vol, veh/h		0	0			
Approach Delay, s/veh		0.0	0.0			
Approach LOS						

Timer - Assigned Phs	4	8
Phs Duration (G+Y+Rc), s	0.0	0.0
Change Period (Y+Rc), s	4.5	4.5
Max Green Setting (Gmax), s	18.0	18.0
Max Q Clear Time (g_c+I1), s	0.0	0.0
Green Ext Time (p_c), s	0.0	0.0

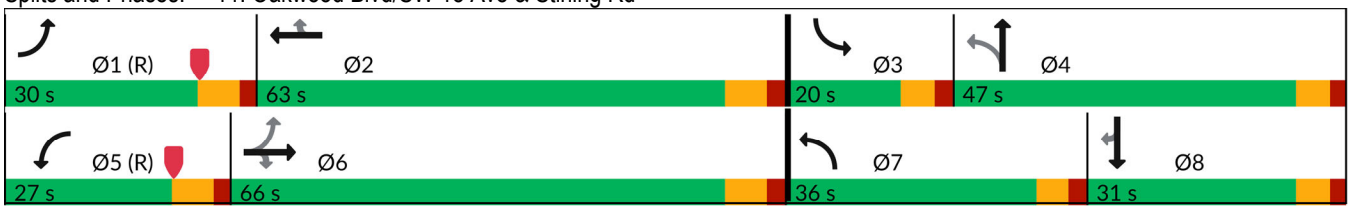
Intersection Summary	
HCM 7th Control Delay, s/veh	0.0
HCM 7th LOS	A

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	1186	408	208	1449	85	453	116	145	84	88	358
Future Volume (vph)	372	1186	408	208	1449	85	453	116	145	84	88	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	240		0	300		200	0		0	0		130
Storage Lanes	2		1	1		1	2		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.917				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	1708	0	1770	1863	1583
Flt Permitted	0.068			0.950			0.493			0.950		
Satd. Flow (perm)	246	5085	1583	1770	3539	1583	1782	1708	0	1770	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			368			150		38				247
Link Speed (mph)		30			45			30			30	
Link Distance (ft)		622			819			391			303	
Travel Time (s)		14.1			12.4			8.9			6.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	404	1289	443	226	1575	92	492	126	158	91	96	389
Shared Lane Traffic (%)												
Lane Group Flow (vph)	404	1289	443	226	1575	92	492	284	0	91	96	389
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1		1	1	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	30	30	30	30	30	30	30	30		30	30	30
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10		-10	-10	-10
Detector 1 Size(ft)	40	40	40	40	40	40	40	40		40	40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6			2	4					8
Detector Phase	1	6	6	5	2	2	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0		5.0	6.0	6.0
Minimum Split (s)	12.0	44.0	44.0	12.0	44.0	44.0	11.0	45.0		11.0	24.0	24.0
Total Split (s)	30.0	66.0	66.0	27.0	63.0	63.0	36.0	47.0		20.0	31.0	31.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.8%	41.3%	41.3%	16.9%	39.4%	39.4%	22.5%	29.4%		12.5%	19.4%	19.4%
Maximum Green (s)	23.0	59.0	59.0	20.0	56.0	56.0	30.0	41.0		14.0	25.0	25.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0		1.5	2.0	2.0
Recall Mode	C-Max	Min	Min	C-Max	Min	Min	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0				
Flash Don't Walk (s)		30.0	30.0		30.0	30.0		32.0				
Pedestrian Calls (#/hr)		0	0		0	0		0				
Act Effct Green (s)	92.7	59.0	59.0	30.7	56.0	56.0	50.3	32.8		11.5	21.0	21.0
Actuated g/C Ratio	0.58	0.37	0.37	0.19	0.35	0.35	0.31	0.21		0.07	0.13	0.13
v/c Ratio	0.50	0.69	0.54	0.67	1.27	0.14	0.62	0.75		0.72	0.39	0.92
Control Delay (s/veh)	56.6	33.0	5.5	33.7	177.8	15.9	46.4	63.1		101.8	66.3	51.9
Queue Delay	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	56.6	33.3	5.6	33.7	177.8	15.9	46.4	63.1		101.8	66.3	51.9
LOS	E	C	A	C	F	B	D	E		F	E	D
Approach Delay (s/veh)		32.0			152.7			52.5			62.2	
Approach LOS		C			F			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 72 (45%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.27			
Intersection Signal Delay (s/veh): 80.6		Intersection LOS: F	
Intersection Capacity Utilization 92.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 11: Oakwood Blvd/SW 18 Ave & Stirling Rd



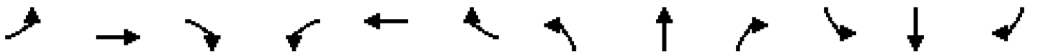
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	404	1289	443	226	1575	92	492	284	91	96	389
v/c Ratio	0.50	0.69	0.54	0.67	1.27	0.14	0.62	0.75	0.72	0.39	0.92
Control Delay (s/veh)	56.6	33.0	5.5	33.7	177.8	15.9	46.4	63.1	101.8	66.3	51.9
Queue Delay	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.6	33.3	5.6	33.7	177.8	15.9	46.4	63.1	101.8	66.3	51.9
Queue Length 50th (ft)	180	239	33	197	~1134	37	212	248	96	94	161
Queue Length 95th (ft)	243	254	57	m#388	#1278	m59	245	341	161	151	#320
Internal Link Dist (ft)		542			739			311		223	
Turn Bay Length (ft)	240			300		200					130
Base Capacity (vph)	814	1875	816	339	1238	651	869	465	154	306	466
Starvation Cap Reductn	0	173	47	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.76	0.58	0.67	1.27	0.14	0.57	0.61	0.59	0.31	0.83

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	372	1186	408	208	1449	85	453	116	145	84	88	358
Future Volume (veh/h)	372	1186	408	208	1449	85	453	116	145	84	88	358
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	404	1289	0	226	1575	92	492	126	158	91	96	389
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	777	1668		396	1244	555	743	171	214	111	292	248
Arrive On Green	0.07	0.11	0.00	0.22	0.35	0.35	0.13	0.23	0.23	0.06	0.16	0.16
Sat Flow, veh/h	3456	5106	1585	1781	3554	1585	3456	754	946	1781	1870	1585
Grp Volume(v), veh/h	404	1289	0	226	1575	92	492	0	284	91	96	389
Grp Sat Flow(s),veh/h/ln	1728	1702	1585	1781	1777	1585	1728	0	1700	1781	1870	1585
Q Serve(g_s), s	13.8	39.3	0.0	18.1	56.0	6.4	18.6	0.0	24.8	8.1	7.3	25.0
Cycle Q Clear(g_c), s	13.8	39.3	0.0	18.1	56.0	6.4	18.6	0.0	24.8	8.1	7.3	25.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.56	1.00		1.00
Lane Grp Cap(c), veh/h	777	1668		396	1244	555	743	0	385	111	292	248
V/C Ratio(X)	0.52	0.77		0.57	1.27	0.17	0.66	0.00	0.74	0.82	0.33	1.57
Avail Cap(c_a), veh/h	777	1883		396	1244	555	933	0	436	156	292	248
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.00	0.43	0.43	0.43	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.9	65.6	0.0	55.4	52.0	35.9	45.9	0.0	57.5	74.2	60.0	67.5
Incr Delay (d2), s/veh	0.2	1.4	0.0	0.5	122.7	0.1	0.6	0.0	4.5	15.0	0.2	275.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	18.4	0.0	8.1	45.4	2.5	8.1	0.0	11.2	4.2	3.5	29.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.1	67.0	0.0	56.0	174.7	35.9	46.6	0.0	62.0	89.1	60.3	343.0
LnGrp LOS	D	E		E	F	D	D		E	F	E	F
Approach Vol, veh/h		1693			1893			776			576	
Approach Delay, s/veh		62.5			153.8			52.2			255.7	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.8	63.0	15.9	42.2	42.6	59.3	27.2	31.0
Change Period (Y+Rc), s	7.0	7.0	6.0	6.0	7.0	7.0	6.0	6.0
Max Green Setting (Gmax), s	23.0	56.0	14.0	41.0	20.0	59.0	30.0	25.0
Max Q Clear Time (g_c+I1), s	15.8	58.0	10.1	26.8	20.1	41.3	20.6	27.0
Green Ext Time (p_c), s	0.4	0.0	0.0	0.4	0.0	5.6	0.6	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	118.4
HCM 7th LOS	F

Notes

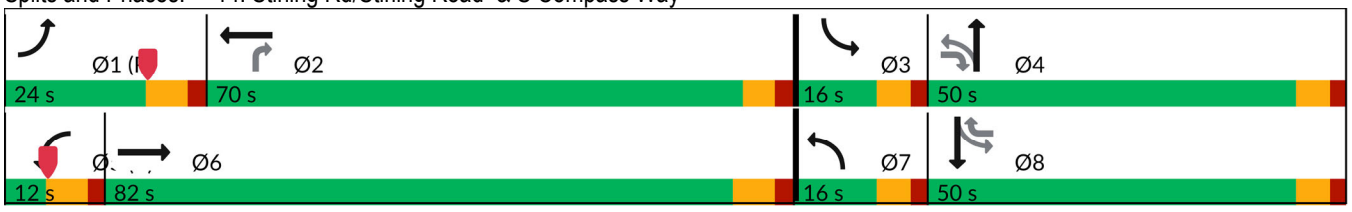
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1195	23	10	1468	126	25	6	10	73	6	214
Future Volume (vph)	190	1195	23	10	1468	126	25	6	10	73	6	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		0	0		0	65		65	0		0
Storage Lanes	2		1	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850			0.850		0.854	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	1770	1863	1583	1770	1591	0
Flt Permitted	0.950			0.950			0.714			0.426		
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	1330	1863	1583	794	1591	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			164			164			157		233	
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		819			559			135			237	
Travel Time (s)		12.4			8.5			3.1			5.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	1299	25	11	1596	137	27	7	11	79	7	233
Shared Lane Traffic (%)												
Lane Group Flow (vph)	207	1299	25	11	1596	137	27	7	11	79	240	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		36			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1	1	1	1	1	1	1	
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	30	30	30	30	30	30	30	30	30	30	30	
Trailing Detector (ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	
Detector 1 Position(ft)	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	-10	
Detector 1 Size(ft)	40	40	40	40	40	40	40	40	40	40	40	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Turn Type	Prot	NA	custom	Prot	NA	custom	pm+pt	NA	custom	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			4			8	4		2	8		
Detector Phase	1	6	4	5	2	8	7	4	2	3	8	
Switch Phase												
Minimum Initial (s)	5.0	12.0	6.0	4.0	12.0	6.0	4.0	6.0	12.0	4.0	6.0	
Minimum Split (s)	12.0	44.0	48.0	12.0	43.0	48.0	11.0	48.0	43.0	11.0	48.0	
Total Split (s)	24.0	82.0	50.0	12.0	70.0	50.0	16.0	50.0	70.0	16.0	50.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	15.0%	51.3%	31.3%	7.5%	43.8%	31.3%	10.0%	31.3%	43.8%	10.0%	31.3%	
Maximum Green (s)	17.0	75.0	44.0	5.0	64.0	44.0	10.0	44.0	64.0	10.0	44.0	
Yellow Time (s)	5.0	5.0	4.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	7.0	7.0	6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0	2.0	1.5	2.0	3.0	1.5	2.0	
Recall Mode	C-Max	Min	None	C-Max	Min	None	None	None	Min	None	None	
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	
Flash Don't Walk (s)		30.0	35.0		30.0	35.0		35.0	30.0		35.0	
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	
Act Effct Green (s)	63.9	70.2	8.0	51.9	59.2	9.8	12.0	8.0	59.2	16.2	9.8	
Actuated g/C Ratio	0.40	0.44	0.05	0.32	0.37	0.06	0.08	0.05	0.37	0.10	0.06	
v/c Ratio	0.15	0.58	0.11	0.02	0.85	0.55	0.23	0.08	0.02	0.59	0.76	
Control Delay (s/veh)	14.4	48.4	0.7	20.0	68.8	41.6	63.4	71.7	0.0	80.7	24.8	
Queue Delay	0.0	0.2	0.0	0.0	47.9	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	14.4	48.6	0.7	20.0	116.7	41.6	63.4	71.7	0.0	80.7	24.8	
LOS	B	D	A	B	F	D	E	E	A	F	C	
Approach Delay (s/veh)		43.2			110.2			49.2			38.7	
Approach LOS		D			F			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 144 (90%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay (s/veh): 75.0		Intersection LOS: E	
Intersection Capacity Utilization 70.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 14: Stirling Rd/Stirling Road & S Compass Way

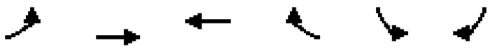


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	207	1299	25	11	1596	137	27	7	11	79	240
v/c Ratio	0.15	0.58	0.11	0.02	0.85	0.55	0.23	0.08	0.02	0.59	0.76
Control Delay (s/veh)	14.4	48.4	0.7	20.0	68.8	41.6	63.4	71.7	0.0	80.7	24.8
Queue Delay	0.0	0.2	0.0	0.0	47.9	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	14.4	48.6	0.7	20.0	116.7	41.6	63.4	71.7	0.0	80.7	24.8
Queue Length 50th (ft)	24	503	0	2	650	72	25	7	0	77	7
Queue Length 95th (ft)	86	547	m0	m9	700	106	55	25	0	124	100
Internal Link Dist (ft)		739			479			55			157
Turn Bay Length (ft)	270						65		65		
Base Capacity (vph)	1370	2383	554	574	2034	554	156	512	727	151	606
Starvation Cap Reductn	0	0	0	0	622	0	0	0	0	0	0
Spillback Cap Reductn	0	301	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.62	0.05	0.02	1.13	0.25	0.17	0.01	0.02	0.52	0.40

Intersection Summary

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

HCM 7th Edition methodology does not support custom phasing.

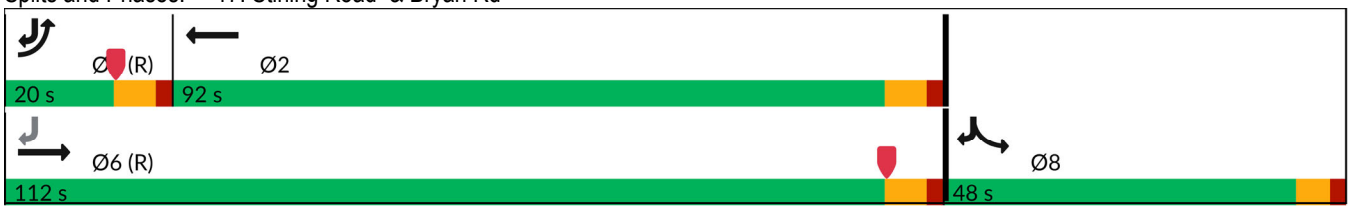


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	1169	1382	84	210	194
Future Volume (vph)	75	1169	1382	84	210	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	170			0	180	180
Storage Lanes	2			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.97	0.91	0.91	0.91	0.97	1.00
Frt			0.991			0.850
Flt Protected	0.950				0.950	
Satd. Flow (prot)	3433	5085	5040	0	3433	1583
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	3433	5085	5040	0	3433	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			9			
Link Speed (mph)		45	45		30	
Link Distance (ft)		559	619		388	
Travel Time (s)		8.5	9.4		8.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	1271	1502	91	228	211
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	1271	1593	0	228	211
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		24	24		24	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Number of Detectors	1	1	1		1	1
Detector Template	Left	Thru	Thru		Left	Right
Leading Detector (ft)	30	30	30		30	30
Trailing Detector (ft)	-10	-10	-10		-10	-10
Detector 1 Position(ft)	-10	-10	-10		-10	-10
Detector 1 Size(ft)	40	40	40		40	40
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	1	6	2		8	1 8
Permitted Phases						6
Detector Phase	1	6	2		8	1 8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0		5.0	
Minimum Split (s)	12.0	25.0	37.0		46.0	
Total Split (s)	20.0	112.0	92.0		48.0	

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Total Split (%)	12.5%	70.0%	57.5%		30.0%	
Maximum Green (s)	13.0	105.0	85.0		42.0	
Yellow Time (s)	5.0	5.0	5.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	7.0	7.0	7.0		6.0	
Lead/Lag	Lead		Lag			
Lead-Lag Optimize?	Yes		Yes			
Vehicle Extension (s)	1.5	3.0	3.0		2.0	
Recall Mode	C-Max	C-Min	Min		None	
Walk Time (s)			7.0		7.0	
Flash Don't Walk (s)			23.0		33.0	
Pedestrian Calls (#/hr)			0		0	
Act Effct Green (s)	60.9	131.7	63.8		15.3	160.0
Actuated g/C Ratio	0.38	0.82	0.40		0.10	1.00
v/c Ratio	0.06	0.30	0.79		0.70	0.13
Control Delay (s/veh)	11.8	16.9	44.8		81.2	0.2
Queue Delay	0.0	0.8	1.2		0.0	0.0
Total Delay (s/veh)	11.8	17.7	46.1		81.2	0.2
LOS	B	B	D		F	A
Approach Delay (s/veh)		17.4	46.1		42.3	
Approach LOS		B	D		D	

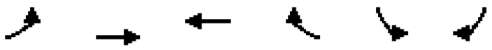
Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 79 (49%), Referenced to phase 1:EBL and 6:EBT, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay (s/veh): 34.1		Intersection LOS: C	
Intersection Capacity Utilization 52.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 17: Stirling Road & Bryan Rd



Lane Group	EBL	EBT	WBT	SBL	SBR
Lane Group Flow (vph)	82	1271	1593	228	211
v/c Ratio	0.06	0.30	0.79	0.70	0.13
Control Delay (s/veh)	11.8	16.9	44.8	81.2	0.2
Queue Delay	0.0	0.8	1.2	0.0	0.0
Total Delay (s/veh)	11.8	17.7	46.1	81.2	0.2
Queue Length 50th (ft)	18	489	538	123	0
Queue Length 95th (ft)	52	540	541	167	0
Internal Link Dist (ft)		479	539	308	
Turn Bay Length (ft)	170			180	180
Base Capacity (vph)	1306	4185	2681	901	1583
Starvation Cap Reductn	0	2467	0	0	0
Spillback Cap Reductn	0	0	796	0	389
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.06	0.74	0.85	0.25	0.18

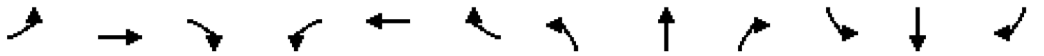
Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	1169	1382	84	210	194
Future Volume (veh/h)	75	1169	1382	84	210	194
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	1271	1502	91	228	211
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1516	4229	1702	103	313	839
Arrive On Green	0.44	0.83	0.35	0.35	0.09	0.09
Sat Flow, veh/h	3456	5274	5091	298	3456	1585
Grp Volume(v), veh/h	82	1271	1039	554	228	211
Grp Sat Flow(s),veh/h/ln	1728	1702	1702	1817	1728	1585
Q Serve(g_s), s	2.2	9.1	46.0	46.0	10.3	11.6
Cycle Q Clear(g_c), s	2.2	9.1	46.0	46.0	10.3	11.6
Prop In Lane	1.00			0.16	1.00	1.00
Lane Grp Cap(c), veh/h	1516	4229	1177	628	313	839
V/C Ratio(X)	0.05	0.30	0.88	0.88	0.73	0.25
Avail Cap(c_a), veh/h	1516	4229	1808	965	907	1111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.79	0.79	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	3.1	49.3	49.3	70.8	20.5
Incr Delay (d2), s/veh	0.0	0.1	3.6	6.4	1.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.3	19.7	21.5	4.6	4.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	25.8	3.3	52.8	55.7	72.1	20.5
LnGrp LOS	C	A	D	E	E	C
Approach Vol, veh/h		1353	1593		439	
Approach Delay, s/veh		4.7	53.8		47.3	
Approach LOS		A	D		D	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	77.2	62.3			139.5	20.5
Change Period (Y+Rc), s	7.0	7.0			7.0	6.0
Max Green Setting (Gmax), s	13.0	85.0			105.0	42.0
Max Q Clear Time (g_c+I1), s	4.2	48.0			11.1	13.6
Green Ext Time (p_c), s	0.0	7.4			6.1	0.9

Intersection Summary	
HCM 7th Control Delay, s/veh	33.3
HCM 7th LOS	C



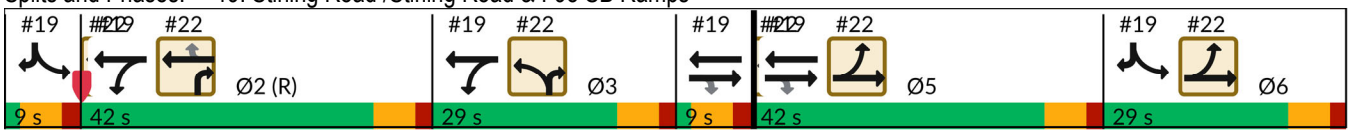
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1438	569	574	1641	0	0	0	0	530	0	538
Future Volume (vph)	0	1438	569	574	1641	0	0	0	0	530	0	538
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	360		0	0		0	0		0	0		0
Storage Lanes	2		1	2		0	0		0	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.81	1.00	0.97	0.91	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850									0.850
Flt Protected				0.950						0.950		
Satd. Flow (prot)	0	7544	1583	3433	5085	0	0	0	0	3433	0	1583
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	1583	3433	5085	0	0	0	0	3433	0	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			422									170
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1095			258			816			801	
Travel Time (s)		16.6			3.9			18.5			18.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1563	618	624	1784	0	0	0	0	576	0	585
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1563	618	624	1784	0	0	0	0	576	0	585
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		1	1	1	1			2		1	2	1
Detector Template		Thru	Right	Left	Thru			Thru		Left	Thru	Right
Leading Detector (ft)		30	30	30	30			100		30	100	30
Trailing Detector (ft)		-10	-10	-10	-10			0		-10	0	-10
Detector 1 Position(ft)		-10	-10	-10	-10					-10		-10
Detector 1 Size(ft)		40	40	40	40					40		40
Detector 1 Type		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex					Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Queue (s)		0.0	0.0	0.0	0.0					0.0		0.0
Detector 1 Delay (s)		0.0	0.0	0.0	0.0					0.0		0.0
Turn Type		NA	Perm	Prot	NA					Prot		custom
Protected Phases		4 5		2 3	2 3 4 5					1 6		1 6
Permitted Phases			4 5									6
Detector Phase		4 5	4 5	2 3	2 3 4 5					1 6		1 6
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	10.0	6.0	2.0	6.0	6.0
Minimum Split (s)	9.0	37.0	13.0	9.0	36.0	25.0
Total Split (s)	9.0	42.0	29.0	9.0	42.0	29.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)		44.0	44.0	64.0	115.0					31.0		31.0
Actuated g/C Ratio		0.28	0.28	0.40	0.72					0.19		0.19
v/c Ratio		0.75	0.83	0.45	0.49					0.87		1.32
Control Delay (s/veh)		42.1	29.2	11.2	5.2					76.7		193.2
Queue Delay		0.7	0.0	4.2	23.6					0.0		0.0
Total Delay (s/veh)		42.8	29.2	15.4	28.8					76.7		193.2
LOS		D	C	B	C					E		F
Approach Delay (s/veh)		38.9			25.4						135.4	
Approach LOS		D			C						F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay (s/veh): 52.7		Intersection LOS: D	
Intersection Capacity Utilization 127.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 19: Stirling Road /Stirling Road & I-95 SB Ramps



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Total Split (%)	6%	26%	18%	6%	26%	18%
Maximum Green (s)	2.0	35.0	22.0	2.0	35.0	22.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	2.0	1.0	2.0	2.0
Recall Mode	None	C-Max	None	None	None	Max
Walk Time (s)		7.0			7.0	
Flash Don't Walk (s)		23.0			22.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1563	618	624	1784	576	585
v/c Ratio	0.75	0.83	0.45	0.49	0.87	1.32
Control Delay (s/veh)	42.1	29.2	11.2	5.2	76.7	193.2
Queue Delay	0.7	0.0	4.2	23.6	0.0	0.0
Total Delay (s/veh)	42.8	29.2	15.4	28.8	76.7	193.2
Queue Length 50th (ft)	377	407	78	523	309	~649
Queue Length 95th (ft)	359	553	m92	m0	#402	#899
Internal Link Dist (ft)	1015			178		
Turn Bay Length (ft)						
Base Capacity (vph)	2074	741	1373	3654	665	443
Starvation Cap Reductn	0	0	652	1937	0	0
Spillback Cap Reductn	206	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.83	0.87	1.04	0.87	1.32

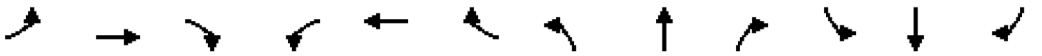
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

HCM 7th Edition methodology does not support Non-NEMA phasing.



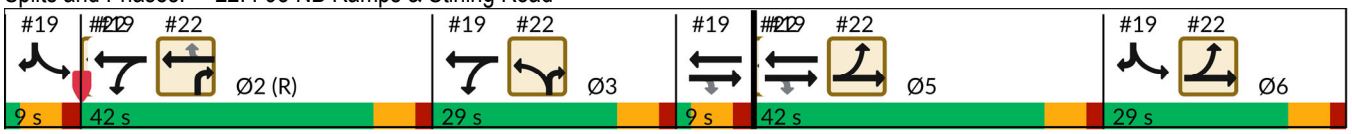
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	504	1464	0	0	1614	639	601	0	555	0	0	0
Future Volume (vph)	504	1464	0	0	1614	639	601	0	555	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		0	0		0	0		0
Storage Lanes	2		0	2		2	2		2	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	1.00	1.00	0.81	0.88	0.97	1.00	0.88	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	3433	5085	0	0	7544	2787	3433	0	2787	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7544	2787	3433	0	2787	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						548			123			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		258			622			1412			272	
Travel Time (s)		3.9			9.4			32.1			6.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	548	1591	0	0	1754	695	653	0	603	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	548	1591	0	0	1754	695	653	0	603	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1			1	1	1	2	1		2	
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right		Thru	
Leading Detector (ft)	30	30			30	30	30	100	30		100	
Trailing Detector (ft)	-10	-10			-10	-10	-10	0	-10		0	
Detector 1 Position(ft)	-10	-10			-10	-10	-10		-10			
Detector 1 Size(ft)	40	40			40	40	40		40			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0		0.0			
Turn Type	Prot	NA			NA	Perm	Prot		custom			
Protected Phases	5 6	1 5 6			1 2		3 4		2 3 4			
Permitted Phases						1 2			3 4			
Detector Phase	5 6	1 5 6			1 2	1 2	3 4		2 3 4			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Adj. Flow (vph)						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Enter Blocked Intersection						
Lane Alignment						
Median Width(ft)						
Link Offset(ft)						
Crosswalk Width(ft)						
Two way Left Turn Lane						
Headway Factor						
Turning Speed (mph)						
Number of Detectors						
Detector Template						
Leading Detector (ft)						
Trailing Detector (ft)						
Detector 1 Position(ft)						
Detector 1 Size(ft)						
Detector 1 Type						
Detector 1 Channel						
Detector 1 Extend (s)						
Detector 1 Queue (s)						
Detector 1 Delay (s)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	10.0	6.0	2.0	6.0	6.0
Minimum Split (s)	9.0	37.0	13.0	9.0	36.0	25.0
Total Split (s)	9.0	42.0	29.0	9.0	42.0	29.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)												
Maximum Green (s)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)												
Recall Mode												
Walk Time (s)												
Flash Don't Walk (s)												
Pedestrian Calls (#/hr)												
Act Effct Green (s)	64.0	73.0			44.0	44.0	31.0		73.0			
Actuated g/C Ratio	0.40	0.46			0.28	0.28	0.19		0.46			
v/c Ratio	0.40	0.69			0.85	0.60	0.98		0.45			
Control Delay (s/veh)	9.7	7.8			43.8	17.3	94.0		24.3			
Queue Delay	2.1	5.3			1.9	0.0	0.0		0.0			
Total Delay (s/veh)	11.8	13.1			45.7	17.3	94.0		24.3			
LOS	B	B			D	B	F		C			
Approach Delay (s/veh)		12.8			37.6			60.6				
Approach LOS		B			D			E				

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay (s/veh): 33.5		Intersection LOS: C	
Intersection Capacity Utilization 127.1%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 22: I-95 NB Ramps & Stirling Road



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Total Split (%)	6%	26%	18%	6%	26%	18%
Maximum Green (s)	2.0	35.0	22.0	2.0	35.0	22.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	1.0	3.0	2.0	1.0	2.0	2.0
Recall Mode	None	C-Max	None	None	None	Max
Walk Time (s)		7.0			7.0	
Flash Don't Walk (s)		23.0			22.0	
Pedestrian Calls (#/hr)		0			0	
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						

Intersection Summary

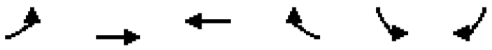
Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	548	1591	1754	695	653	603
v/c Ratio	0.40	0.69	0.85	0.60	0.98	0.45
Control Delay (s/veh)	9.7	7.8	43.8	17.3	94.0	24.3
Queue Delay	2.1	5.3	1.9	0.0	0.0	0.0
Total Delay (s/veh)	11.8	13.1	45.7	17.3	94.0	24.3
Queue Length 50th (ft)	51	454	456	202	360	195
Queue Length 95th (ft)	m86	525	m410	m157	#493	255
Internal Link Dist (ft)		178	542			
Turn Bay Length (ft)						
Base Capacity (vph)	1373	2320	2074	1163	665	1338
Starvation Cap Reductn	656	662	0	0	0	0
Spillback Cap Reductn	0	0	183	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.96	0.93	0.60	0.98	0.45

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

HCM 7th Edition methodology does not support Non-NEMA phasing.



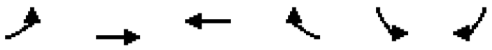
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	210	1456	1782	425	398	324
Future Volume (vph)	210	1456	1782	425	398	324
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width	15	12	12	12	11	10
Total Lost time (s)	7.0	7.0	7.0		6.0	7.0
Lane Util. Factor	1.00	0.91	0.91		0.97	1.00
Frt	1.00	1.00	0.97		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1947	5085	4938		3319	1478
Flt Permitted	0.04	1.00	1.00		0.95	1.00
Satd. Flow (perm)	79	5085	4938		3319	1478
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	1583	1937	462	433	352
RTOR Reduction (vph)	0	0	18	0	0	85
Lane Group Flow (vph)	228	1583	2381	0	433	267
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					6
Actuated Green, G (s)	121.3	121.3	96.9		25.7	121.3
Effective Green, g (s)	121.3	121.3	96.9		25.7	121.3
Actuated g/C Ratio	0.76	0.76	0.61		0.16	0.76
Clearance Time (s)	7.0	7.0	7.0		6.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0		2.0	3.0
Lane Grp Cap (vph)	263	3855	2990		533	1120
v/s Ratio Prot	c0.09	0.31	0.48		c0.13	
v/s Ratio Perm	c0.56					0.18
v/c Ratio	0.87	0.41	0.80		0.81	0.24
Uniform Delay, d1	54.7	6.8	24.0		64.8	5.7
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	23.9	0.1	2.3		8.7	0.1
Delay (s)	78.5	6.9	26.3		73.5	5.8
Level of Service	E	A	C		E	A
Approach Delay (s/veh)		15.9	26.3		43.2	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1724	127	191	2021	189	252
Future Volume (vph)	1724	127	191	2021	189	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0		7.0	7.0	6.0	7.0
Lane Util. Factor	0.91		1.00	0.91	0.97	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5033		1770	5085	3433	1583
Flt Permitted	1.00		0.06	1.00	0.95	1.00
Satd. Flow (perm)	5033		116	5085	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1874	138	208	2197	205	274
RTOR Reduction (vph)	4	0	0	0	0	47
Lane Group Flow (vph)	2008	0	208	2197	205	227
Turn Type	NA		pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases			2			2
Actuated Green, G (s)	105.8		132.4	132.4	14.6	132.4
Effective Green, g (s)	105.8		132.4	132.4	14.6	132.4
Actuated g/C Ratio	0.66		0.83	0.83	0.09	0.83
Clearance Time (s)	7.0		7.0	7.0	6.0	7.0
Vehicle Extension (s)	3.0		3.0	3.0	2.5	3.0
Lane Grp Cap (vph)	3328		298	4207	313	1309
v/s Ratio Prot	0.40		c0.09	0.43	c0.06	
v/s Ratio Perm			c0.49			0.14
v/c Ratio	0.60		0.70	0.52	0.65	0.17
Uniform Delay, d1	15.3		38.4	4.2	70.3	2.8
Progression Factor	1.00		1.63	0.21	1.00	1.00
Incremental Delay, d2	0.8		5.1	0.3	4.4	0.3
Delay (s)	16.1		67.6	1.2	74.6	3.1
Level of Service	B		E	A	E	A
Approach Delay (s/veh)	16.1			6.9	33.7	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

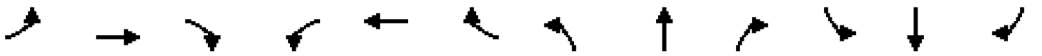
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑			
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type						
Protected Phases		4	8			
Permitted Phases						
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s/veh)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	22.5	Sum of lost time (s)	4.5
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	372	1186	408	208	1449	85	453	116	145	84	88	358
Future Volume (vph)	372	1186	408	208	1449	85	453	116	145	84	88	358
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.95	1.00	0.97	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	3539	1583	3433	1707		1770	1863	1583
Flt Permitted	0.07	1.00	1.00	0.95	1.00	1.00	0.49	1.00		0.95	1.00	1.00
Satd. Flow (perm)	245	5085	1583	1770	3539	1583	1783	1707		1770	1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	404	1289	443	226	1575	92	492	126	158	91	96	389
RTOR Reduction (vph)	0	0	232	0	0	60	0	30	0	0	0	215
Lane Group Flow (vph)	404	1289	211	226	1575	32	492	254	0	91	96	174
Turn Type	pm+pt	NA	Perm	Prot	NA	Perm	pm+pt	NA		Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6		6			2	4					8
Actuated Green, G (s)	92.7	59.0	59.0	30.7	56.0	56.0	50.3	32.8		11.5	21.0	21.0
Effective Green, g (s)	92.7	59.0	59.0	30.7	56.0	56.0	50.3	32.8		11.5	21.0	21.0
Actuated g/C Ratio	0.58	0.37	0.37	0.19	0.35	0.35	0.31	0.21		0.07	0.13	0.13
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0		1.5	2.0	2.0
Lane Grp Cap (vph)	813	1875	583	339	1238	554	800	349		127	244	207
v/s Ratio Prot	0.10	c0.25		c0.13	c0.45		c0.09	c0.15		0.05	0.05	
v/s Ratio Perm	0.18		0.13			0.02	0.10					c0.11
v/c Ratio	0.50	0.69	0.36	0.67	1.27	0.06	0.62	0.73		0.72	0.39	0.84
Uniform Delay, d1	37.8	42.7	36.8	59.9	52.0	34.5	44.1	59.4		72.7	63.7	67.9
Progression Factor	1.57	0.73	0.49	0.37	1.27	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	0.4	0.8	0.3	7.0	127.0	0.0	1.0	6.3		14.8	0.4	24.6
Delay (s)	59.6	32.0	18.3	29.3	192.9	34.5	45.1	65.7		87.4	64.0	92.5
Level of Service	E	C	B	C	F	C	D	E		F	E	F
Approach Delay (s/veh)		34.4			165.7			52.7			86.9	
Approach LOS		C			F			D			F	

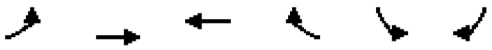
Intersection Summary			
HCM 2000 Control Delay (s/veh)	88.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	92.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	190	1195	23	10	1468	126	25	6	10	73	6	214
Future Volume (vph)	190	1195	23	10	1468	126	25	6	10	73	6	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	1770	1863	1583	1770	1591	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.71	1.00	1.00	0.43	1.00	
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	1331	1863	1583	794	1591	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	1299	25	11	1596	137	27	7	11	79	7	233
RTOR Reduction (vph)	0	0	24	0	0	129	0	0	7	0	219	0
Lane Group Flow (vph)	207	1299	1	11	1596	8	27	7	4	79	21	0
Turn Type	Prot	NA	custom	Prot	NA	custom	pm+pt	NA	custom	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			4			8	4		2	8		
Actuated Green, G (s)	61.4	70.2	5.6	49.4	59.2	9.9	10.1	5.6	59.2	18.7	9.9	
Effective Green, g (s)	61.4	70.2	5.6	49.4	59.2	9.9	10.1	5.6	59.2	18.7	9.9	
Actuated g/C Ratio	0.38	0.44	0.03	0.31	0.37	0.06	0.06	0.03	0.37	0.12	0.06	
Clearance Time (s)	7.0	7.0	6.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	1.5	3.0	2.0	1.5	3.0	2.0	1.5	2.0	3.0	1.5	2.0	
Lane Grp Cap (vph)	1317	2231	55	546	1881	97	96	65	585	146	98	
v/s Ratio Prot	c0.06	c0.26		0.01	c0.31		0.01	0.00		c0.03	0.01	
v/s Ratio Perm			0.00			0.01	0.01		0.00	c0.03		
v/c Ratio	0.16	0.58	0.02	0.02	0.85	0.09	0.28	0.11	0.01	0.54	0.22	
Uniform Delay, d1	32.3	33.8	74.5	38.5	46.3	70.8	71.3	74.8	31.8	65.4	71.4	
Progression Factor	0.42	1.42	1.00	0.43	1.40	7.72	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.3	0.0	0.1	3.3	0.1	0.6	0.3	0.0	2.2	0.4	
Delay (s)	13.6	48.2	74.6	16.8	68.0	546.4	71.9	75.0	31.8	67.6	71.8	
Level of Service	B	D	E	B	E	F	E	E	C	E	E	
Approach Delay (s/veh)		44.0			105.3			62.6			70.7	
Approach LOS		D			F			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	75.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	70.4%	ICU Level of Service	C
Analysis Period (min)	15		

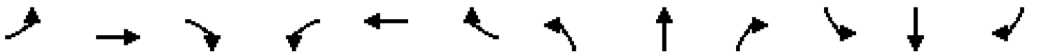
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	75	1169	1382	84	210	194
Future Volume (vph)	75	1169	1382	84	210	194
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0		6.0	7.0
Lane Util. Factor	0.97	0.91	0.91		0.97	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	5085	5042		3433	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	3433	5085	5042		3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	82	1271	1502	91	228	211
RTOR Reduction (vph)	0	0	5	0	0	0
Lane Group Flow (vph)	82	1271	1588	0	228	211
Turn Type	Prot	NA	NA		Prot	pt+ov
Protected Phases	1	6	2		8	1 8
Permitted Phases						6
Actuated Green, G (s)	60.9	131.7	63.8		15.3	153.0
Effective Green, g (s)	60.9	131.7	63.8		15.3	147.0
Actuated g/C Ratio	0.38	0.82	0.40		0.10	0.92
Clearance Time (s)	7.0	7.0	7.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0		2.0	
Lane Grp Cap (vph)	1306	4185	2010		328	1523
v/s Ratio Prot	0.02	c0.25	c0.31		c0.07	0.07
v/s Ratio Perm						0.07
v/c Ratio	0.06	0.30	0.79		0.70	0.14
Uniform Delay, d1	31.4	3.3	42.2		70.1	0.6
Progression Factor	0.34	4.78	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.2	2.1		5.1	0.0
Delay (s)	10.7	16.1	44.4		75.2	0.6
Level of Service	B	B	D		E	A
Approach Delay (s/veh)		15.8	44.4		39.3	
Approach LOS		B	D		D	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (vph)	0	1438	569	574	1641	0	0	0	0	530	0	538
Future Volume (vph)	0	1438	569	574	1641	0	0	0	0	530	0	538
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0					7.0		7.0
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1563	618	624	1784	0	0	0	0	576	0	585
RTOR Reduction (vph)	0	0	306	0	0	0	0	0	0	0	0	137
Lane Group Flow (vph)	0	1563	312	624	1784	0	0	0	0	576	0	448
Turn Type		NA	Perm	Prot	NA					Prot		custom
Protected Phases		4 5		2 3	2 3 4 5					1 6		1 6
Permitted Phases			4 5									6
Actuated Green, G (s)		44.0	44.0	64.0	115.0					31.0		31.0
Effective Green, g (s)		44.0	44.0	64.0	115.0					31.0		31.0
Actuated g/C Ratio		0.28	0.28	0.40	0.72					0.19		0.19
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		2074	435	1373	3654					665		306
v/s Ratio Prot		c0.21		0.18	c0.35					0.17		c0.28
v/s Ratio Perm			0.20									
v/c Ratio		0.75	0.72	0.45	0.49					0.87		1.46
Uniform Delay, d1		53.0	52.4	35.2	9.7					62.5		64.5
Progression Factor		0.75	1.19	0.30	0.51					1.00		1.00
Incremental Delay, d2		1.2	4.0	0.0	0.0					11.1		225.9
Delay (s)		41.0	66.2	10.7	5.0					73.6		290.4
Level of Service		D	E	B	A					E		F
Approach Delay (s/veh)		48.1			6.5			0.0			182.8	
Approach LOS		D			A			A			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	57.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	42.0
Intersection Capacity Utilization	127.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	504	1464	0	0	1614	639	601	0	555	0	0	0
Future Volume (vph)	504	1464	0	0	1614	639	601	0	555	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	7.0		7.0			
Lane Util. Factor	0.97	0.91			0.81	0.88	0.97		0.88			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7544	2787	3433		2787			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7544	2787	3433		2787			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	548	1591	0	0	1754	695	653	0	603	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	397	0	0	67	0	0	0
Lane Group Flow (vph)	548	1591	0	0	1754	298	653	0	536	0	0	0
Turn Type	Prot	NA			NA	Perm	Prot		custom			
Protected Phases	5 6	1 5 6			1 2		3 4		2 3 4			
Permitted Phases						1 2			3 4			
Actuated Green, G (s)	64.0	73.0			44.0	44.0	31.0		73.0			
Effective Green, g (s)	64.0	73.0			44.0	44.0	31.0		73.0			
Actuated g/C Ratio	0.40	0.46			0.28	0.28	0.19		0.46			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	1373	2320			2074	766	665		1271			
v/s Ratio Prot	0.16	c0.31			c0.23		c0.19		0.19			
v/s Ratio Perm						0.11						
v/c Ratio	0.40	0.69			0.85	0.39	0.98		0.42			
Uniform Delay, d1	34.3	34.4			54.8	47.1	64.2		29.3			
Progression Factor	0.27	0.20			0.79	1.70	1.00		1.00			
Incremental Delay, d2	0.0	0.4			0.3	0.0	30.1		0.1			
Delay (s)	9.2	7.1			43.5	79.9	94.4		29.4			
Level of Service	A	A			D	E	F		C			
Approach Delay (s/veh)		7.6			53.9			63.2			0.0	
Approach LOS		A			D			E			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	42.0
Intersection Capacity Utilization	127.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

2030 Preferred Alternative

Synchro Outputs

Griffin Rd AM

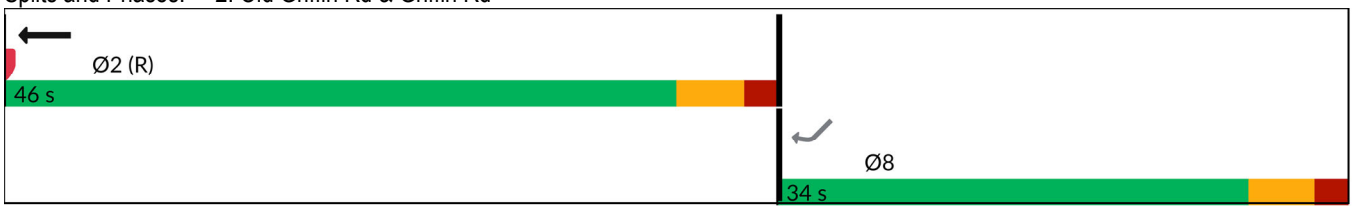
Lane Group	EBT	EBR	WBT	WBR	NBR2	SWR
Lane Configurations						
Traffic Volume (vph)	1146	523	841	23	24	239
Future Volume (vph)	1146	523	841	23	24	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		280		0		0
Storage Lanes		1		0		1
Taper Length (ft)						
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	1.00
Frt		0.850	0.996		0.865	0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	5065	0	1611	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	5065	0	1611	1611
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			7			97
Link Speed (mph)	45		45			
Link Distance (ft)	270		1231			
Travel Time (s)	4.1		18.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1246	568	914	25	26	260
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1246	568	939	0	26	260
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Right	Right
Median Width(ft)	0		0			
Link Offset(ft)	0		0			
Crosswalk Width(ft)	16		16			
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	9	9
Number of Detectors	0	1	0		1	1
Detector Template	Thru	Right	Thru		Right	Right
Leading Detector (ft)	0	20	0		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)		0			0	0
Detector 1 Size(ft)		20			20	20
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	0.0
Detector 1 Queue (s)		0.0			0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0
Turn Type	NA	Perm	NA		Free	Perm
Protected Phases	Free		2			
Permitted Phases		Free!			Free!	8
Detector Phase			2			8
Switch Phase						
Minimum Initial (s)			5.0			5.0
Minimum Split (s)			24.0			24.0
Total Split (s)			46.0			34.0

Lane Group	EBT	EBR	WBT	WBR	NBR2	SWR
Total Split (%)			57.5%			42.5%
Maximum Green (s)			40.0			28.0
Yellow Time (s)			4.0			4.0
All-Red Time (s)			2.0			2.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0			3.0
Recall Mode			C-Max			Max
Walk Time (s)			7.0			7.0
Flash Don't Walk (s)			11.0			11.0
Pedestrian Calls (#/hr)			0			0
Act Effct Green (s)	80.0	80.0	40.0		80.0	28.0
Actuated g/C Ratio	1.00	1.00	0.50		1.00	0.35
v/c Ratio	0.25	0.36	0.37		0.02	0.42
Control Delay (s/veh)	0.1	0.6	12.7		0.0	14.4
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	0.1	0.6	12.7		0.0	14.4
LOS	A	A	B		A	B
Approach Delay (s/veh)	0.3		12.7			
Approach LOS	A		B			

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay (s/veh): 5.3		Intersection LOS: A	
Intersection Capacity Utilization 41.6%		ICU Level of Service A	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 2: Old Griffin Rd & Griffin Rd



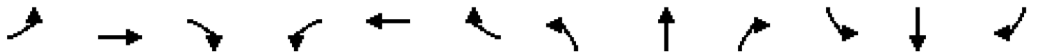
Lane Group	EBT	EBR	WBT	NBR2	SWR
Lane Group Flow (vph)	1246	568	939	26	260
v/c Ratio	0.25	0.36	0.37	0.02	0.42
Control Delay (s/veh)	0.1	0.6	12.7	0.0	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.1	0.6	12.7	0.0	14.4
Queue Length 50th (ft)	0	0	100	0	59
Queue Length 95th (ft)	0	0	129	0	122
Internal Link Dist (ft)	190		1151		
Turn Bay Length (ft)		280			
Base Capacity (vph)	5085	1583	2536	1611	626
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.25	0.36	0.37	0.02	0.42

Intersection Summary

Movement	EBT	EBR	WBT	WBR	NBR2	SWR
Lane Configurations	↑↑↑	↱	↑↑↑		↱	↱
Traffic Volume (vph)	1146	523	841	23	24	239
Future Volume (vph)	1146	523	841	23	24	239
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0		4.0	6.0
Lane Util. Factor	0.91	1.00	0.91		1.00	1.00
Frt	1.00	0.85	1.00		0.87	0.87
Flt Protected	1.00	1.00	1.00		1.00	1.00
Satd. Flow (prot)	5085	1583	5065		1611	1611
Flt Permitted	1.00	1.00	1.00		1.00	1.00
Satd. Flow (perm)	5085	1583	5065		1611	1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1246	568	914	25	26	260
RTOR Reduction (vph)	0	0	4	0	0	63
Lane Group Flow (vph)	1246	568	936	0	26	197
Turn Type	NA	Perm	NA		Free	Perm
Protected Phases	Free		2			
Permitted Phases		Free!			Free!	8
Actuated Green, G (s)	80.0	80.0	40.0		80.0	28.0
Effective Green, g (s)	80.0	80.0	40.0		80.0	28.0
Actuated g/C Ratio	1.00	1.00	0.50		1.00	0.35
Clearance Time (s)			6.0			6.0
Vehicle Extension (s)			3.0			3.0
Lane Grp Cap (vph)	5085	1583	2532		1611	563
v/s Ratio Prot	0.25		0.18			
v/s Ratio Perm		c0.36			0.02	0.12
v/c Ratio	0.25	0.36	0.37		0.02	0.35
Uniform Delay, d1	0.0	0.0	12.3		0.0	19.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.6	0.4		0.0	1.7
Delay (s)	0.1	0.6	12.7		0.0	21.0
Level of Service	A	A	B		A	C
Approach Delay (s/veh)	0.3		12.7			
Approach LOS	A		B			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

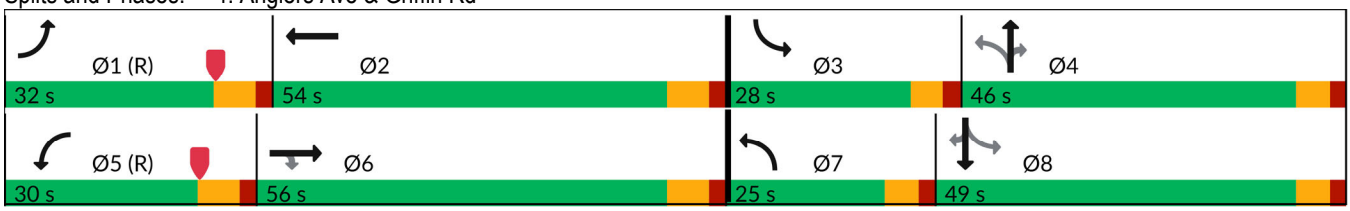


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	1359	216	298	929	407	166	213	356	235	86	63
Future Volume (vph)	108	1359	216	298	929	407	166	213	356	235	86	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		165	375		0	0		0	350		215
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	185			25			25			25		
Satd. Flow (prot)	1752	5036	1568	3400	4804	0	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.695			0.343		
Satd. Flow (perm)	1752	5036	1568	3400	4804	0	1282	3505	1568	633	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			109		70				342			116
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		970			1345			868			727	
Travel Time (s)		14.7			20.4			16.9			14.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	1431	227	314	1406	0	175	224	375	247	91	66
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	49.0	49.0	30.0	46.0		25.0	43.0	43.0	10.0	46.0	46.0
Total Split (s)	32.0	56.0	56.0	30.0	54.0		25.0	46.0	46.0	28.0	49.0	49.0
Total Split (%)	20.0%	35.0%	35.0%	18.8%	33.8%		15.6%	28.8%	28.8%	17.5%	30.6%	30.6%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	Min	Min	C-Max	Min		None	None	None	None	None	None
Act Effct Green (s)	51.1	48.9	48.9	49.1	46.9		31.5	15.3	15.3	40.5	19.9	19.9
Actuated g/C Ratio	0.32	0.31	0.31	0.31	0.29		0.20	0.10	0.10	0.25	0.12	0.12
v/c Ratio	0.20	0.93	0.41	0.30	0.96		0.59	0.67	0.82	0.81	0.21	0.22
Control Delay (s/veh)	42.8	65.2	24.6	44.6	69.1		55.9	79.3	24.5	71.0	63.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	65.2	24.6	44.6	69.1		55.9	79.3	24.5	71.0	63.3	1.7
LOS	D	E	C	D	E		E	E	C	E	E	A
Approach Delay (s/veh)		58.6			64.7			47.4			58.0	
Approach LOS		E			E			D			E	
Queue Length 50th (ft)	90	546	98	134	524		154	124	33	228	46	0
Queue Length 95th (ft)	156	#620	182	191	#629		215	166	155	304	75	0
Internal Link Dist (ft)		890			1265			788			647	
Turn Bay Length (ft)	265		165	375						350		215
Base Capacity (vph)	559	1542	555	1043	1460		331	876	648	314	941	506
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.93	0.41	0.30	0.96		0.53	0.26	0.58	0.79	0.10	0.13

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 118 (74%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay (s/veh): 58.9		Intersection LOS: E	
Intersection Capacity Utilization 77.2%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

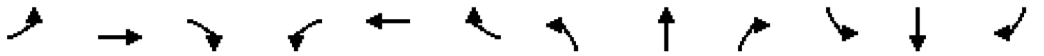
Splits and Phases: 4: Anglers Ave & Griffin Rd



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	114	1431	227	314	1406	175	224	375	247	91	66
v/c Ratio	0.20	0.93	0.41	0.30	0.96	0.59	0.67	0.82	0.81	0.21	0.22
Control Delay (s/veh)	42.8	65.2	24.6	44.6	69.1	55.9	79.3	24.5	71.0	63.3	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	65.2	24.6	44.6	69.1	55.9	79.3	24.5	71.0	63.3	1.7
Queue Length 50th (ft)	90	546	98	134	524	154	124	33	228	46	0
Queue Length 95th (ft)	156	#620	182	191	#629	215	166	155	304	75	0
Internal Link Dist (ft)		890			1265		788			647	
Turn Bay Length (ft)	265		165	375					350		215
Base Capacity (vph)	559	1542	555	1043	1460	331	876	648	314	941	506
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.93	0.41	0.30	0.96	0.53	0.26	0.58	0.79	0.10	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	1359	216	298	929	407	166	213	356	235	86	63
Future Volume (vph)	108	1359	216	298	929	407	166	213	356	235	86	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.95		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	5036	1568	3400	4806		1752	3505	1568	1752	3505	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.69	1.00	1.00	0.34	1.00	1.00
Satd. Flow (perm)	1752	5036	1568	3400	4806		1282	3505	1568	633	3505	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	114	1431	227	314	978	428	175	224	375	247	91	66
RTOR Reduction (vph)	0	0	76	0	49	0	0	0	309	0	0	58
Lane Group Flow (vph)	114	1431	151	314	1357	0	175	224	66	247	91	8
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	51.1	48.9	48.9	49.1	46.9		31.4	15.3	15.3	40.6	19.9	19.9
Effective Green, g (s)	51.1	48.9	48.9	49.1	46.9		31.4	15.3	15.3	40.6	19.9	19.9
Actuated g/C Ratio	0.32	0.31	0.31	0.31	0.29		0.20	0.10	0.10	0.25	0.12	0.12
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	559	1539	479	1043	1408		298	335	149	305	435	195
v/s Ratio Prot	0.07	c0.28		c0.09	0.28		0.06	0.06		c0.10	0.03	
v/s Ratio Perm			0.10				0.06		0.04	c0.10		0.01
v/c Ratio	0.20	0.93	0.32	0.30	0.96		0.59	0.67	0.44	0.81	0.21	0.04
Uniform Delay, d1	39.6	53.9	42.7	42.3	55.7		57.4	69.9	68.3	52.2	63.0	61.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	10.2	0.4	0.7	16.0		1.9	3.9	0.8	13.8	0.1	0.0
Delay (s)	40.5	64.1	43.1	43.1	71.7		59.3	73.8	69.1	66.0	63.1	61.7
Level of Service	D	E	D	D	E		E	E	E	E	E	E
Approach Delay (s/veh)		59.9			66.5			68.2			64.6	
Approach LOS		E			E			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	64.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	77.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

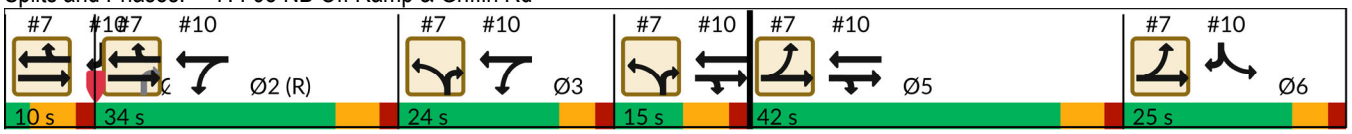
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	513	1171	0	0	866	240	605	0	636	0	0	0
Future Volume (vph)	513	1171	0	0	866	240	605	0	636	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		0	370		350	0		0	0		0
Storage Lanes	0		0	0		1	3		2	0		0
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	3400	5036	0	0	7471	1568	4942	0	2760	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3400	5036	0	0	7471	1568	4942	0	2760	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						253			182			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		286			888			642			799	
Travel Time (s)		4.3			13.5			14.6			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	540	1233	0	0	912	253	637	0	669	0	0	0
Turn Type	Prot	NA			NA	Prot	Prot		custom			
Protected Phases	5 6	1 2 5 6			1 2	1 2	3 4		3 4			
Permitted Phases									2			
Detector Phase	5 6	1 2 5 6			1 2	1 2	3 4		3 4			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	60.0	104.0			37.0	37.0	33.0		67.0			
Actuated g/C Ratio	0.40	0.69			0.25	0.25	0.22		0.45			
v/c Ratio	0.40	0.35			0.50	0.44	0.59		0.50			
Control Delay (s/veh)	9.4	7.1			49.6	7.5	54.9		22.3			
Queue Delay	0.7	0.4			0.2	0.0	0.0		0.0			
Total Delay (s/veh)	10.2	7.5			49.7	7.5	54.9		22.3			
LOS	B	A			D	A	D		C			
Approach Delay (s/veh)		8.3			40.6			38.2				
Approach LOS		A			D			D				
Queue Length 50th (ft)	143	297			195	0	204		194			
Queue Length 95th (ft)	218	336			226	74	250		258			
Internal Link Dist (ft)		206			808			562			719	
Turn Bay Length (ft)	265					350						
Base Capacity (vph)	1360	3491			1842	577	1087		1333			
Starvation Cap Reductn	490	1547			0	0	0		0			

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	12.0	4.0	2.0	12.0	4.0
Minimum Split (s)	9.0	23.0	10.0	9.0	22.5	22.5
Total Split (s)	10.0	34.0	24.0	15.0	42.0	25.0
Total Split (%)	7%	23%	16%	10%	28%	17%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			243	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.62	0.63			0.57	0.44	0.59		0.50			

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBEB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 26.4		Intersection LOS: C	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 7: I-95 NB Off Ramp & Griffin Rd

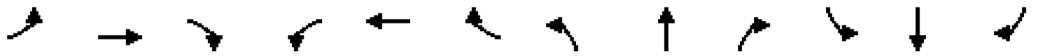


Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	540	1233	912	253	637	669
v/c Ratio	0.40	0.35	0.50	0.44	0.59	0.50
Control Delay (s/veh)	9.4	7.1	49.6	7.5	54.9	22.3
Queue Delay	0.7	0.4	0.2	0.0	0.0	0.0
Total Delay (s/veh)	10.2	7.5	49.7	7.5	54.9	22.3
Queue Length 50th (ft)	143	297	195	0	204	194
Queue Length 95th (ft)	218	336	226	74	250	258
Internal Link Dist (ft)		206	808			
Turn Bay Length (ft)	265			350		
Base Capacity (vph)	1360	3491	1842	577	1087	1333
Starvation Cap Reductn	490	1547	0	0	0	0
Spillback Cap Reductn	0	0	243	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.63	0.57	0.44	0.59	0.50

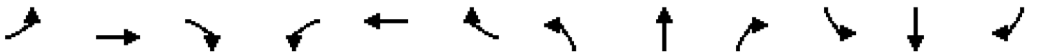
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	513	1171	0	0	866	240	605	0	636	0	0	0
Future Volume (vph)	513	1171	0	0	866	240	605	0	636	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	6.0		6.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.94		0.88			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3400	5036			7471	1568	4942		2760			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3400	5036			7471	1568	4942		2760			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	540	1233	0	0	912	253	637	0	669	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	191	0	0	110	0	0	0
Lane Group Flow (vph)	540	1233	0	0	912	62	637	0	559	0	0	0
Turn Type	Prot	NA			NA	Prot	Prot		custom			
Protected Phases	5 6	1 2 5 6			1 2	1 2	3 4		3 4			
Permitted Phases									2			
Actuated Green, G (s)	61.0	104.0			37.0	37.0	32.0		59.0			
Effective Green, g (s)	61.0	98.0			37.0	37.0	32.0		59.0			
Actuated g/C Ratio	0.41	0.65			0.25	0.25	0.21		0.39			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	1382	3290			1842	386	1054		1085			
v/s Ratio Prot	c0.16	0.24			c0.12	0.04	c0.13		0.11			
v/s Ratio Perm									0.09			
v/c Ratio	0.39	0.37			0.50	0.16	0.60		0.51			
Uniform Delay, d1	31.4	11.9			48.5	44.3	53.3		34.6			
Progression Factor	0.27	0.73			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.2	0.0			0.1	0.1	0.7		0.2			
Delay (s)	8.6	8.8			48.6	44.4	54.0		34.8			
Level of Service	A	A			D	D	D		C			
Approach Delay (s/veh)		8.7			47.7			44.1			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	40.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



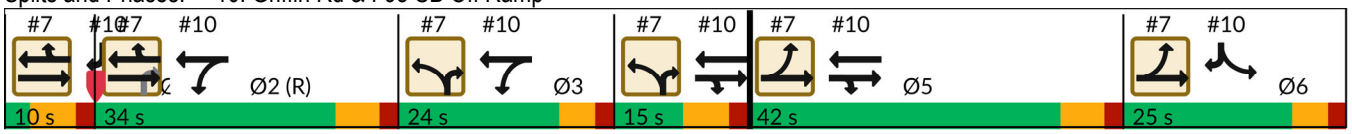
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1223	706	309	1162	0	0	0	0	461	0	496
Future Volume (vph)	0	1223	706	309	1162	0	0	0	0	461	0	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		600	0		0	0		0	0		0
Storage Lanes	2		2	2		0	0		0	3		3
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	7471	2760	3400	5036	0	0	0	0	4942	0	3575
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7471	2760	3400	5036	0	0	0	0	4942	0	3575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			743									263
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1345			286			719			810	
Travel Time (s)		20.4			4.3			16.3			18.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1287	743	325	1223	0	0	0	0	485	0	522
Turn Type		NA	Prot	Prot	NA					Prot		custom
Protected Phases		4 5	4 5	2 3	2 3 4 5					1 6		1 6
Permitted Phases												
Detector Phase		4 5	4 5	2 3	2 3 4 5					1 6		1 6
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		50.0	50.0	51.0	108.0					28.0		28.0
Actuated g/C Ratio		0.33	0.33	0.34	0.72					0.19		0.19
v/c Ratio		0.52	0.53	0.28	0.34					0.53		0.59
Control Delay (s/veh)		41.2	3.7	16.1	4.0					57.4		30.0
Queue Delay		0.1	0.0	0.7	0.4					0.0		0.0
Total Delay (s/veh)		41.3	3.7	16.8	4.4					57.4		30.0
LOS		D	A	B	A					E		C
Approach Delay (s/veh)		27.6			7.0						43.2	
Approach LOS		C			A						D	
Queue Length 50th (ft)		256	0	44	246					157		103
Queue Length 95th (ft)		288	49	86	278					198		157
Internal Link Dist (ft)		1265			206			639			730	
Turn Bay Length (ft)			600									
Base Capacity (vph)		2490	1415	1156	3625					922		881
Starvation Cap Reductn		0	0	527	1733					0		0

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	12.0	4.0	2.0	12.0	4.0
Minimum Split (s)	9.0	23.0	10.0	9.0	22.5	22.5
Total Split (s)	10.0	34.0	24.0	15.0	42.0	25.0
Total Split (%)	7%	23%	16%	10%	28%	17%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		335	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.60	0.53	0.52	0.65					0.53		0.59

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBEB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 24.0		Intersection LOS: C	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 10: Griffin Rd & I-95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						
Intersection Summary						

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1287	743	325	1223	485	522
v/c Ratio	0.52	0.53	0.28	0.34	0.53	0.59
Control Delay (s/veh)	41.2	3.7	16.1	4.0	57.4	30.0
Queue Delay	0.1	0.0	0.7	0.4	0.0	0.0
Total Delay (s/veh)	41.3	3.7	16.8	4.4	57.4	30.0
Queue Length 50th (ft)	256	0	44	246	157	103
Queue Length 95th (ft)	288	49	86	278	198	157
Internal Link Dist (ft)	1265			206		
Turn Bay Length (ft)		600				
Base Capacity (vph)	2490	1415	1156	3625	922	881
Starvation Cap Reductn	0	0	527	1733	0	0
Spillback Cap Reductn	335	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.53	0.52	0.65	0.53	0.59

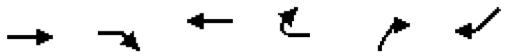
Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1223	706	309	1162	0	0	0	0	461	0	496
Future Volume (vph)	0	1223	706	309	1162	0	0	0	0	461	0	496
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0					7.0		7.0
Lane Util. Factor		0.81	0.88	0.97	0.91					0.94		0.76
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7471	2760	3400	5036					4942		3575
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7471	2760	3400	5036					4942		3575
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1287	743	325	1223	0	0	0	0	485	0	522
RTOR Reduction (vph)	0	0	495	0	0	0	0	0	0	0	0	224
Lane Group Flow (vph)	0	1287	248	325	1223	0	0	0	0	485	0	298
Turn Type		NA	Prot	Prot	NA					Prot		custom
Protected Phases		4 5	4 5	2 3	2 3 4 5					1 6		1 6
Permitted Phases												
Actuated Green, G (s)		50.0	50.0	52.0	108.0					28.0		28.0
Effective Green, g (s)		50.0	50.0	52.0	102.0					22.0		22.0
Actuated g/C Ratio		0.33	0.33	0.35	0.68					0.15		0.15
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		2490	920	1178	3424					724		524
v/s Ratio Prot		c0.17	0.09	0.10	c0.24					c0.10		0.08
v/s Ratio Perm												
v/c Ratio		0.52	0.27	0.28	0.36					0.67		0.57
Uniform Delay, d1		40.3	36.6	35.4	10.1					60.6		59.6
Progression Factor		1.00	1.00	0.43	0.48					1.00		1.00
Incremental Delay, d2		0.1	0.1	0.0	0.0					1.8		0.8
Delay (s)		40.3	36.7	15.2	4.9					62.4		60.4
Level of Service		D	D	B	A					E		E
Approach Delay (s/veh)		39.0			7.0			0.0			61.4	
Approach LOS		D			A			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	40.0
Intersection Capacity Utilization	88.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Griffin Rd PM



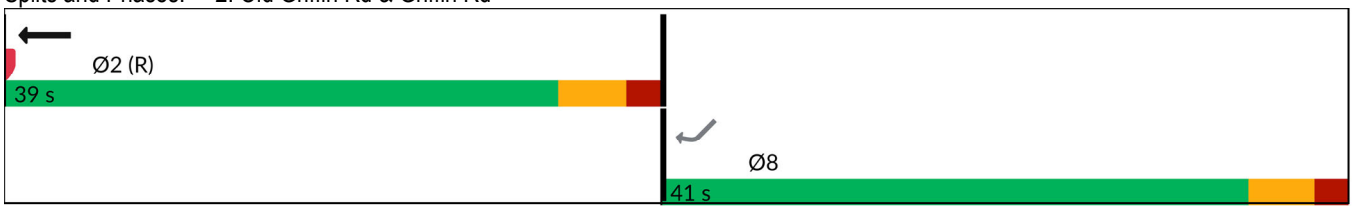
Lane Group	EBT	EBR	WBT	WBR	NBR2	SWR
Lane Configurations						
Traffic Volume (vph)	1022	457	1210	32	243	501
Future Volume (vph)	1022	457	1210	32	243	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		280		0		0
Storage Lanes		1		0		1
Taper Length (ft)						
Lane Util. Factor	0.91	1.00	0.91	0.91	1.00	1.00
Frt		0.850	0.996		0.865	0.865
Flt Protected						
Satd. Flow (prot)	5085	1583	5065	0	1611	1611
Flt Permitted						
Satd. Flow (perm)	5085	1583	5065	0	1611	1611
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			6			41
Link Speed (mph)	45		45			
Link Distance (ft)	270		1231			
Travel Time (s)	4.1		18.7			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1111	497	1315	35	264	545
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1111	497	1350	0	264	545
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Right	Right
Median Width(ft)	0		0			
Link Offset(ft)	0		0			
Crosswalk Width(ft)	16		16			
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9		9	9	9
Number of Detectors	0	1	0		1	1
Detector Template	Thru	Right	Thru		Right	Right
Leading Detector (ft)	0	20	0		20	20
Trailing Detector (ft)	0	0	0		0	0
Detector 1 Position(ft)		0			0	0
Detector 1 Size(ft)		20			20	20
Detector 1 Type		Cl+Ex			Cl+Ex	Cl+Ex
Detector 1 Channel						
Detector 1 Extend (s)		0.0			0.0	0.0
Detector 1 Queue (s)		0.0			0.0	0.0
Detector 1 Delay (s)		0.0			0.0	0.0
Turn Type	NA	Perm	NA		Free	Perm
Protected Phases	Free		2			
Permitted Phases		Free!			Free!	8
Detector Phase			2			8
Switch Phase						
Minimum Initial (s)			5.0			5.0
Minimum Split (s)			24.0			24.0
Total Split (s)			39.0			41.0

Lane Group	EBT	EBR	WBT	WBR	NBR2	SWR
Total Split (%)			48.8%			51.3%
Maximum Green (s)			33.0			35.0
Yellow Time (s)			4.0			4.0
All-Red Time (s)			2.0			2.0
Lost Time Adjust (s)			0.0			0.0
Total Lost Time (s)			6.0			6.0
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)			3.0			3.0
Recall Mode			C-Max			Max
Walk Time (s)			7.0			7.0
Flash Don't Walk (s)			11.0			11.0
Pedestrian Calls (#/hr)			0			0
Act Effct Green (s)	80.0	80.0	33.0		80.0	35.0
Actuated g/C Ratio	1.00	1.00	0.41		1.00	0.44
v/c Ratio	0.22	0.31	0.65		0.16	0.75
Control Delay (s/veh)	0.1	0.5	20.5		0.2	25.3
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay (s/veh)	0.1	0.5	20.5		0.2	25.3
LOS	A	A	C		A	C
Approach Delay (s/veh)	0.2		20.5			
Approach LOS	A		C			

Intersection Summary			
Area Type:	Other		
Cycle Length: 80			
Actuated Cycle Length: 80			
Offset: 0 (0%), Referenced to phase 2:WBT and 6:, Start of Green			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay (s/veh): 11.1		Intersection LOS: B	
Intersection Capacity Utilization 65.1%		ICU Level of Service C	
Analysis Period (min) 15			

! Phase conflict between lane groups.

Splits and Phases: 2: Old Griffin Rd & Griffin Rd



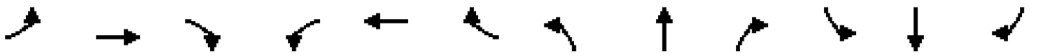
Lane Group	EBT	EBR	WBT	NBR2	SWR
Lane Group Flow (vph)	1111	497	1350	264	545
v/c Ratio	0.22	0.31	0.65	0.16	0.75
Control Delay (s/veh)	0.1	0.5	20.5	0.2	25.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	0.1	0.5	20.5	0.2	25.3
Queue Length 50th (ft)	0	0	194	0	207
Queue Length 95th (ft)	0	0	242	0	338
Internal Link Dist (ft)	190		1151		
Turn Bay Length (ft)		280			
Base Capacity (vph)	5085	1583	2092	1611	727
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.22	0.31	0.65	0.16	0.75

Intersection Summary

Movement	EBT	EBR	WBT	WBR	NBR2	SWR
Lane Configurations	↑↑↑	↱	↑↑↑↳		↱	↱
Traffic Volume (vph)	1022	457	1210	32	243	501
Future Volume (vph)	1022	457	1210	32	243	501
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	6.0		4.0	6.0
Lane Util. Factor	0.91	1.00	0.91		1.00	1.00
Frt	1.00	0.85	1.00		0.87	0.87
Flt Protected	1.00	1.00	1.00		1.00	1.00
Satd. Flow (prot)	5085	1583	5066		1611	1611
Flt Permitted	1.00	1.00	1.00		1.00	1.00
Satd. Flow (perm)	5085	1583	5066		1611	1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1111	497	1315	35	264	545
RTOR Reduction (vph)	0	0	4	0	0	23
Lane Group Flow (vph)	1111	497	1346	0	264	522
Turn Type	NA	Perm	NA		Free	Perm
Protected Phases	Free		2			
Permitted Phases		Free!			Free!	8
Actuated Green, G (s)	80.0	80.0	33.0		80.0	35.0
Effective Green, g (s)	80.0	80.0	33.0		80.0	35.0
Actuated g/C Ratio	1.00	1.00	0.41		1.00	0.44
Clearance Time (s)			6.0			6.0
Vehicle Extension (s)			3.0			3.0
Lane Grp Cap (vph)	5085	1583	2089		1611	704
v/s Ratio Prot	0.22		c0.27			
v/s Ratio Perm		0.31			0.16	c0.32
v/c Ratio	0.22	0.31	0.64		0.16	0.74
Uniform Delay, d1	0.0	0.0	18.8		0.0	18.7
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.5	1.5		0.2	6.9
Delay (s)	0.1	0.5	20.4		0.2	25.7
Level of Service	A	A	C		A	C
Approach Delay (s/veh)	0.2		20.4			
Approach LOS	A		C			

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

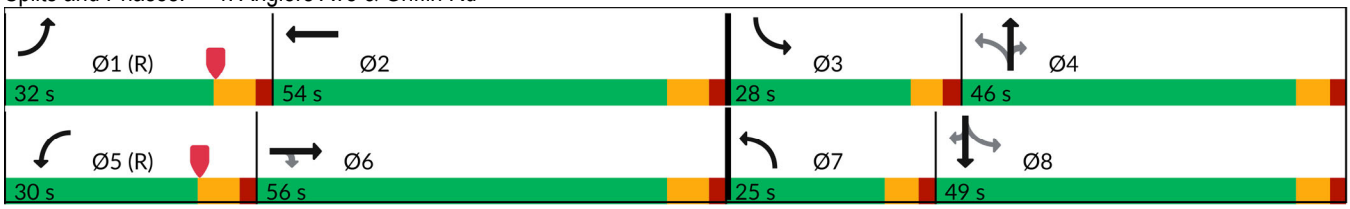


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1017	214	365	1374	252	276	151	361	394	190	141
Future Volume (vph)	72	1017	214	365	1374	252	276	151	361	394	190	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		165	375		0	0		0	350		215
Storage Lanes	1		1	2		0	1		1	1		1
Taper Length (ft)	185			25			25			25		
Satd. Flow (prot)	1752	5036	1568	3400	4920	0	1752	3505	1568	1752	3505	1568
Flt Permitted	0.950			0.950			0.626			0.500		
Satd. Flow (perm)	1752	5036	1568	3400	4920	0	1155	3505	1568	922	3505	1568
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			141		23				319			148
Link Speed (mph)		45			45			35			35	
Link Distance (ft)		970			1345			868			727	
Travel Time (s)		14.7			20.4			16.9			14.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	1071	225	384	1711	0	291	159	380	415	200	148
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Detector Phase	1	6	6	5	2		7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0		4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	12.0	49.0	49.0	30.0	46.0		25.0	43.0	43.0	10.0	46.0	46.0
Total Split (s)	32.0	56.0	56.0	30.0	54.0		25.0	46.0	46.0	28.0	49.0	49.0
Total Split (%)	20.0%	35.0%	35.0%	18.8%	33.8%		15.6%	28.8%	28.8%	17.5%	30.6%	30.6%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	C-Max	Min	Min	C-Max	Min		None	None	None	None	None	None
Act Effct Green (s)	50.1	49.0	49.0	48.1	47.0		33.8	14.9	14.9	40.0	18.0	18.0
Actuated g/C Ratio	0.31	0.31	0.31	0.30	0.29		0.21	0.09	0.09	0.25	0.11	0.11
v/c Ratio	0.14	0.69	0.39	0.38	1.17		0.93	0.49	0.87	1.21	0.51	0.48
Control Delay (s/veh)	42.8	51.8	18.0	46.8	132.7		88.4	72.5	33.8	163.0	70.2	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	51.8	18.0	46.8	132.7		88.4	72.5	33.8	163.0	70.2	13.4
LOS	D	D	B	D	F		F	E	C	F	E	B
Approach Delay (s/veh)		45.7			116.9			60.4			109.7	
Approach LOS		D			F			E			F	
Queue Length 50th (ft)	57	372	66	162	~792		284	88	64	~464	110	0
Queue Length 95th (ft)	116	427	148	242	#891		345	117	189	#497	141	66
Internal Link Dist (ft)		890			1265			788			647	
Turn Bay Length (ft)	265		165	375						350		215
Base Capacity (vph)	548	1542	578	1022	1461		315	876	631	344	941	529
Starvation Cap Reductn	0	0	0	0	0		0	0	0	0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.69	0.39	0.38	1.17		0.92	0.18	0.60	1.21	0.21	0.28

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 118 (74%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.21			
Intersection Signal Delay (s/veh): 87.3		Intersection LOS: F	
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 4: Anglers Ave & Griffin Rd

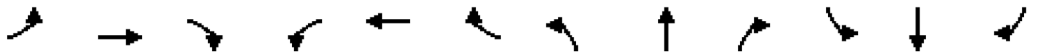


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	76	1071	225	384	1711	291	159	380	415	200	148
v/c Ratio	0.14	0.69	0.39	0.38	1.17	0.93	0.49	0.87	1.21	0.51	0.48
Control Delay (s/veh)	42.8	51.8	18.0	46.8	132.7	88.4	72.5	33.8	163.0	70.2	13.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	42.8	51.8	18.0	46.8	132.7	88.4	72.5	33.8	163.0	70.2	13.4
Queue Length 50th (ft)	57	372	66	162	~792	284	88	64	~464	110	0
Queue Length 95th (ft)	116	427	148	242	#891	345	117	189	#497	141	66
Internal Link Dist (ft)		890			1265		788			647	
Turn Bay Length (ft)	265		165	375					350		215
Base Capacity (vph)	548	1542	578	1022	1461	315	876	631	344	941	529
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.69	0.39	0.38	1.17	0.92	0.18	0.60	1.21	0.21	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	1017	214	365	1374	252	276	151	361	394	190	141
Future Volume (vph)	72	1017	214	365	1374	252	276	151	361	394	190	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		1.00	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	5036	1568	3400	4919		1752	3505	1568	1752	3505	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.63	1.00	1.00	0.50	1.00	1.00
Satd. Flow (perm)	1752	5036	1568	3400	4919		1155	3505	1568	923	3505	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	76	1071	225	384	1446	265	291	159	380	415	200	148
RTOR Reduction (vph)	0	0	98	0	16	0	0	0	289	0	0	131
Lane Group Flow (vph)	76	1071	127	384	1695	0	291	159	91	415	200	17
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		8
Actuated Green, G (s)	50.1	49.0	49.0	48.1	47.0		33.8	14.9	14.9	40.0	18.0	18.0
Effective Green, g (s)	50.1	49.0	49.0	48.1	47.0		33.8	14.9	14.9	40.0	18.0	18.0
Actuated g/C Ratio	0.31	0.31	0.31	0.30	0.29		0.21	0.09	0.09	0.25	0.11	0.11
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	548	1542	480	1022	1444		314	326	146	344	394	176
v/s Ratio Prot	0.04	0.21		c0.11	c0.34		0.11	0.05		c0.17	0.06	
v/s Ratio Perm			0.08				0.09		0.06	c0.14		0.01
v/c Ratio	0.14	0.69	0.26	0.38	1.17		0.93	0.49	0.62	1.21	0.51	0.09
Uniform Delay, d1	39.5	48.9	41.9	44.1	56.5		60.1	68.9	69.8	57.6	66.8	63.7
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	1.4	0.3	1.1	85.8		31.7	0.4	5.8	117.1	0.4	0.1
Delay (s)	40.0	50.3	42.2	45.2	142.3		91.8	69.3	75.6	174.7	67.2	63.8
Level of Service	D	D	D	D	F		F	E	E	F	E	E
Approach Delay (s/veh)		48.4			124.5			80.1			125.0	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	96.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

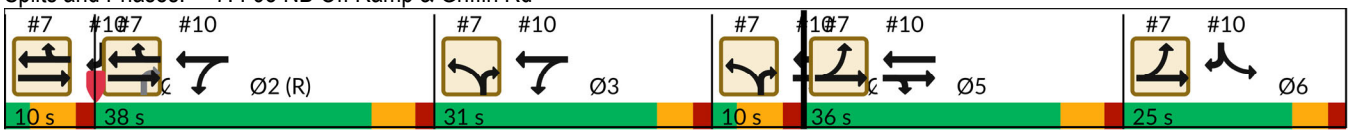
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	505	1021	0	0	1357	400	679	0	490	0	0	0
Future Volume (vph)	505	1021	0	0	1357	400	679	0	490	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	265		0	370		350	0		0	0		0
Storage Lanes	0		0	0		1	3		2	0		0
Taper Length (ft)	25			50			25			25		
Satd. Flow (prot)	3400	5036	0	0	7471	1568	4942	0	2760	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3400	5036	0	0	7471	1568	4942	0	2760	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						421			239			
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		286			888			642			799	
Travel Time (s)		4.3			13.5			14.6			18.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	532	1075	0	0	1428	421	715	0	516	0	0	0
Turn Type	Prot	NA			NA	Prot	Prot		custom			
Protected Phases	5 6	1 2 5 6			1 2	1 2	3 4		3 4			
Permitted Phases									2			
Detector Phase	5 6	1 2 5 6			1 2	1 2	3 4		3 4			
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)	54.0	102.0			41.0	41.0	35.0		73.0			
Actuated g/C Ratio	0.36	0.68			0.27	0.27	0.23		0.49			
v/c Ratio	0.43	0.31			0.70	0.57	0.62		0.35			
Control Delay (s/veh)	6.5	3.9			51.1	7.0	54.3		12.8			
Queue Delay	1.0	0.5			0.4	0.0	0.0		0.0			
Total Delay (s/veh)	7.4	4.4			51.5	7.0	54.3		12.8			
LOS	A	A			D	A	D		B			
Approach Delay (s/veh)		5.4			41.4			36.9				
Approach LOS		A			D			D				
Queue Length 50th (ft)	20	0			319	0	229		90			
Queue Length 95th (ft)	72	0			356	90	276		137			
Internal Link Dist (ft)		206			808			562			719	
Turn Bay Length (ft)	265					350						
Base Capacity (vph)	1224	3424			2042	734	1153		1465			
Starvation Cap Reductn	421	1736			0	0	0		0			

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	12.0	4.0	2.0	12.0	4.0
Minimum Split (s)	9.0	23.0	10.0	9.0	22.5	22.5
Total Split (s)	10.0	38.0	31.0	10.0	36.0	25.0
Total Split (%)	7%	25%	21%	7%	24%	17%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			200	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.66	0.64			0.78	0.57	0.62		0.35			

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBEB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 27.9		Intersection LOS: C	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 7: I-95 NB Off Ramp & Griffin Rd

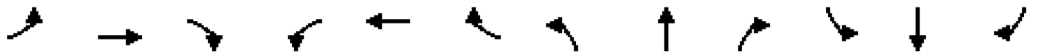


Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	532	1075	1428	421	715	516
v/c Ratio	0.43	0.31	0.70	0.57	0.62	0.35
Control Delay (s/veh)	6.5	3.9	51.1	7.0	54.3	12.8
Queue Delay	1.0	0.5	0.4	0.0	0.0	0.0
Total Delay (s/veh)	7.4	4.4	51.5	7.0	54.3	12.8
Queue Length 50th (ft)	20	0	319	0	229	90
Queue Length 95th (ft)	72	0	356	90	276	137
Internal Link Dist (ft)		206	808			
Turn Bay Length (ft)	265			350		
Base Capacity (vph)	1224	3424	2042	734	1153	1465
Starvation Cap Reductn	421	1736	0	0	0	0
Spillback Cap Reductn	0	0	200	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.64	0.78	0.57	0.62	0.35

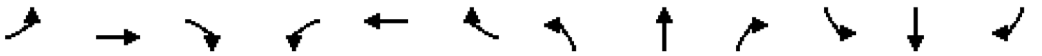
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	505	1021	0	0	1357	400	679	0	490	0	0	0
Future Volume (vph)	505	1021	0	0	1357	400	679	0	490	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	7.0	6.0		6.0			
Lane Util. Factor	0.97	0.91			0.81	1.00	0.94		0.88			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3400	5036			7471	1568	4942		2760			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3400	5036			7471	1568	4942		2760			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	532	1075	0	0	1428	421	715	0	516	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	306	0	0	135	0	0	0
Lane Group Flow (vph)	532	1075	0	0	1428	115	715	0	381	0	0	0
Turn Type	Prot	NA			NA	Prot	Prot		custom			
Protected Phases	5 6	1 2 5 6			1 2	1 2	3 4		3 4			
Permitted Phases									2			
Actuated Green, G (s)	55.0	102.0			41.0	41.0	34.0		65.0			
Effective Green, g (s)	55.0	96.0			41.0	41.0	34.0		65.0			
Actuated g/C Ratio	0.37	0.64			0.27	0.27	0.23		0.43			
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)	1246	3223			2042	428	1120		1196			
v/s Ratio Prot	c0.16	0.21			c0.19	0.07	c0.14		0.07			
v/s Ratio Perm									0.07			
v/c Ratio	0.43	0.33			0.70	0.27	0.64		0.32			
Uniform Delay, d1	35.7	12.4			49.0	42.7	52.4		27.9			
Progression Factor	0.15	0.38			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.2	0.0			0.9	0.1	0.9		0.1			
Delay (s)	5.6	4.7			49.8	42.9	53.3		28.0			
Level of Service	A	A			D	D	D		C			
Approach Delay (s/veh)		5.0			48.2			42.7			0.0	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	32.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	40.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



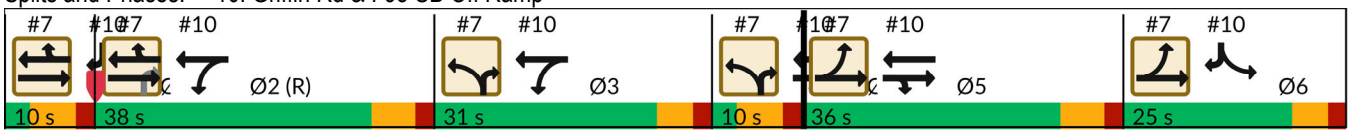
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1108	650	581	1455	0	0	0	0	418	0	558
Future Volume (vph)	0	1108	650	581	1455	0	0	0	0	418	0	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	270		600	0		0	0		0	0		0
Storage Lanes	2		2	2		0	0		0	3		3
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	7471	2760	3400	5036	0	0	0	0	4942	0	3575
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7471	2760	3400	5036	0	0	0	0	4942	0	3575
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			684									175
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1345			286			719			810	
Travel Time (s)		20.4			4.3			16.3			18.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1166	684	612	1532	0	0	0	0	440	0	587
Turn Type		NA	Prot	Prot	NA					Prot		custom
Protected Phases		4 5	4 5	2 3	2 3 4 5					1 6		1 6
Permitted Phases												
Detector Phase		4 5	4 5	2 3	2 3 4 5					1 6		1 6
Switch Phase												
Minimum Initial (s)												
Minimum Split (s)												
Total Split (s)												
Total Split (%)												
Yellow Time (s)												
All-Red Time (s)												
Lost Time Adjust (s)												
Total Lost Time (s)												
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode												
Act Effct Green (s)		39.0	39.0	62.0	108.0					28.0		28.0
Actuated g/C Ratio		0.26	0.26	0.41	0.72					0.19		0.19
v/c Ratio		0.60	0.56	0.44	0.42					0.48		0.73
Control Delay (s/veh)		50.2	4.8	6.8	4.3					56.5		45.6
Queue Delay		0.2	0.0	1.4	0.8					0.0		0.0
Total Delay (s/veh)		50.4	4.8	8.2	5.1					56.5		45.6
LOS		D	A	A	A					E		D
Approach Delay (s/veh)		33.5			6.0						50.3	
Approach LOS		C			A						D	
Queue Length 50th (ft)		254	0	25	362					141		174
Queue Length 95th (ft)		289	53	93	0					180		234
Internal Link Dist (ft)		1265			206			639			730	
Turn Bay Length (ft)			600									
Base Capacity (vph)		1942	1223	1405	3625					922		809
Starvation Cap Reductn		0	0	567	1633					0		0

Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Storage Length (ft)						
Storage Lanes						
Taper Length (ft)						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	1	2	3	4	5	6
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	2.0	12.0	4.0	2.0	12.0	4.0
Minimum Split (s)	9.0	23.0	10.0	9.0	22.5	22.5
Total Split (s)	10.0	38.0	31.0	10.0	36.0	25.0
Total Split (%)	7%	25%	21%	7%	24%	17%
Yellow Time (s)	5.0	5.0	4.0	5.0	5.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lead	Lag	Lead	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn		168	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.66	0.56	0.73	0.77					0.48		0.73

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:WBEB, Start of Green			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 25.2		Intersection LOS: C	
Intersection Capacity Utilization 93.0%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 10: Griffin Rd & I-95 SB Off Ramp



Lane Group	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

Intersection Summary

Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1166	684	612	1532	440	587
v/c Ratio	0.60	0.56	0.44	0.42	0.48	0.73
Control Delay (s/veh)	50.2	4.8	6.8	4.3	56.5	45.6
Queue Delay	0.2	0.0	1.4	0.8	0.0	0.0
Total Delay (s/veh)	50.4	4.8	8.2	5.1	56.5	45.6
Queue Length 50th (ft)	254	0	25	362	141	174
Queue Length 95th (ft)	289	53	93	0	180	234
Internal Link Dist (ft)	1265			206		
Turn Bay Length (ft)		600				
Base Capacity (vph)	1942	1223	1405	3625	922	809
Starvation Cap Reductn	0	0	567	1633	0	0
Spillback Cap Reductn	168	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.56	0.73	0.77	0.48	0.73

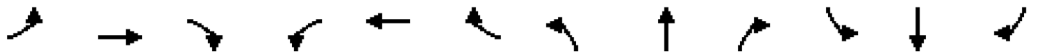
Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1108	650	581	1455	0	0	0	0	418	0	558
Future Volume (vph)	0	1108	650	581	1455	0	0	0	0	418	0	558
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	7.0	7.0	7.0					7.0		7.0
Lane Util. Factor		0.81	0.88	0.97	0.91					0.94		0.76
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7471	2760	3400	5036					4942		3575
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7471	2760	3400	5036					4942		3575
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1166	684	612	1532	0	0	0	0	440	0	587
RTOR Reduction (vph)	0	0	506	0	0	0	0	0	0	0	0	149
Lane Group Flow (vph)	0	1166	178	612	1532	0	0	0	0	440	0	438
Turn Type		NA	Prot	Prot	NA					Prot		custom
Protected Phases		4 5	4 5	2 3	2 3 4 5					1 6		1 6
Permitted Phases												
Actuated Green, G (s)		39.0	39.0	63.0	108.0					28.0		28.0
Effective Green, g (s)		39.0	39.0	63.0	102.0					22.0		22.0
Actuated g/C Ratio		0.26	0.26	0.42	0.68					0.15		0.15
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)		1942	717	1428	3424					724		524
v/s Ratio Prot		c0.16	0.06	0.18	c0.30					0.09		c0.12
v/s Ratio Perm												
v/c Ratio		0.60	0.25	0.43	0.45					0.61		0.84
Uniform Delay, d1		48.7	43.9	30.8	11.0					60.0		62.2
Progression Factor		1.00	1.00	0.19	0.48					1.00		1.00
Incremental Delay, d2		0.4	0.1	0.1	0.0					1.0		10.6
Delay (s)		49.0	44.0	5.9	5.3					61.0		72.8
Level of Service		D	D	A	A					E		E
Approach Delay (s/veh)		47.2			5.5			0.0			67.7	
Approach LOS		D			A			A			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	40.0
Intersection Capacity Utilization	93.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Sheridan St AM



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1709	495	495	1407	0	0	0	0	642	0	563
Future Volume (vph)	0	1709	495	495	1407	0	0	0	0	642	0	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	7544	2787	3433	5085	0	0	0	0	4990	0	3610
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	2787	3433	5085	0	0	0	0	4990	0	3610
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			384									85
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		560			255			623			628	
Travel Time (s)		12.7			5.8			14.2			14.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1799	521	521	1481	0	0	0	0	676	0	593
Turn Type		NA	Prot	Prot	NA					Prot		custom
Protected Phases		4 5 6 7	4 5 6 7	2 3	2 3 4					1		1 5 6 7
Permitted Phases												6
Detector Phase		4 5 6 7	4 5 6 7	2 3	2 3 4					1		1 5 6 7
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										12.0		
Total Split (s)										31.0		
Total Split (%)										15.1%		
Yellow Time (s)										4.0		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.0		
Lead/Lag										Lead		
Lead-Lag Optimize?										Yes		
Recall Mode										None		
Act Effct Green (s)		84.0	84.0	77.0	92.0					25.0		100.0
Actuated g/C Ratio		0.41	0.41	0.38	0.45					0.12		0.49
v/c Ratio		0.58	0.38	0.40	0.65					1.11		0.33
Control Delay (s/veh)		47.8	11.0	11.4	1.8					148.6		27.6
Queue Delay		0.1	0.0	1.5	1.3					0.0		0.0
Total Delay (s/veh)		47.9	11.0	12.9	3.1					148.6		27.6
LOS		D	B	B	A					F		C
Approach Delay (s/veh)		39.6			5.6						92.0	
Approach LOS		D			A						F	
Queue Length 50th (ft)		473	66	35	42					~374		184
Queue Length 95th (ft)		502	121	m38	m0					#468		225
Internal Link Dist (ft)		480			175			543			548	
Turn Bay Length (ft)												
Base Capacity (vph)		3091	1368	1289	2282					608		1804
Starvation Cap Reductn		0	0	558	541					0		0
Spillback Cap Reductn		286	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.64	0.38	0.71	0.85					1.11		0.33

Lane Group	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	2	3	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	6.0	9.0	10.0	6.0	6.0
Minimum Split (s)	40.0	24.0	15.0	35.0	20.0	20.0
Total Split (s)	55.0	29.0	15.0	35.0	20.0	20.0
Total Split (%)	27%	14%	7%	17%	10%	10%
Yellow Time (s)	5.0	4.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	
Recall Mode	C-Min	None	Min	Min	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

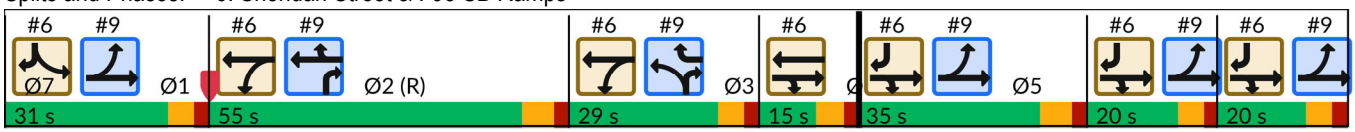
Intersection Summary	
Area Type:	Other
Cycle Length: 205	
Actuated Cycle Length: 205	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 170	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.11	
Intersection Signal Delay (s/veh): 39.4	Intersection LOS: D
Intersection Capacity Utilization 82.7%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Splits and Phases: 6: Sheridan Street & I-95 SB Ramps



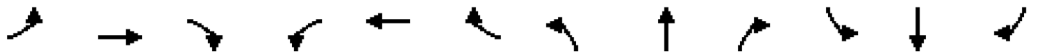
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1799	521	521	1481	676	593
v/c Ratio	0.58	0.38	0.40	0.65	1.11	0.33
Control Delay (s/veh)	47.8	11.0	11.4	1.8	148.6	27.6
Queue Delay	0.1	0.0	1.5	1.3	0.0	0.0
Total Delay (s/veh)	47.9	11.0	12.9	3.1	148.6	27.6
Queue Length 50th (ft)	473	66	35	42	~374	184
Queue Length 95th (ft)	502	121	m38	m0	#468	225
Internal Link Dist (ft)	480			175		
Turn Bay Length (ft)						
Base Capacity (vph)	3091	1368	1289	2282	608	1804
Starvation Cap Reductn	0	0	558	541	0	0
Spillback Cap Reductn	286	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.38	0.71	0.85	1.11	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

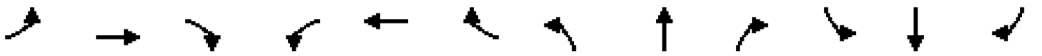
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1709	495	495	1407	0	0	0	0	642	0	563
Future Volume (vph)	0	1709	495	495	1407	0	0	0	0	642	0	563
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	7.0	7.0					6.0		6.0
Lane Util. Factor		0.81	0.88	0.97	0.91					0.94		0.76
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	2787	3433	5085					4990		3610
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	2787	3433	5085					4990		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1799	521	521	1481	0	0	0	0	676	0	593
RTOR Reduction (vph)	0	0	241	0	0	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	1799	280	521	1481	0	0	0	0	676	0	544
Turn Type		NA	Prot	Prot	NA					Prot		custom
Protected Phases		4 5 6 7	4 5 6 7	2 3	2 3 4					1		1 5 6 7
Permitted Phases												6
Actuated Green, G (s)		83.5	83.5	78.0	93.0					25.0		100.0
Effective Green, g (s)		76.5	76.5	78.0	87.0					25.0		86.5
Actuated g/C Ratio		0.37	0.37	0.38	0.42					0.12		0.42
Clearance Time (s)										6.0		
Vehicle Extension (s)										2.0		
Lane Grp Cap (vph)		2815	1040	1306	2158					608		1523
v/s Ratio Prot		c0.24	0.10	0.15	c0.29					c0.14		0.15
v/s Ratio Perm												
v/c Ratio		0.64	0.27	0.40	0.69					1.11		0.36
Uniform Delay, d1		52.9	44.8	46.4	47.9					90.0		40.3
Progression Factor		1.00	1.00	0.23	0.03					1.00		1.00
Incremental Delay, d2		0.4	0.1	0.0	0.3					71.1		0.1
Delay (s)		53.2	44.8	10.7	1.6					161.1		40.4
Level of Service		D	D	B	A					F		D
Approach Delay (s/veh)		51.4			4.0			0.0			104.7	
Approach LOS		D			A			A			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	46.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	205.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



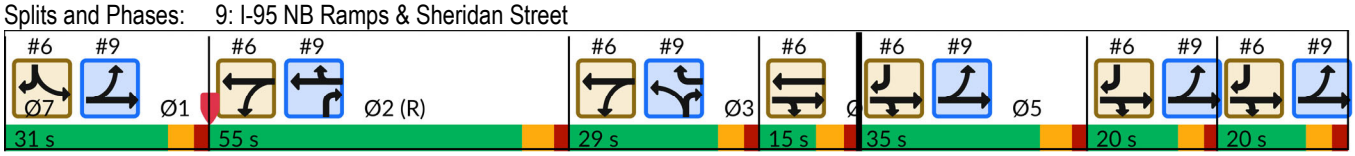
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	838	1513	0	0	1312	729	590	0	524	0	0	0
Future Volume (vph)	838	1513	0	0	1312	729	590	0	524	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	320		220	0		260	0		0
Storage Lanes	2		0	2		2	3		3	0		0
Taper Length (ft)	25			80			25			25		
Satd. Flow (prot)	3433	5085	0	0	7544	2787	4990	0	3610	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7544	2787	4990	0	3610	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						350			276			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			1444			670			591	
Travel Time (s)		5.8			32.8			15.2			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	882	1593	0	0	1381	767	621	0	552	0	0	0
Turn Type	Split	NA			NA	custom	Prot		custom			
Protected Phases	1 5 6 7	1 5 6 7			2	2 3	3		2 3			
Permitted Phases									2			
Detector Phase	1 5 6 7	1 5 6 7			2	2 3	3		2 3			
Switch Phase												
Minimum Initial (s)					6.0		6.0					
Minimum Split (s)					40.0		24.0					
Total Split (s)					55.0		29.0					
Total Split (%)					26.8%		14.1%					
Yellow Time (s)					5.0		4.0					
All-Red Time (s)					2.0		2.0					
Lost Time Adjust (s)					0.0		0.0					
Total Lost Time (s)					7.0		6.0					
Lead/Lag					Lag		Lead					
Lead-Lag Optimize?					Yes		Yes					
Recall Mode					C-Min		None					
Act Effct Green (s)	100.0	100.0			48.0	77.0	23.0		77.0			
Actuated g/C Ratio	0.49	0.49			0.23	0.38	0.11		0.38			
v/c Ratio	0.53	0.64			0.78	0.61	1.11		0.36			
Control Delay (s/veh)	11.6	14.2			77.3	28.8	150.4		22.7			
Queue Delay	0.8	0.4			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	12.5	14.6			77.3	28.8	150.4		22.7			
LOS	B	B			E	C	F		C			
Approach Delay (s/veh)		13.8			60.0			90.3				
Approach LOS		B			E			F				
Queue Length 50th (ft)	341	550			444	269	~343		117			
Queue Length 95th (ft)	m274	m560			481	350	#436		162			
Internal Link Dist (ft)		175			1364			590			511	
Turn Bay Length (ft)						220			260			
Base Capacity (vph)	1674	2480			1766	1265	559		1528			
Starvation Cap Reductn	463	394			0	0	0		0			

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø7
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	4	5	6	7
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	9.0	10.0	6.0	6.0
Minimum Split (s)	12.0	15.0	35.0	20.0	20.0
Total Split (s)	31.0	15.0	35.0	20.0	20.0
Total Split (%)	15%	7%	17%	10%	10%
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.73	0.76			0.78	0.61	1.11		0.36			

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 205			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 170			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay (s/veh): 46.4		Intersection LOS: D	
Intersection Capacity Utilization 82.7%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: I-95 NB Ramps & Sheridan Street



Lane Group	Ø1	Ø4	Ø5	Ø6	Ø7
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	882	1593	1381	767	621	552
v/c Ratio	0.53	0.64	0.78	0.61	1.11	0.36
Control Delay (s/veh)	11.6	14.2	77.3	28.8	150.4	22.7
Queue Delay	0.8	0.4	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.5	14.6	77.3	28.8	150.4	22.7
Queue Length 50th (ft)	341	550	444	269	~343	117
Queue Length 95th (ft)	m274	m560	481	350	#436	162
Internal Link Dist (ft)		175	1364			
Turn Bay Length (ft)				220		260
Base Capacity (vph)	1674	2480	1766	1265	559	1528
Starvation Cap Reductn	463	394	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.76	0.78	0.61	1.11	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

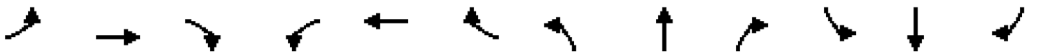
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	838	1513	0	0	1312	729	590	0	524	0	0	0
Future Volume (vph)	838	1513	0	0	1312	729	590	0	524	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			7.0	7.0	6.0		7.0			
Lane Util. Factor	0.97	0.91			0.81	0.88	0.94		0.76			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7544	2787	4990		3610			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7544	2787	4990		3610			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	882	1593	0	0	1381	767	621	0	552	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	217	0	0	171	0	0	0
Lane Group Flow (vph)	882	1593	0	0	1381	550	621	0	381	0	0	0
Turn Type	Split	NA			NA	custom	Prot		custom			
Protected Phases	1 5 6 7	1 5 6 7			2	2 3	3		2 3			
Permitted Phases									2			
Actuated Green, G (s)	100.0	100.0			48.0	78.0	23.0		78.0			
Effective Green, g (s)	86.5	86.5			48.0	78.0	23.0		78.0			
Actuated g/C Ratio	0.42	0.42			0.23	0.38	0.11		0.38			
Clearance Time (s)					7.0		6.0					
Vehicle Extension (s)					3.0		2.0					
Lane Grp Cap (vph)	1448	2145			1766	1060	559		1373			
v/s Ratio Prot	0.26	c0.31			c0.18	0.20	c0.12		0.11			
v/s Ratio Perm												
v/c Ratio	0.61	0.74			0.78	0.52	1.11		0.28			
Uniform Delay, d1	46.1	49.9			73.6	49.0	91.0		44.0			
Progression Factor	0.30	0.34			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.3	0.8			3.5	0.2	72.2		0.0			
Delay (s)	14.1	17.7			77.1	49.2	163.2		44.0			
Level of Service	B	B			E	D	F		D			
Approach Delay (s/veh)		16.4			67.2			107.1			0.0	
Approach LOS		B			E			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	53.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	205.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	82.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

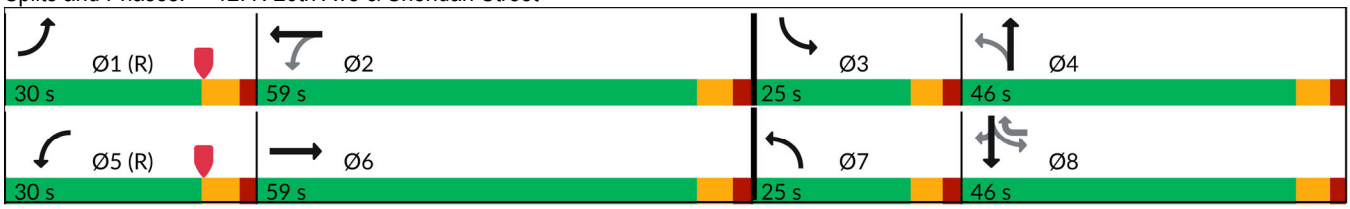


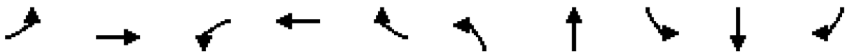
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	1529	162	98	1536	165	325	126	52	151	96	178
Future Volume (vph)	258	1529	162	98	1536	165	325	126	52	151	96	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	610		0	230		100	0		0	170		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			70		
Satd. Flow (prot)	1770	5014	0	1770	5085	1583	1770	1781	0	1770	1863	1583
Flt Permitted	0.950			0.076			0.498			0.399		
Satd. Flow (perm)	1770	5014	0	142	5085	1583	928	1781	0	743	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				109		12				187
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1444			691			187			222	
Travel Time (s)		28.1			13.5			4.3			5.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	272	1780	0	103	1617	174	342	188	0	159	101	187
Turn Type	Prot	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		8	4			8		8
Detector Phase	1	6		5	2	8	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		4.0	10.0	6.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.5	34.5		11.5	34.5	37.0	11.0	37.0		11.0	37.0	37.0
Total Split (s)	30.0	59.0		30.0	59.0	46.0	25.0	46.0		25.0	46.0	46.0
Total Split (%)	18.8%	36.9%		18.8%	36.9%	28.8%	15.6%	28.8%		15.6%	28.8%	28.8%
Yellow Time (s)	4.5	4.5		4.5	4.5	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Min	Min		C-Min	Min	None	None	None		None	None	None
Act Effct Green (s)	45.7	66.8		83.9	52.5	17.8	39.8	21.3		33.4	17.8	17.8
Actuated g/C Ratio	0.29	0.42		0.52	0.33	0.11	0.25	0.13		0.21	0.11	0.11
v/c Ratio	0.54	0.85		0.26	0.97	0.64	1.04	0.76		0.63	0.49	0.55
Control Delay (s/veh)	55.0	46.7		24.1	68.5	35.6	111.7	81.7		57.2	72.7	13.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	55.0	46.7		24.1	68.5	35.6	111.7	81.7		57.2	72.7	13.5
LOS	D	D		C	E	D	F	F		E	E	B
Approach Delay (s/veh)		47.8			63.0			101.1			42.4	
Approach LOS		D			E			F			D	
Queue Length 50th (ft)	246	615		39	621	65	~349	185		137	103	0
Queue Length 95th (ft)	380	715		106	#728	142	#504	265		189	156	74
Internal Link Dist (ft)		1364			611			107			142	
Turn Bay Length (ft)	610			230		100				170		
Base Capacity (vph)	505	2099		393	1668	477	330	454		292	465	536
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.54	0.85		0.26	0.97	0.36	1.04	0.41		0.54	0.22	0.35

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 60 (38%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.04			
Intersection Signal Delay (s/veh): 58.9		Intersection LOS: E	
Intersection Capacity Utilization 87.9%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 12: N 26th Ave & Sheridan Street



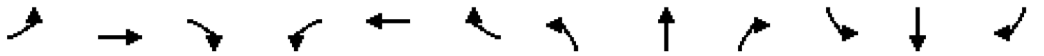


Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	272	1780	103	1617	174	342	188	159	101	187
v/c Ratio	0.54	0.85	0.26	0.97	0.64	1.04	0.76	0.63	0.49	0.55
Control Delay (s/veh)	55.0	46.7	24.1	68.5	35.6	111.7	81.7	57.2	72.7	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.0	46.7	24.1	68.5	35.6	111.7	81.7	57.2	72.7	13.5
Queue Length 50th (ft)	246	615	39	621	65	~349	185	137	103	0
Queue Length 95th (ft)	380	715	106	#728	142	#504	265	189	156	74
Internal Link Dist (ft)		1364		611			107		142	
Turn Bay Length (ft)	610		230		100			170		
Base Capacity (vph)	505	2099	393	1668	477	330	454	292	465	536
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.85	0.26	0.97	0.36	1.04	0.41	0.54	0.22	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	258	1529	162	98	1536	165	325	126	52	151	96	178
Future Volume (vph)	258	1529	162	98	1536	165	325	126	52	151	96	178
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5012		1770	5085	1583	1770	1781		1770	1863	1583
Flt Permitted	0.95	1.00		0.08	1.00	1.00	0.50	1.00		0.40	1.00	1.00
Satd. Flow (perm)	1770	5012		142	5085	1583	928	1781		744	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	272	1609	171	103	1617	174	342	133	55	159	101	187
RTOR Reduction (vph)	0	7	0	0	0	97	0	10	0	0	0	166
Lane Group Flow (vph)	272	1773	0	103	1617	77	342	178	0	159	101	21
Turn Type	Prot	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		8	4			8		8
Actuated Green, G (s)	45.7	66.8		83.9	52.5	17.8	40.3	21.3		33.3	17.8	17.8
Effective Green, g (s)	45.7	66.8		83.9	52.5	17.8	40.3	21.3		33.3	17.8	17.8
Actuated g/C Ratio	0.29	0.42		0.52	0.33	0.11	0.25	0.13		0.21	0.11	0.11
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0		1.5	3.0	2.0	1.5	2.0		1.5	2.0	2.0
Lane Grp Cap (vph)	505	2092		393	1668	176	333	237		254	207	176
v/s Ratio Prot	c0.15	c0.35		0.05	c0.32		c0.12	0.10		0.06	0.05	
v/s Ratio Perm				0.09		0.05	c0.14			0.07		0.01
v/c Ratio	0.54	0.85		0.26	0.97	0.44	1.03	0.75		0.63	0.49	0.12
Uniform Delay, d1	48.2	42.0		23.7	53.0	66.4	57.7	66.8		55.3	66.8	64.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.1	3.4		0.4	15.2	0.6	56.4	10.8		3.4	0.7	0.1
Delay (s)	52.3	45.4		24.1	68.2	67.1	114.1	77.6		58.7	67.5	64.1
Level of Service	D	D		C	E	E	F	E		E	E	E
Approach Delay (s/veh)		46.3			65.7			101.2			63.0	
Approach LOS		D			E			F			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	61.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Sheridan St PM

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1561	524	544	1475	0	0	0	0	706	0	622
Future Volume (vph)	0	1561	524	544	1475	0	0	0	0	706	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	7544	2787	3433	5085	0	0	0	0	4990	0	3610
Flt Permitted				0.950						0.950		
Satd. Flow (perm)	0	7544	2787	3433	5085	0	0	0	0	4990	0	3610
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			434									88
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		560			255			623			628	
Travel Time (s)		12.7			5.8			14.2			14.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1643	552	573	1553	0	0	0	0	743	0	655
Turn Type		NA	Prot	Prot	NA					Prot		custom
Protected Phases		4 5 6 7	4 5 6 7	2 3	2 3 4					1		1 5 6 7
Permitted Phases												6
Detector Phase		4 5 6 7	4 5 6 7	2 3	2 3 4					1		1 5 6 7
Switch Phase												
Minimum Initial (s)										6.0		
Minimum Split (s)										12.0		
Total Split (s)										35.0		
Total Split (%)										17.7%		
Yellow Time (s)										4.0		
All-Red Time (s)										2.0		
Lost Time Adjust (s)										0.0		
Total Lost Time (s)										6.0		
Lead/Lag										Lead		
Lead-Lag Optimize?										Yes		
Recall Mode										None		
Act Effct Green (s)		74.0	74.0	76.0	91.0					29.0		94.0
Actuated g/C Ratio		0.37	0.37	0.38	0.46					0.15		0.47
v/c Ratio		0.58	0.42	0.44	0.66					1.02		0.37
Control Delay (s/veh)		50.7	10.1	8.4	1.6					118.6		29.0
Queue Delay		0.1	0.0	2.2	2.3					0.0		0.0
Total Delay (s/veh)		50.8	10.1	10.6	3.9					118.6		29.0
LOS		D	B	B	A					F		C
Approach Delay (s/veh)		40.6			5.7						76.6	
Approach LOS		D			A						E	
Queue Length 50th (ft)		432	58	33	35					~366		208
Queue Length 95th (ft)		462	116	m35	m1					#461		252
Internal Link Dist (ft)		480			175			543			548	
Turn Bay Length (ft)												
Base Capacity (vph)		2819	1313	1317	2337					730		1760
Starvation Cap Reductn		0	0	579	618					0		0
Spillback Cap Reductn		316	0	0	0					0		0
Storage Cap Reductn		0	0	0	0					0		0
Reduced v/c Ratio		0.66	0.42	0.78	0.90					1.02		0.37

Lane Group	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7
Lane Configurations						
Traffic Volume (vph)						
Future Volume (vph)						
Ideal Flow (vphpl)						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Right Turn on Red						
Satd. Flow (RTOR)						
Link Speed (mph)						
Link Distance (ft)						
Travel Time (s)						
Peak Hour Factor						
Shared Lane Traffic (%)						
Lane Group Flow (vph)						
Turn Type						
Protected Phases	2	3	4	5	6	7
Permitted Phases						
Detector Phase						
Switch Phase						
Minimum Initial (s)	6.0	6.0	9.0	10.0	6.0	6.0
Minimum Split (s)	40.0	12.0	15.0	32.0	20.0	12.5
Total Split (s)	47.0	36.0	15.0	32.0	18.0	15.0
Total Split (%)	24%	18%	8%	16%	9%	8%
Yellow Time (s)	5.0	4.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)						
Total Lost Time (s)						
Lead/Lag	Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	
Recall Mode	C-Min	None	Min	Min	None	None
Act Effct Green (s)						
Actuated g/C Ratio						
v/c Ratio						
Control Delay (s/veh)						
Queue Delay						
Total Delay (s/veh)						
LOS						
Approach Delay (s/veh)						
Approach LOS						
Queue Length 50th (ft)						
Queue Length 95th (ft)						
Internal Link Dist (ft)						
Turn Bay Length (ft)						
Base Capacity (vph)						
Starvation Cap Reductn						
Spillback Cap Reductn						
Storage Cap Reductn						
Reduced v/c Ratio						

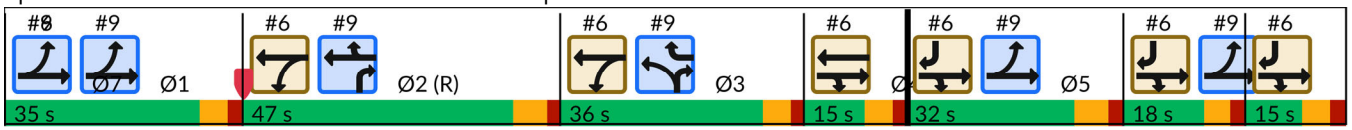
Intersection Summary	
Area Type:	Other
Cycle Length: 198	
Actuated Cycle Length: 198	
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green	
Natural Cycle: 145	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.02	
Intersection Signal Delay (s/veh): 36.4	Intersection LOS: D
Intersection Capacity Utilization 87.1%	ICU Level of Service E
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Splits and Phases: 6: Sheridan Street & I-95 SB Ramps



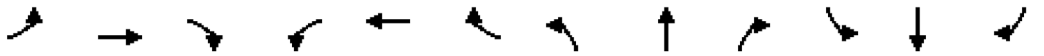
Lane Group	EBT	EBR	WBL	WBT	SBL	SBR
Lane Group Flow (vph)	1643	552	573	1553	743	655
v/c Ratio	0.58	0.42	0.44	0.66	1.02	0.37
Control Delay (s/veh)	50.7	10.1	8.4	1.6	118.6	29.0
Queue Delay	0.1	0.0	2.2	2.3	0.0	0.0
Total Delay (s/veh)	50.8	10.1	10.6	3.9	118.6	29.0
Queue Length 50th (ft)	432	58	33	35	~366	208
Queue Length 95th (ft)	462	116	m35	m1	#461	252
Internal Link Dist (ft)	480			175		
Turn Bay Length (ft)						
Base Capacity (vph)	2819	1313	1317	2337	730	1760
Starvation Cap Reductn	0	0	579	618	0	0
Spillback Cap Reductn	316	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.42	0.78	0.90	1.02	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

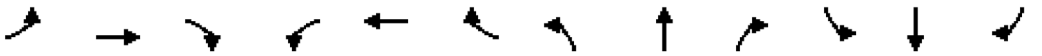
m Volume for 95th percentile queue is metered by upstream signal.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1561	524	544	1475	0	0	0	0	706	0	622
Future Volume (vph)	0	1561	524	544	1475	0	0	0	0	706	0	622
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.0	6.0	7.0	7.0					6.0		6.0
Lane Util. Factor		0.81	0.88	0.97	0.91					0.94		0.76
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	2787	3433	5085					4990		3610
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	2787	3433	5085					4990		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1643	552	573	1553	0	0	0	0	743	0	655
RTOR Reduction (vph)	0	0	288	0	0	0	0	0	0	0	0	52
Lane Group Flow (vph)	0	1643	264	573	1553	0	0	0	0	743	0	603
Turn Type		NA	Prot	Prot	NA					Prot		custom
Protected Phases		4 5 6 7	4 5 6 7	2 3	2 3 4					1		1 5 6 7
Permitted Phases												6
Actuated Green, G (s)		73.5	73.5	77.0	92.0					29.0		94.0
Effective Green, g (s)		66.5	66.5	77.0	86.0					29.0		80.5
Actuated g/C Ratio		0.34	0.34	0.39	0.43					0.15		0.41
Clearance Time (s)										6.0		
Vehicle Extension (s)										2.0		
Lane Grp Cap (vph)		2533	936	1335	2208					730		1467
v/s Ratio Prot		c0.22	0.09	0.17	c0.31					c0.15		0.17
v/s Ratio Perm												
v/c Ratio		0.65	0.28	0.43	0.70					1.02		0.41
Uniform Delay, d1		55.8	48.2	44.4	45.6					84.5		41.9
Progression Factor		1.00	1.00	0.18	0.02					1.00		1.00
Incremental Delay, d2		0.4	0.1	0.0	0.3					37.9		0.1
Delay (s)		56.3	48.3	7.9	1.4					122.4		41.9
Level of Service		E	D	A	A					F		D
Approach Delay (s/veh)		54.3			3.2			0.0			84.7	
Approach LOS		D			A			A			F	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	42.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	198.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



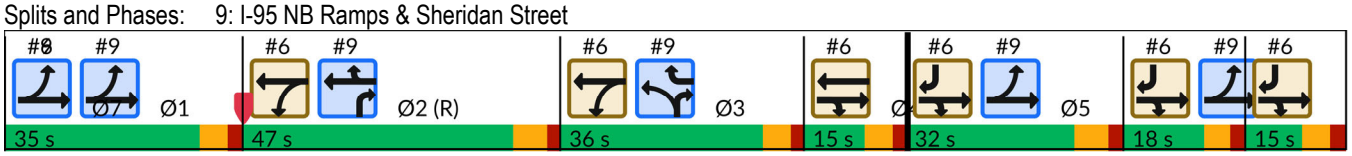
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	674	1593	0	0	1293	809	726	0	600	0	0	0
Future Volume (vph)	674	1593	0	0	1293	809	726	0	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	320		220	0		260	0		0
Storage Lanes	2		0	2		2	3		3	0		0
Taper Length (ft)	25			80			25			25		
Satd. Flow (prot)	3433	5085	0	0	7544	2787	4990	0	3610	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	3433	5085	0	0	7544	2787	4990	0	3610	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						447			285			
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		255			1444			670			591	
Travel Time (s)		5.8			32.8			15.2			13.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	709	1677	0	0	1361	852	764	0	632	0	0	0
Turn Type	Split	NA			NA	custom	Prot		custom			
Protected Phases	1 5 6 7	1 5 6 7			2	2 3	3		2 3			
Permitted Phases									2			
Detector Phase	1 5 6 7	1 5 6 7			2	2 3	3		2 3			
Switch Phase												
Minimum Initial (s)					6.0		6.0					
Minimum Split (s)					40.0		12.0					
Total Split (s)					47.0		36.0					
Total Split (%)					23.7%		18.2%					
Yellow Time (s)					5.0		4.0					
All-Red Time (s)					2.0		2.0					
Lost Time Adjust (s)					0.0		0.0					
Total Lost Time (s)					7.0		6.0					
Lead/Lag					Lag		Lead					
Lead-Lag Optimize?					Yes		Yes					
Recall Mode					C-Min		None					
Act Effct Green (s)	94.0	94.0			40.0	76.0	30.0		76.0			
Actuated g/C Ratio	0.47	0.47			0.20	0.38	0.15		0.38			
v/c Ratio	0.44	0.69			0.89	0.63	1.01		0.40			
Control Delay (s/veh)	8.8	14.1			85.3	24.3	116.4		24.0			
Queue Delay	1.0	0.6			0.0	0.0	0.0		0.0			
Total Delay (s/veh)	9.8	14.7			85.3	24.3	116.4		24.0			
LOS	A	B			F	C	F		C			
Approach Delay (s/veh)		13.3			61.8			74.6				
Approach LOS		B			E			E				
Queue Length 50th (ft)	167	560			439	256	~370		144			
Queue Length 95th (ft)	m160	m584			478	339	#469		192			
Internal Link Dist (ft)		175			1364			590			511	
Turn Bay Length (ft)						220			260			
Base Capacity (vph)	1629	2414			1524	1345	756		1561			
Starvation Cap Reductn	624	346			0	0	0		0			

Lane Group	Ø1	Ø4	Ø5	Ø6	Ø7
Lane Configurations					
Traffic Volume (vph)					
Future Volume (vph)					
Ideal Flow (vphpl)					
Storage Length (ft)					
Storage Lanes					
Taper Length (ft)					
Satd. Flow (prot)					
Flt Permitted					
Satd. Flow (perm)					
Right Turn on Red					
Satd. Flow (RTOR)					
Link Speed (mph)					
Link Distance (ft)					
Travel Time (s)					
Peak Hour Factor					
Shared Lane Traffic (%)					
Lane Group Flow (vph)					
Turn Type					
Protected Phases	1	4	5	6	7
Permitted Phases					
Detector Phase					
Switch Phase					
Minimum Initial (s)	6.0	9.0	10.0	6.0	6.0
Minimum Split (s)	12.0	15.0	32.0	20.0	12.5
Total Split (s)	35.0	15.0	32.0	18.0	15.0
Total Split (%)	18%	8%	16%	9%	8%
Yellow Time (s)	4.0	4.0	5.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.5
Lost Time Adjust (s)					
Total Lost Time (s)					
Lead/Lag	Lead	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	
Recall Mode	None	Min	Min	None	None
Act Effct Green (s)					
Actuated g/C Ratio					
v/c Ratio					
Control Delay (s/veh)					
Queue Delay					
Total Delay (s/veh)					
LOS					
Approach Delay (s/veh)					
Approach LOS					
Queue Length 50th (ft)					
Queue Length 95th (ft)					
Internal Link Dist (ft)					
Turn Bay Length (ft)					
Base Capacity (vph)					
Starvation Cap Reductn					

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0			0	0	0		0			
Storage Cap Reductn	0	0			0	0	0		0			
Reduced v/c Ratio	0.71	0.81			0.89	0.63	1.01		0.40			

Intersection Summary			
Area Type:	Other		
Cycle Length: 198			
Actuated Cycle Length: 198			
Offset: 0 (0%), Referenced to phase 2:WBTL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.02			
Intersection Signal Delay (s/veh): 45.4		Intersection LOS: D	
Intersection Capacity Utilization 87.1%		ICU Level of Service E	
Analysis Period (min) 15			
~ Volume exceeds capacity, queue is theoretically infinite.			
Queue shown is maximum after two cycles.			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			
m Volume for 95th percentile queue is metered by upstream signal.			

Splits and Phases: 9: I-95 NB Ramps & Sheridan Street



Lane Group	Ø1	Ø4	Ø5	Ø6	Ø7
Spillback Cap Reductn					
Storage Cap Reductn					
Reduced v/c Ratio					

Intersection Summary

Lane Group	EBL	EBT	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	709	1677	1361	852	764	632
v/c Ratio	0.44	0.69	0.89	0.63	1.01	0.40
Control Delay (s/veh)	8.8	14.1	85.3	24.3	116.4	24.0
Queue Delay	1.0	0.6	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.8	14.7	85.3	24.3	116.4	24.0
Queue Length 50th (ft)	167	560	439	256	~370	144
Queue Length 95th (ft)	m160	m584	478	339	#469	192
Internal Link Dist (ft)		175	1364			
Turn Bay Length (ft)				220		260
Base Capacity (vph)	1629	2414	1524	1345	756	1561
Starvation Cap Reductn	624	346	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.81	0.89	0.63	1.01	0.40

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

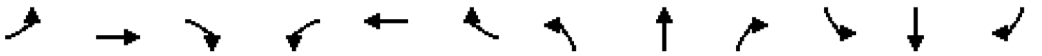
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	674	1593	0	0	1293	809	726	0	600	0	0	0
Future Volume (vph)	674	1593	0	0	1293	809	726	0	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0			7.0	7.0	6.0		7.0			
Lane Util. Factor	0.97	0.91			0.81	0.88	0.94		0.76			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	3433	5085			7544	2787	4990		3610			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	3433	5085			7544	2787	4990		3610			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	709	1677	0	0	1361	852	764	0	632	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	273	0	0	174	0	0	0
Lane Group Flow (vph)	709	1677	0	0	1361	579	764	0	458	0	0	0
Turn Type	Split	NA			NA	custom	Prot		custom			
Protected Phases	1 5 6 7	1 5 6 7			2	2 3	3		2 3			
Permitted Phases									2			
Actuated Green, G (s)	94.0	94.0			40.0	77.0	30.0		77.0			
Effective Green, g (s)	80.5	80.5			40.0	77.0	30.0		77.0			
Actuated g/C Ratio	0.41	0.41			0.20	0.39	0.15		0.39			
Clearance Time (s)					7.0		6.0					
Vehicle Extension (s)					3.0		2.0					
Lane Grp Cap (vph)	1395	2067			1524	1083	756		1403			
v/s Ratio Prot	0.21	c0.33			c0.18	0.21	c0.15		0.13			
v/s Ratio Perm												
v/c Ratio	0.51	0.81			0.89	0.53	1.01		0.33			
Uniform Delay, d1	43.9	52.0			76.9	46.7	84.0		42.3			
Progression Factor	0.24	0.32			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.1	1.6			8.4	0.3	35.4		0.0			
Delay (s)	10.5	18.1			85.3	46.9	119.4		42.4			
Level of Service	B	B			F	D	F		D			
Approach Delay (s/veh)		15.8			70.5			84.5			0.0	
Approach LOS		B			E			F			A	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	52.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	198.0	Sum of lost time (s)	44.5
Intersection Capacity Utilization	87.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

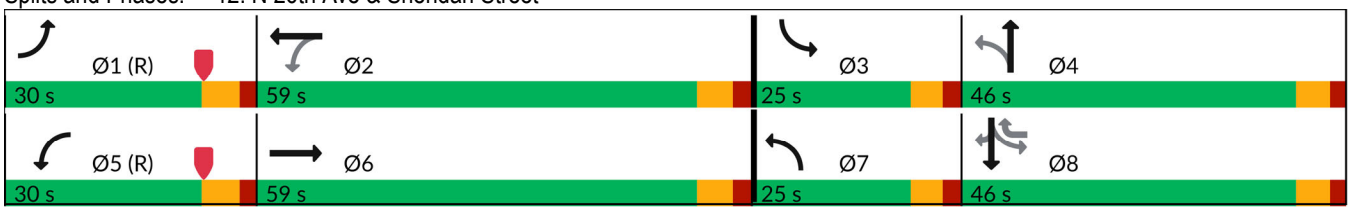


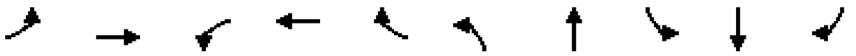
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1653	205	58	1554	176	262	189	55	242	160	269
Future Volume (vph)	280	1653	205	58	1554	176	262	189	55	242	160	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	610		0	230		100	0		0	170		0
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	25			25			25			70		
Satd. Flow (prot)	1770	4999	0	1770	5085	1583	1770	1799	0	1770	1863	1583
Flt Permitted	0.950			0.076			0.459			0.241		
Satd. Flow (perm)	1770	4999	0	142	5085	1583	855	1799	0	449	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				109		9				283
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1444			691			187			222	
Travel Time (s)		28.1			13.5			4.3			5.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	295	1956	0	61	1636	185	276	257	0	255	168	283
Turn Type	Prot	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		8	4			8		8
Detector Phase	1	6		5	2	8	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	10.0		4.0	10.0	6.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.5	34.5		11.5	34.5	37.0	11.0	37.0		11.0	37.0	37.0
Total Split (s)	30.0	59.0		30.0	59.0	46.0	25.0	46.0		25.0	46.0	46.0
Total Split (%)	18.8%	36.9%		18.8%	36.9%	28.8%	15.6%	28.8%		15.6%	28.8%	28.8%
Yellow Time (s)	4.5	4.5		4.5	4.5	4.0	4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Recall Mode	C-Min	Min		C-Min	Min	None	None	None		None	None	None
Act Effct Green (s)	37.2	69.1		73.1	52.5	26.7	45.5	26.8		45.1	26.7	26.7
Actuated g/C Ratio	0.23	0.43		0.46	0.33	0.17	0.28	0.17		0.28	0.17	0.17
v/c Ratio	0.72	0.90		0.22	0.98	0.52	0.79	0.83		0.91	0.54	0.57
Control Delay (s/veh)	68.1	49.1		21.4	70.7	29.0	60.9	83.6		79.7	66.5	10.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	68.1	49.1		21.4	70.7	29.0	60.9	83.6		79.7	66.5	10.0
LOS	E	D		C	E	C	E	F		E	E	B
Approach Delay (s/veh)		51.6			65.0			71.9			48.6	
Approach LOS		D			E			E			D	
Queue Length 50th (ft)	293	700		26	632	72	236	259		215	166	0
Queue Length 95th (ft)	#508	791		60	#744	148	304	346		#300	233	83
Internal Link Dist (ft)		1364			611			107			142	
Turn Bay Length (ft)	610			230		100				170		
Base Capacity (vph)	411	2165		319	1668	477	353	456		284	465	608
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.72	0.90		0.19	0.98	0.39	0.78	0.56		0.90	0.36	0.47

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 60 (38%), Referenced to phase 1:EBL and 5:WBL, Start of Yellow			
Natural Cycle: 115			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay (s/veh): 57.9		Intersection LOS: E	
Intersection Capacity Utilization 93.1%		ICU Level of Service F	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 12: N 26th Ave & Sheridan Street

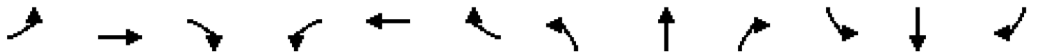




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	295	1956	61	1636	185	276	257	255	168	283
v/c Ratio	0.72	0.90	0.22	0.98	0.52	0.79	0.83	0.91	0.54	0.57
Control Delay (s/veh)	68.1	49.1	21.4	70.7	29.0	60.9	83.6	79.7	66.5	10.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	68.1	49.1	21.4	70.7	29.0	60.9	83.6	79.7	66.5	10.0
Queue Length 50th (ft)	293	700	26	632	72	236	259	215	166	0
Queue Length 95th (ft)	#508	791	60	#744	148	304	346	#300	233	83
Internal Link Dist (ft)		1364		611			107		142	
Turn Bay Length (ft)	610		230		100			170		
Base Capacity (vph)	411	2165	319	1668	477	353	456	284	465	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.90	0.19	0.98	0.39	0.78	0.56	0.90	0.36	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

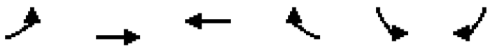


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	1653	205	58	1554	176	262	189	55	242	160	269
Future Volume (vph)	280	1653	205	58	1554	176	262	189	55	242	160	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	5001		1770	5085	1583	1770	1800		1770	1863	1583
Flt Permitted	0.95	1.00		0.08	1.00	1.00	0.46	1.00		0.24	1.00	1.00
Satd. Flow (perm)	1770	5001		142	5085	1583	855	1800		449	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	295	1740	216	61	1636	185	276	199	58	255	168	283
RTOR Reduction (vph)	0	8	0	0	0	91	0	7	0	0	0	236
Lane Group Flow (vph)	295	1948	0	61	1636	94	276	250	0	255	168	47
Turn Type	Prot	NA		pm+pt	NA	custom	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases				2		8	4			8		8
Actuated Green, G (s)	37.1	69.1		73.0	52.5	26.7	45.6	26.9		45.2	26.7	26.7
Effective Green, g (s)	37.1	69.1		73.0	52.5	26.7	45.6	26.9		45.2	26.7	26.7
Actuated g/C Ratio	0.23	0.43		0.46	0.33	0.17	0.29	0.17		0.28	0.17	0.17
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0		6.0	6.0	6.0
Vehicle Extension (s)	2.0	3.0		1.5	3.0	2.0	1.5	2.0		1.5	2.0	2.0
Lane Grp Cap (vph)	410	2159		273	1668	264	350	302		279	310	264
v/s Ratio Prot	c0.17	c0.39		0.03	c0.32		0.09	0.14		c0.11	0.09	
v/s Ratio Perm				0.07		0.06	0.13			c0.15		0.03
v/c Ratio	0.72	0.90		0.22	0.98	0.36	0.79	0.83		0.91	0.54	0.18
Uniform Delay, d1	56.7	42.3		29.4	53.3	59.0	49.6	64.3		49.8	61.0	57.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.4	5.7		0.4	17.6	0.3	10.4	15.9		31.6	1.0	0.1
Delay (s)	67.1	48.0		29.8	70.8	59.3	60.0	80.2		81.4	62.1	57.4
Level of Service	E	D		C	E	E	E	F		F	E	E
Approach Delay (s/veh)		50.5			68.4			69.7			67.2	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	60.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.0
Intersection Capacity Utilization	93.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Stirling Rd AM

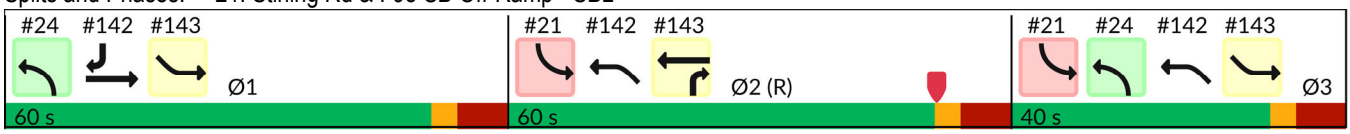


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
Lane Configurations		↑↑↑↑			↰↰				
Traffic Volume (vph)	0	1330	0	0	560	0			
Future Volume (vph)	0	1330	0	0	560	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Satd. Flow (prot)	0	6408	0	0	3433	0			
Flt Permitted					0.950				
Satd. Flow (perm)	0	6408	0	0	3433	0			
Right Turn on Red				Yes	No	No			
Satd. Flow (RTOR)									
Link Speed (mph)		30	30		30				
Link Distance (ft)		191	331		101				
Travel Time (s)		4.3	7.5		2.3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1400	0	0	589	0			
Turn Type		NA			Prot				
Protected Phases		Free!			2 3!		1	2	3
Permitted Phases									
Detector Phase					2 3				
Switch Phase									
Minimum Initial (s)							4.0	4.0	4.0
Minimum Split (s)							25.0	25.5	13.0
Total Split (s)							60.0	60.0	40.0
Total Split (%)							38%	38%	25%
Yellow Time (s)							3.0	3.0	3.0
All-Red Time (s)							6.0	6.0	6.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?								Yes	
Recall Mode							Max	C-Max	Max
Act Effct Green (s)		160.0			91.0				
Actuated g/C Ratio		1.00			0.57				
v/c Ratio		0.22			0.30				
Control Delay (s/veh)		0.1			18.5				
Queue Delay		0.0			0.0				
Total Delay (s/veh)		0.1			18.5				
LOS		A			B				
Approach Delay (s/veh)		0.1			18.5				
Approach LOS		A			B				
Queue Length 50th (ft)		0			162				
Queue Length 95th (ft)		0			201				
Internal Link Dist (ft)		111	251		21				
Turn Bay Length (ft)									
Base Capacity (vph)		6408			1952				
Starvation Cap Reductn		0			0				
Spillback Cap Reductn		0			0				
Storage Cap Reductn		0			0				
Reduced v/c Ratio		0.22			0.30				

Intersection Summary		
Area Type:	Other	
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 0 (0%), Referenced to phase 2:SBL and 6:, Start of Yellow		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.69		
Intersection Signal Delay (s/veh): 5.5	Intersection LOS: A	
Intersection Capacity Utilization 45.7%	ICU Level of Service A	
Analysis Period (min) 15		

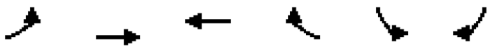
! Phase conflict between lane groups.

Splits and Phases: 21: Stirling Rd & I-95 SB Off-Ramp - SBL



Lane Group	EBT	SBL
Lane Group Flow (vph)	1400	589
v/c Ratio	0.22	0.30
Control Delay (s/veh)	0.1	18.5
Queue Delay	0.0	0.0
Total Delay (s/veh)	0.1	18.5
Queue Length 50th (ft)	0	162
Queue Length 95th (ft)	0	201
Internal Link Dist (ft)	111	21
Turn Bay Length (ft)		
Base Capacity (vph)	6408	1952
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.22	0.30

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑			↰↰	
Traffic Volume (vph)	0	1330	0	0	560	0
Future Volume (vph)	0	1330	0	0	560	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			9.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6408			3433	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6408			3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1400	0	0	589	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1400	0	0	589	0
Turn Type		NA			Prot	
Protected Phases		Free!			2 3!	
Permitted Phases						
Actuated Green, G (s)		160.0			91.0	
Effective Green, g (s)		160.0			91.0	
Actuated g/C Ratio		1.00			0.57	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		6408			1952	
v/s Ratio Prot		0.22			c0.17	
v/s Ratio Perm						
v/c Ratio		0.22			0.30	
Uniform Delay, d1		0.0			18.0	
Progression Factor		1.00			1.00	
Incremental Delay, d2		0.1			0.4	
Delay (s)		0.1			18.4	
Level of Service		A			B	
Approach Delay (s/veh)		0.1	0.0		18.4	
Approach LOS		A	A		B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	45.7%	ICU Level of Service	A
Analysis Period (min)	15		

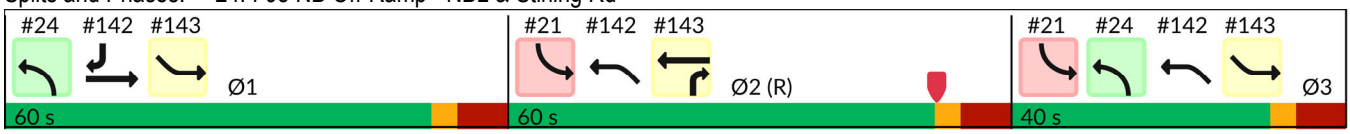
! Phase conflict between lane groups.
c Critical Lane Group

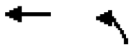
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3
Lane Configurations				↑↑↑↑	↰↰				
Traffic Volume (vph)	0	0	0	1066	530	0			
Future Volume (vph)	0	0	0	1066	530	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Satd. Flow (prot)	0	0	0	6408	3433	0			
Flt Permitted					0.950				
Satd. Flow (perm)	0	0	0	6408	3433	0			
Right Turn on Red		No			No	No			
Satd. Flow (RTOR)									
Link Speed (mph)	30			30	30				
Link Distance (ft)	331			182	96				
Travel Time (s)	7.5			4.1	2.2				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	0	1122	558	0			
Turn Type				NA	Prot				
Protected Phases				Free!	1 3!		1	2	3
Permitted Phases									
Detector Phase					1 3				
Switch Phase									
Minimum Initial (s)							4.0	4.0	4.0
Minimum Split (s)							25.0	25.5	13.0
Total Split (s)							60.0	60.0	40.0
Total Split (%)							38%	38%	25%
Yellow Time (s)							3.0	3.0	3.0
All-Red Time (s)							6.0	6.0	6.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?								Yes	
Recall Mode							Max	C-Max	Max
Act Effct Green (s)				160.0	91.0				
Actuated g/C Ratio				1.00	0.57				
v/c Ratio				0.18	0.29				
Control Delay (s/veh)				0.1	18.3				
Queue Delay				0.0	0.0				
Total Delay (s/veh)				0.1	18.3				
LOS				A	B				
Approach Delay (s/veh)				0.1	18.3				
Approach LOS				A	B				
Queue Length 50th (ft)				0	152				
Queue Length 95th (ft)				0	190				
Internal Link Dist (ft)	251			102	16				
Turn Bay Length (ft)									
Base Capacity (vph)				6408	1952				
Starvation Cap Reductn				0	0				
Spillback Cap Reductn				0	0				
Storage Cap Reductn				0	0				
Reduced v/c Ratio				0.18	0.29				

Intersection Summary		
Area Type:	Other	
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 0 (0%), Referenced to phase 2:SBL and 6:, Start of Yellow		
Natural Cycle: 65		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.69		
Intersection Signal Delay (s/veh): 6.1	Intersection LOS: A	
Intersection Capacity Utilization 41.4%	ICU Level of Service A	
Analysis Period (min) 15		

! Phase conflict between lane groups.

Splits and Phases: 24: I-95 NB Off-Ramp - NBL & Stirling Rd





Lane Group	WBT	NBL
Lane Group Flow (vph)	1122	558
v/c Ratio	0.18	0.29
Control Delay (s/veh)	0.1	18.3
Queue Delay	0.0	0.0
Total Delay (s/veh)	0.1	18.3
Queue Length 50th (ft)	0	152
Queue Length 95th (ft)	0	190
Internal Link Dist (ft)	102	16
Turn Bay Length (ft)		
Base Capacity (vph)	6408	1952
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.18	0.29

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑↑	↰↰	
Traffic Volume (vph)	0	0	0	1066	530	0
Future Volume (vph)	0	0	0	1066	530	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	9.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6408	3433	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6408	3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	1122	558	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1122	558	0
Turn Type				NA	Prot	
Protected Phases				Free!	1 3!	
Permitted Phases						
Actuated Green, G (s)				160.0	91.0	
Effective Green, g (s)				160.0	91.0	
Actuated g/C Ratio				1.00	0.57	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)				6408	1952	
v/s Ratio Prot				0.18	c0.16	
v/s Ratio Perm						
v/c Ratio				0.18	0.29	
Uniform Delay, d1				0.0	17.8	
Progression Factor				1.00	1.00	
Incremental Delay, d2				0.1	0.4	
Delay (s)				0.1	18.1	
Level of Service				A	B	
Approach Delay (s/veh)	0.0			0.1	18.1	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	361	0	0	0	0	603
Future Volume (vph)	361	0	0	0	0	603
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	0	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	141		230			253
Travel Time (s)	3.2		5.2			5.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	380	0	0	0	0	635
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.3%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	361	1235	0	0
Future Volume (vph)	0	0	361	1235	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1770	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1770	5085	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	190			331	141	
Travel Time (s)	4.3			7.5	3.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	380	1300	0	0
Sign Control	Stop			Free	Free	

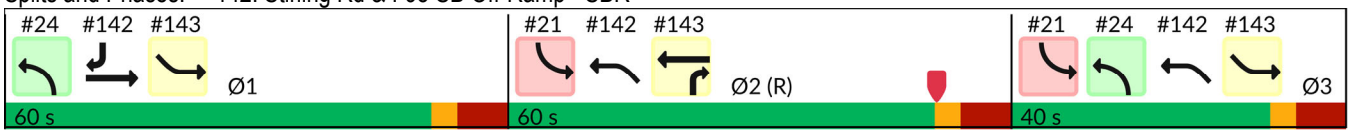
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR2	SBR	NWL	Ø2	Ø3
Lane Configurations						
Traffic Volume (vph)	1330	603	564	1235		
Future Volume (vph)	1330	603	564	1235		
Ideal Flow (vphpl)	1900	1900	1900	1900		
Storage Length (ft)			0	0		
Storage Lanes			2	3		
Taper Length (ft)				25		
Satd. Flow (prot)	6408	1583	2787	5253		
Flt Permitted						
Satd. Flow (perm)	6408	1583	2787	5253		
Right Turn on Red		Yes	No			
Satd. Flow (RTOR)		498				
Link Speed (mph)	30			30		
Link Distance (ft)	1848			190		
Travel Time (s)	42.0			4.3		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1400	635	594	1300		
Turn Type	NA	Free	Prot	Prot		
Protected Phases	1		1	2 3	2	3
Permitted Phases		Free				
Detector Phase	1		1	2 3		
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	25.0		25.0		25.5	13.0
Total Split (s)	60.0		60.0		60.0	40.0
Total Split (%)	37.5%		37.5%		38%	25%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	6.0		6.0		6.0	6.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	9.0		9.0			
Lead/Lag	Lead		Lead		Lag	
Lead-Lag Optimize?					Yes	
Recall Mode	Max		Max		C-Max	Max
Act Effct Green (s)	51.0	160.0	51.0	91.0		
Actuated g/C Ratio	0.32	1.00	0.32	0.57		
v/c Ratio	0.69	0.40	0.67	0.44		
Control Delay (s/veh)	49.6	0.8	51.6	7.6		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	49.6	0.8	51.6	7.6		
LOS	D	A	D	A		
Approach Delay (s/veh)	34.4			7.6		
Approach LOS	C			A		
Queue Length 50th (ft)	378	0	311	98		
Queue Length 95th (ft)	422	0	390	108		
Internal Link Dist (ft)	1768			110		
Turn Bay Length (ft)		330				
Base Capacity (vph)	2042	1583	888	2987		
Starvation Cap Reductn	0	0	0	0		

Lane Group	EBT	EBR2	SBR	NWL	Ø2	Ø3
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.69	0.40	0.67	0.44		

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:SBL and 6:, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 28.1		Intersection LOS: C	
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 142: Stirling Rd & I-95 SB Off-Ramp - SBR



Lane Group	EBT	EBR2	SBR	NWL
Lane Group Flow (vph)	1400	635	594	1300
v/c Ratio	0.69	0.40	0.67	0.44
Control Delay (s/veh)	49.6	0.8	51.6	7.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	49.6	0.8	51.6	7.6
Queue Length 50th (ft)	378	0	311	98
Queue Length 95th (ft)	422	0	390	108
Internal Link Dist (ft)	1768			110
Turn Bay Length (ft)		330		
Base Capacity (vph)	2042	1583	888	2987
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.69	0.40	0.67	0.44

Intersection Summary

Movement	EBT	EBR2	SBR	NWL
Lane Configurations	↑↑↑↑	↱	↱↱	↰↰↰
Traffic Volume (vph)	1330	603	564	1235
Future Volume (vph)	1330	603	564	1235
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	4.0	9.0	9.0
Lane Util. Factor	0.86	1.00	0.88	0.94
Frt	1.00	0.85	0.85	1.00
Flt Protected	1.00	1.00	1.00	1.00
Satd. Flow (prot)	6408	1583	2787	5253
Flt Permitted	1.00	1.00	1.00	1.00
Satd. Flow (perm)	6408	1583	2787	5253
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1400	635	594	1300
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	1400	635	594	1300
Turn Type	NA	Free	Prot	Prot
Protected Phases	1		1	2 3
Permitted Phases		Free		
Actuated Green, G (s)	51.0	160.0	51.0	91.0
Effective Green, g (s)	51.0	160.0	51.0	91.0
Actuated g/C Ratio	0.32	1.00	0.32	0.57
Clearance Time (s)	9.0		9.0	
Vehicle Extension (s)	3.0		3.0	
Lane Grp Cap (vph)	2042	1583	888	2987
v/s Ratio Prot	c0.22		0.21	c0.25
v/s Ratio Perm		c0.40		
v/c Ratio	0.69	0.40	0.67	0.44
Uniform Delay, d1	47.5	0.0	47.2	19.8
Progression Factor	1.00	1.00	1.00	0.36
Incremental Delay, d2	1.9	0.8	4.0	0.5
Delay (s)	49.4	0.8	51.2	7.5
Level of Service	D	A	D	A
Approach Delay (s/veh)	34.2			7.5
Approach LOS	C			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

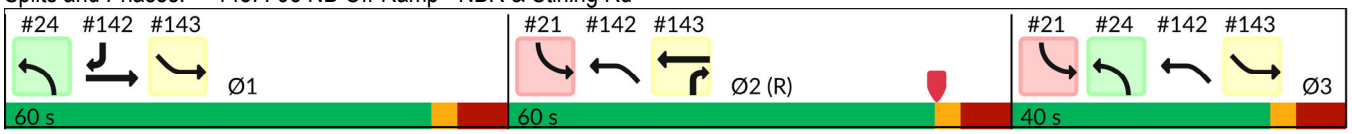
c Critical Lane Group

Lane Group	WBT	WBR2	NBR	SEL	Ø1	Ø3
Lane Configurations						
Traffic Volume (vph)	1066	548	524	1439		
Future Volume (vph)	1066	548	524	1439		
Ideal Flow (vphpl)	1900	1900	1900	1900		
Storage Length (ft)			0	0		
Storage Lanes			2	3		
Taper Length (ft)				25		
Satd. Flow (prot)	6408	1583	2787	5253		
Flt Permitted						
Satd. Flow (perm)	6408	1583	2787	5253		
Right Turn on Red		Yes	No			
Satd. Flow (RTOR)		577				
Link Speed (mph)	30			30		
Link Distance (ft)	2193			183		
Travel Time (s)	49.8			4.2		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1122	577	552	1515		
Turn Type	NA	Free	Prot	Prot		
Protected Phases	2		2	1 3	1	3
Permitted Phases		Free				
Detector Phase	2		2	1 3		
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	25.5		25.5		25.0	13.0
Total Split (s)	60.0		60.0		60.0	40.0
Total Split (%)	37.5%		37.5%		38%	25%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	6.0		6.0		6.0	6.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	9.0		9.0			
Lead/Lag	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		C-Max		Max	Max
Act Effct Green (s)	51.0	160.0	51.0	91.0		
Actuated g/C Ratio	0.32	1.00	0.32	0.57		
v/c Ratio	0.55	0.36	0.62	0.51		
Control Delay (s/veh)	46.2	0.7	50.0	17.7		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	46.2	0.7	50.0	17.7		
LOS	D	A	D	B		
Approach Delay (s/veh)	30.8			17.7		
Approach LOS	C			B		
Queue Length 50th (ft)	287	0	284	226		
Queue Length 95th (ft)	326	0	358	264		
Internal Link Dist (ft)	2113			103		
Turn Bay Length (ft)		400				
Base Capacity (vph)	2042	1583	888	2987		
Starvation Cap Reductn	0	0	0	0		

Lane Group	WBT	WBR2	NBR	SEL	Ø1	Ø3
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.55	0.36	0.62	0.51		

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:SBL and 6:, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay (s/veh): 28.3		Intersection LOS: C	
Intersection Capacity Utilization 57.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 143: I-95 NB Off-Ramp - NBR & Stirling Rd



Lane Group	WBT	WBR2	NBR	SEL
Lane Group Flow (vph)	1122	577	552	1515
v/c Ratio	0.55	0.36	0.62	0.51
Control Delay (s/veh)	46.2	0.7	50.0	17.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	46.2	0.7	50.0	17.7
Queue Length 50th (ft)	287	0	284	226
Queue Length 95th (ft)	326	0	358	264
Internal Link Dist (ft)	2113			103
Turn Bay Length (ft)		400		
Base Capacity (vph)	2042	1583	888	2987
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.55	0.36	0.62	0.51

Intersection Summary

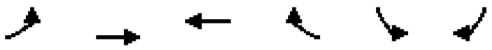
Movement	WBT	WBR2	NBR	SEL
Lane Configurations				
Traffic Volume (vph)	1066	548	524	1439
Future Volume (vph)	1066	548	524	1439
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	4.0	9.0	9.0
Lane Util. Factor	0.86	1.00	0.88	0.94
Frt	1.00	0.85	0.85	1.00
Flt Protected	1.00	1.00	1.00	1.00
Satd. Flow (prot)	6408	1583	2787	5253
Flt Permitted	1.00	1.00	1.00	1.00
Satd. Flow (perm)	6408	1583	2787	5253
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1122	577	552	1515
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	1122	577	552	1515
Turn Type	NA	Free	Prot	Prot
Protected Phases	2		2	1 3
Permitted Phases		Free		
Actuated Green, G (s)	51.0	160.0	51.0	91.0
Effective Green, g (s)	51.0	160.0	51.0	91.0
Actuated g/C Ratio	0.32	1.00	0.32	0.57
Clearance Time (s)	9.0		9.0	
Vehicle Extension (s)	3.0		3.0	
Lane Grp Cap (vph)	2042	1583	888	2987
v/s Ratio Prot	0.18		c0.20	c0.29
v/s Ratio Perm		0.36		
v/c Ratio	0.55	0.36	0.62	0.51
Uniform Delay, d1	45.0	0.0	46.3	20.9
Progression Factor	1.00	1.00	1.00	0.81
Incremental Delay, d2	1.1	0.7	3.3	0.6
Delay (s)	46.1	0.7	49.6	17.6
Level of Service	D	A	D	B
Approach Delay (s/veh)	30.7			17.6
Approach LOS	C			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	28.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

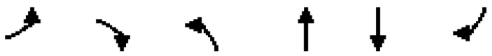
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	451	0	0	0	0	548
Future Volume (vph)	451	0	0	0	0	548
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1863	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	1863	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	133			298	231	
Travel Time (s)	3.0			6.8	5.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	475	0	0	0	0	577
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	451	1439	0	0	0	0
Future Volume (vph)	451	1439	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	5085	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	5085	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		331	183		133	
Travel Time (s)		7.5	4.2		3.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	475	1515	0	0	0	0
Sign Control		Free	Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			



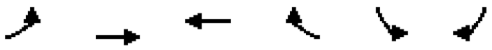
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	530	524	0	0
Future Volume (vph)	0	0	530	524	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	350			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	0	3433	3539	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	3433	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	96			443	152	
Travel Time (s)	2.2			10.1	3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	558	552	0	0
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	SBL	SBR	NWL	NWR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	560	564	0	0	0	0
Future Volume (vph)	560	564	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3433	2787	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	2787	0	0	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	542		101		133	
Travel Time (s)	12.3		2.3		3.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	589	594	0	0	0	0
Sign Control	Free		Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.7%		ICU Level of Service A	
Analysis Period (min) 15			

Stirling Rd PM

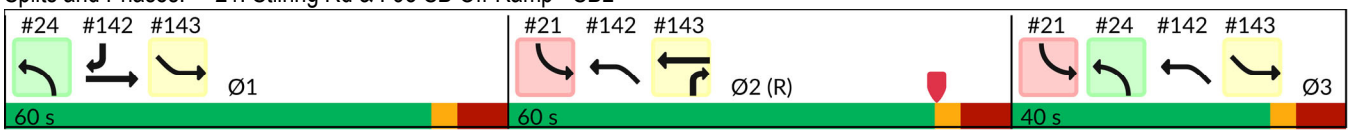


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø1	Ø2	Ø3
Lane Configurations		↑↑↑↑			↰↰				
Traffic Volume (vph)	0	1438	0	0	530	0			
Future Volume (vph)	0	1438	0	0	530	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Satd. Flow (prot)	0	6408	0	0	3433	0			
Flt Permitted					0.950				
Satd. Flow (perm)	0	6408	0	0	3433	0			
Right Turn on Red				Yes	No	No			
Satd. Flow (RTOR)									
Link Speed (mph)		30	30		30				
Link Distance (ft)		191	331		101				
Travel Time (s)		4.3	7.5		2.3				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	1514	0	0	558	0			
Turn Type		NA			Prot				
Protected Phases		Free!			2 3!		1	2	3
Permitted Phases									
Detector Phase					2 3				
Switch Phase									
Minimum Initial (s)							4.0	4.0	4.0
Minimum Split (s)							25.0	25.5	13.0
Total Split (s)							60.0	60.0	40.0
Total Split (%)							38%	38%	25%
Yellow Time (s)							3.0	3.0	3.0
All-Red Time (s)							6.0	6.0	6.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?								Yes	
Recall Mode							Max	C-Max	Max
Act Effct Green (s)		160.0			91.0				
Actuated g/C Ratio		1.00			0.57				
v/c Ratio		0.24			0.29				
Control Delay (s/veh)		0.1			18.3				
Queue Delay		0.0			0.0				
Total Delay (s/veh)		0.1			18.3				
LOS		A			B				
Approach Delay (s/veh)		0.1			18.3				
Approach LOS		A			B				
Queue Length 50th (ft)		0			152				
Queue Length 95th (ft)		0			190				
Internal Link Dist (ft)		111	251		21				
Turn Bay Length (ft)									
Base Capacity (vph)		6408			1952				
Starvation Cap Reductn		0			0				
Spillback Cap Reductn		0			0				
Storage Cap Reductn		0			0				
Reduced v/c Ratio		0.24			0.29				

Intersection Summary		
Area Type:	Other	
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 0 (0%), Referenced to phase 2:SBL and 6:, Start of Yellow		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.83		
Intersection Signal Delay (s/veh): 5.0	Intersection LOS: A	
Intersection Capacity Utilization 46.3%	ICU Level of Service A	
Analysis Period (min) 15		

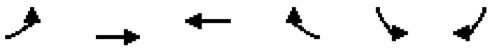
! Phase conflict between lane groups.

Splits and Phases: 21: Stilring Rd & I-95 SB Off-Ramp - SBL



Lane Group	EBT	SBL
Lane Group Flow (vph)	1514	558
v/c Ratio	0.24	0.29
Control Delay (s/veh)	0.1	18.3
Queue Delay	0.0	0.0
Total Delay (s/veh)	0.1	18.3
Queue Length 50th (ft)	0	152
Queue Length 95th (ft)	0	190
Internal Link Dist (ft)	111	21
Turn Bay Length (ft)		
Base Capacity (vph)	6408	1952
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.24	0.29

Intersection Summary



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑↑			↰↰	
Traffic Volume (vph)	0	1438	0	0	530	0
Future Volume (vph)	0	1438	0	0	530	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			9.0	
Lane Util. Factor		0.86			0.97	
Frt		1.00			1.00	
Flt Protected		1.00			0.95	
Satd. Flow (prot)		6408			3433	
Flt Permitted		1.00			0.95	
Satd. Flow (perm)		6408			3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1514	0	0	558	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1514	0	0	558	0
Turn Type		NA			Prot	
Protected Phases		Free!			2 3!	
Permitted Phases						
Actuated Green, G (s)		160.0			91.0	
Effective Green, g (s)		160.0			91.0	
Actuated g/C Ratio		1.00			0.57	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		6408			1952	
v/s Ratio Prot		0.24			c0.16	
v/s Ratio Perm						
v/c Ratio		0.24			0.29	
Uniform Delay, d1		0.0			17.8	
Progression Factor		1.00			1.00	
Incremental Delay, d2		0.1			0.4	
Delay (s)		0.1			18.1	
Level of Service		A			B	
Approach Delay (s/veh)		0.1	0.0		18.1	
Approach LOS		A	A		B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		

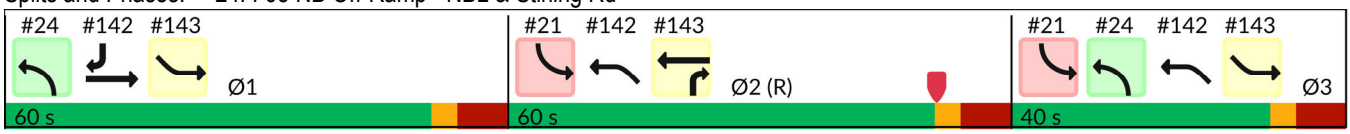
! Phase conflict between lane groups.
c Critical Lane Group

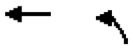
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø1	Ø2	Ø3
Lane Configurations				↑↑↑↑	↰↰				
Traffic Volume (vph)	0	0	0	1614	601	0			
Future Volume (vph)	0	0	0	1614	601	0			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Satd. Flow (prot)	0	0	0	6408	3433	0			
Flt Permitted					0.950				
Satd. Flow (perm)	0	0	0	6408	3433	0			
Right Turn on Red		No			No	No			
Satd. Flow (RTOR)									
Link Speed (mph)	30			30	30				
Link Distance (ft)	331			182	96				
Travel Time (s)	7.5			4.1	2.2				
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	0	0	0	1699	633	0			
Turn Type				NA	Prot				
Protected Phases				Free!	1 3!		1	2	3
Permitted Phases									
Detector Phase					1 3				
Switch Phase									
Minimum Initial (s)							4.0	4.0	4.0
Minimum Split (s)							25.0	25.5	13.0
Total Split (s)							60.0	60.0	40.0
Total Split (%)							38%	38%	25%
Yellow Time (s)							3.0	3.0	3.0
All-Red Time (s)							6.0	6.0	6.0
Lost Time Adjust (s)									
Total Lost Time (s)									
Lead/Lag							Lead	Lag	
Lead-Lag Optimize?								Yes	
Recall Mode							Max	C-Max	Max
Act Effct Green (s)				160.0	91.0				
Actuated g/C Ratio				1.00	0.57				
v/c Ratio				0.27	0.32				
Control Delay (s/veh)				0.1	18.8				
Queue Delay				0.0	0.0				
Total Delay (s/veh)				0.1	18.8				
LOS				A	B				
Approach Delay (s/veh)				0.1	18.8				
Approach LOS				A	B				
Queue Length 50th (ft)				0	177				
Queue Length 95th (ft)				0	218				
Internal Link Dist (ft)	251			102	16				
Turn Bay Length (ft)									
Base Capacity (vph)				6408	1952				
Starvation Cap Reductn				0	0				
Spillback Cap Reductn				0	0				
Storage Cap Reductn				0	0				
Reduced v/c Ratio				0.27	0.32				

Intersection Summary		
Area Type:	Other	
Cycle Length: 160		
Actuated Cycle Length: 160		
Offset: 0 (0%), Referenced to phase 2:SBL and 6:, Start of Yellow		
Natural Cycle: 70		
Control Type: Actuated-Coordinated		
Maximum v/c Ratio: 0.83		
Intersection Signal Delay (s/veh): 5.2	Intersection LOS: A	
Intersection Capacity Utilization 51.4%	ICU Level of Service A	
Analysis Period (min) 15		

! Phase conflict between lane groups.

Splits and Phases: 24: I-95 NB Off-Ramp - NBL & Stirling Rd





Lane Group	WBT	NBL
Lane Group Flow (vph)	1699	633
v/c Ratio	0.27	0.32
Control Delay (s/veh)	0.1	18.8
Queue Delay	0.0	0.0
Total Delay (s/veh)	0.1	18.8
Queue Length 50th (ft)	0	177
Queue Length 95th (ft)	0	218
Internal Link Dist (ft)	102	16
Turn Bay Length (ft)		
Base Capacity (vph)	6408	1952
Starvation Cap Reductn	0	0
Spillback Cap Reductn	0	0
Storage Cap Reductn	0	0
Reduced v/c Ratio	0.27	0.32

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations				↑↑↑↑	↰↰	
Traffic Volume (vph)	0	0	0	1614	601	0
Future Volume (vph)	0	0	0	1614	601	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0	9.0	
Lane Util. Factor				0.86	0.97	
Frt				1.00	1.00	
Flt Protected				1.00	0.95	
Satd. Flow (prot)				6408	3433	
Flt Permitted				1.00	0.95	
Satd. Flow (perm)				6408	3433	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	1699	633	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1699	633	0
Turn Type				NA	Prot	
Protected Phases				Free!	1 3!	
Permitted Phases						
Actuated Green, G (s)				160.0	91.0	
Effective Green, g (s)				160.0	91.0	
Actuated g/C Ratio				1.00	0.57	
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)				6408	1952	
v/s Ratio Prot				0.27	c0.18	
v/s Ratio Perm						
v/c Ratio				0.27	0.32	
Uniform Delay, d1				0.0	18.2	
Progression Factor				1.00	1.00	
Incremental Delay, d2				0.1	0.4	
Delay (s)				0.1	18.7	
Level of Service				A	B	
Approach Delay (s/veh)	0.0			0.1	18.7	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay (s/veh)	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	574	0	0	0	0	569
Future Volume (vph)	574	0	0	0	0	569
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	0	0	0	0	1863
Flt Permitted	0.950					
Satd. Flow (perm)	1770	0	0	0	0	1863
Link Speed (mph)	30		30			30
Link Distance (ft)	141		230			253
Travel Time (s)	3.2		5.2			5.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	604	0	0	0	0	599
Sign Control	Free		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 68.4%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	0	0	574	1641	0	0
Future Volume (vph)	0	0	574	1641	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	0	1770	5085	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	1770	5085	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	190			331	141	
Travel Time (s)	4.3			7.5	3.2	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	604	1727	0	0
Sign Control	Stop			Free	Free	

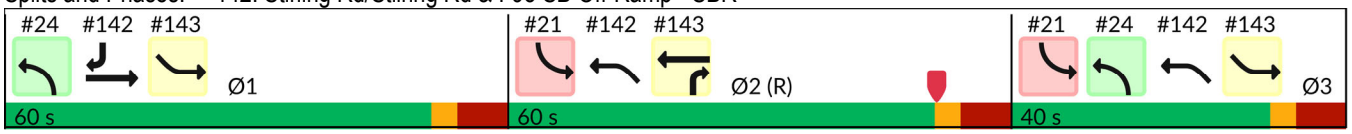
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBT	EBR2	SBR	NWL	Ø2	Ø3
Lane Configurations	↑↑↑↑	↱	↱↱	↰↰↰		
Traffic Volume (vph)	1438	569	538	1641		
Future Volume (vph)	1438	569	538	1641		
Ideal Flow (vphpl)	1900	1900	1900	1900		
Storage Length (ft)			0	0		
Storage Lanes			2	3		
Taper Length (ft)				25		
Satd. Flow (prot)	6408	1583	2787	5253		
Flt Permitted						
Satd. Flow (perm)	6408	1583	2787	5253		
Right Turn on Red		Yes	No			
Satd. Flow (RTOR)		435				
Link Speed (mph)	30			30		
Link Distance (ft)	1848			190		
Travel Time (s)	42.0			4.3		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1514	599	566	1727		
Turn Type	NA	Free	Prot	Prot		
Protected Phases	1		1	2 3	2	3
Permitted Phases		Free				
Detector Phase	1		1	2 3		
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	25.0		25.0		25.5	13.0
Total Split (s)	60.0		60.0		60.0	40.0
Total Split (%)	37.5%		37.5%		38%	25%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	6.0		6.0		6.0	6.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	9.0		9.0			
Lead/Lag	Lead		Lead		Lag	
Lead-Lag Optimize?					Yes	
Recall Mode	Max		Max		C-Max	Max
Act Effct Green (s)	51.0	160.0	51.0	91.0		
Actuated g/C Ratio	0.32	1.00	0.32	0.57		
v/c Ratio	0.74	0.38	0.64	0.58		
Control Delay (s/veh)	51.3	0.7	50.5	7.1		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	51.3	0.7	50.5	7.1		
LOS	D	A	D	A		
Approach Delay (s/veh)	37.0			7.1		
Approach LOS	D			A		
Queue Length 50th (ft)	419	0	293	113		
Queue Length 95th (ft)	464	0	369	128		
Internal Link Dist (ft)	1768			110		
Turn Bay Length (ft)		330				
Base Capacity (vph)	2042	1583	888	2987		
Starvation Cap Reductn	0	0	0	0		

Lane Group	EBT	EBR2	SBR	NWL	Ø2	Ø3
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.74	0.38	0.64	0.58		

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:SBL and 6:, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 27.0		Intersection LOS: C	
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 142: Stirling Rd/Stilring Rd & I-95 SB Off-Ramp - SBR



Lane Group	EBT	EBR2	SBR	NWL
Lane Group Flow (vph)	1514	599	566	1727
v/c Ratio	0.74	0.38	0.64	0.58
Control Delay (s/veh)	51.3	0.7	50.5	7.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	51.3	0.7	50.5	7.1
Queue Length 50th (ft)	419	0	293	113
Queue Length 95th (ft)	464	0	369	128
Internal Link Dist (ft)	1768			110
Turn Bay Length (ft)		330		
Base Capacity (vph)	2042	1583	888	2987
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.74	0.38	0.64	0.58

Intersection Summary

Movement	EBT	EBR2	SBR	NWL
Lane Configurations				
Traffic Volume (vph)	1438	569	538	1641
Future Volume (vph)	1438	569	538	1641
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	4.0	9.0	9.0
Lane Util. Factor	0.86	1.00	0.88	0.94
Frt	1.00	0.85	0.85	1.00
Flt Protected	1.00	1.00	1.00	1.00
Satd. Flow (prot)	6408	1583	2787	5253
Flt Permitted	1.00	1.00	1.00	1.00
Satd. Flow (perm)	6408	1583	2787	5253
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1514	599	566	1727
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	1514	599	566	1727
Turn Type	NA	Free	Prot	Prot
Protected Phases	1		1	2 3
Permitted Phases		Free		
Actuated Green, G (s)	51.0	160.0	51.0	91.0
Effective Green, g (s)	51.0	160.0	51.0	91.0
Actuated g/C Ratio	0.32	1.00	0.32	0.57
Clearance Time (s)	9.0		9.0	
Vehicle Extension (s)	3.0		3.0	
Lane Grp Cap (vph)	2042	1583	888	2987
v/s Ratio Prot	c0.24		0.20	c0.33
v/s Ratio Perm		0.38		
v/c Ratio	0.74	0.38	0.64	0.58
Uniform Delay, d1	48.6	0.0	46.6	22.2
Progression Factor	1.00	1.00	1.00	0.28
Incremental Delay, d2	2.5	0.7	3.5	0.8
Delay (s)	51.1	0.7	50.1	7.1
Level of Service	D	A	D	A
Approach Delay (s/veh)	36.8			7.1
Approach LOS	D			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		

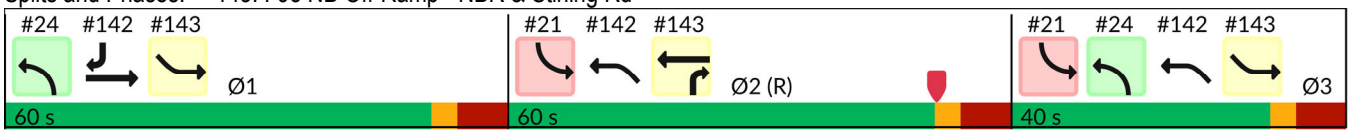
c Critical Lane Group

Lane Group	WBT	WBR2	NBR	SEL	Ø1	Ø3
Lane Configurations						
Traffic Volume (vph)	1614	639	555	1464		
Future Volume (vph)	1614	639	555	1464		
Ideal Flow (vphpl)	1900	1900	1900	1900		
Storage Length (ft)			0	0		
Storage Lanes			2	3		
Taper Length (ft)				25		
Satd. Flow (prot)	6408	1583	2787	5253		
Flt Permitted						
Satd. Flow (perm)	6408	1583	2787	5253		
Right Turn on Red		Yes	No			
Satd. Flow (RTOR)		521				
Link Speed (mph)	30			30		
Link Distance (ft)	2193			183		
Travel Time (s)	49.8			4.2		
Peak Hour Factor	0.95	0.95	0.95	0.95		
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1699	673	584	1541		
Turn Type	NA	Free	Prot	Prot		
Protected Phases	2		2	1 3	1	3
Permitted Phases		Free				
Detector Phase	2		2	1 3		
Switch Phase						
Minimum Initial (s)	4.0		4.0		4.0	4.0
Minimum Split (s)	25.5		25.5		25.0	13.0
Total Split (s)	60.0		60.0		60.0	40.0
Total Split (%)	37.5%		37.5%		38%	25%
Yellow Time (s)	3.0		3.0		3.0	3.0
All-Red Time (s)	6.0		6.0		6.0	6.0
Lost Time Adjust (s)	0.0		0.0			
Total Lost Time (s)	9.0		9.0			
Lead/Lag	Lag		Lag		Lead	
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	C-Max		C-Max		Max	Max
Act Effct Green (s)	51.0	160.0	51.0	91.0		
Actuated g/C Ratio	0.32	1.00	0.32	0.57		
v/c Ratio	0.83	0.43	0.66	0.52		
Control Delay (s/veh)	54.9	0.8	51.2	18.1		
Queue Delay	0.0	0.0	0.0	0.0		
Total Delay (s/veh)	54.9	0.8	51.2	18.1		
LOS	D	A	D	B		
Approach Delay (s/veh)	39.6			18.1		
Approach LOS	D			B		
Queue Length 50th (ft)	488	0	305	217		
Queue Length 95th (ft)	537	0	382	284		
Internal Link Dist (ft)	2113			103		
Turn Bay Length (ft)		400				
Base Capacity (vph)	2042	1583	888	2987		
Starvation Cap Reductn	0	0	0	0		

Lane Group	WBT	WBR2	NBR	SEL	Ø1	Ø3
Spillback Cap Reductn	0	0	0	0		
Storage Cap Reductn	0	0	0	0		
Reduced v/c Ratio	0.83	0.43	0.66	0.52		

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:SBL and 6:, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay (s/veh): 33.7		Intersection LOS: C	
Intersection Capacity Utilization 66.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 143: I-95 NB Off-Ramp - NBR & Stirling Rd



Lane Group	WBT	WBR2	NBR	SEL
Lane Group Flow (vph)	1699	673	584	1541
v/c Ratio	0.83	0.43	0.66	0.52
Control Delay (s/veh)	54.9	0.8	51.2	18.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.9	0.8	51.2	18.1
Queue Length 50th (ft)	488	0	305	217
Queue Length 95th (ft)	537	0	382	284
Internal Link Dist (ft)	2113			103
Turn Bay Length (ft)		400		
Base Capacity (vph)	2042	1583	888	2987
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.83	0.43	0.66	0.52

Intersection Summary

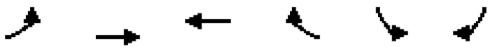
Movement	WBT	WBR2	NBR	SEL
Lane Configurations	↑↑↑↑	↱	↱↱	↰↰↰
Traffic Volume (vph)	1614	639	555	1464
Future Volume (vph)	1614	639	555	1464
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	9.0	4.0	9.0	9.0
Lane Util. Factor	0.86	1.00	0.88	0.94
Frt	1.00	0.85	0.85	1.00
Flt Protected	1.00	1.00	1.00	1.00
Satd. Flow (prot)	6408	1583	2787	5253
Flt Permitted	1.00	1.00	1.00	1.00
Satd. Flow (perm)	6408	1583	2787	5253
Peak-hour factor, PHF	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1699	673	584	1541
RTOR Reduction (vph)	0	0	0	0
Lane Group Flow (vph)	1699	673	584	1541
Turn Type	NA	Free	Prot	Prot
Protected Phases	2		2	1 3
Permitted Phases		Free		
Actuated Green, G (s)	51.0	160.0	51.0	91.0
Effective Green, g (s)	51.0	160.0	51.0	91.0
Actuated g/C Ratio	0.32	1.00	0.32	0.57
Clearance Time (s)	9.0		9.0	
Vehicle Extension (s)	3.0		3.0	
Lane Grp Cap (vph)	2042	1583	888	2987
v/s Ratio Prot	c0.27		0.21	c0.29
v/s Ratio Perm		0.43		
v/c Ratio	0.83	0.43	0.66	0.52
Uniform Delay, d1	50.5	0.0	47.0	21.1
Progression Factor	1.00	1.00	1.00	0.83
Incremental Delay, d2	4.1	0.8	3.8	0.6
Delay (s)	54.7	0.8	50.8	18.0
Level of Service	D	A	D	B
Approach Delay (s/veh)	39.4			18.0
Approach LOS	D			B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	33.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

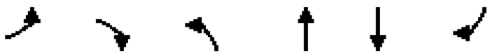
Lane Group	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Volume (vph)	504	0	0	0	0	639
Future Volume (vph)	504	0	0	0	0	639
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1863	0	0	0	0	1611
Flt Permitted						
Satd. Flow (perm)	1863	0	0	0	0	1611
Link Speed (mph)	30			30	30	
Link Distance (ft)	133			298	231	
Travel Time (s)	3.0			6.8	5.3	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	531	0	0	0	0	673
Sign Control	Free			Stop	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			



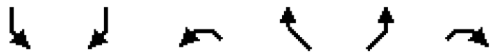
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	504	1464	0	0	0	0
Future Volume (vph)	504	1464	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	1770	5085	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	1770	5085	0	0	0	0
Link Speed (mph)		30	30		30	
Link Distance (ft)		331	183		133	
Travel Time (s)		7.5	4.2		3.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	531	1541	0	0	0	0
Sign Control		Free	Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.5%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	601	555	0	0
Future Volume (vph)	0	0	601	555	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	350			0
Storage Lanes	0	0	1			0
Taper Length (ft)	25		25			
Satd. Flow (prot)	0	0	3433	3539	0	0
Flt Permitted			0.950			
Satd. Flow (perm)	0	0	3433	3539	0	0
Link Speed (mph)	30			30	30	
Link Distance (ft)	96			443	152	
Travel Time (s)	2.2			10.1	3.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	633	584	0	0
Sign Control	Stop			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.2%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	SBL	SBR	NWL	NWR	NEL	NER
Lane Configurations						
Traffic Volume (vph)	530	538	0	0	0	0
Future Volume (vph)	530	538	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3433	2787	0	0	0	0
Flt Permitted	0.950					
Satd. Flow (perm)	3433	2787	0	0	0	0
Link Speed (mph)	30		30		30	
Link Distance (ft)	542		101		133	
Travel Time (s)	12.3		2.3		3.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	558	566	0	0	0	0
Sign Control	Free		Stop		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.3%		ICU Level of Service A	
Analysis Period (min) 15			

Appendix G

Tri-Rail Train Schedule

TRI RAIL™

Part of the South Florida Regional Transportation Authority

NEW TRAIN SCHEDULE – EFFECTIVE APRIL 5, 2015

SOUTHBOUND — WEEKDAYS

	AM SOUTHBOUND												PM SOUTHBOUND											
Train No.	**P601**	**P603**	**P605**	**P607**	**P609**	**P611**	**P613**	**P615**	**P617**	**P619**	**P621**	**P623**	**P625**	**P627**	**P629**	**P631**	**P633**	**P635**	**P637**	**P639**	**P641**	**P643**	**P645**	**P647**	**P649**
Mangonia Park	4:00	4:40	5:20	6:00	6:20	6:40	7:00	7:30	8:00	9:00	10:00	11:00	12:00	1:00	2:00	3:00	3:30	4:00	4:25	5:00	5:30	6:15	6:45	7:40	8:40
West Palm Beach ✈	4:06	4:46	5:26	6:06	6:26	6:46	7:06	7:36	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	3:36	4:06	4:31	5:06	5:36	6:21	6:51	7:46	8:46
Lake Worth	4:15	4:56	5:36	6:16	6:36	6:56	7:16	7:46	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	3:46	4:16	4:41	5:16	5:46	6:31	7:01	7:56	8:56
Boynton Beach	4:20	5:02	5:42	6:22	6:42	7:02	7:22	7:52	8:22	9:22	10:22	11:22	12:22	1:22	2:22	3:22	3:52	4:22	4:47	5:22	5:52	6:37	7:07	8:02	9:02
Delray Beach	4:29	5:11	5:51	6:31	6:51	7:11	7:31	8:01	8:31	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:01	4:31	4:56	5:31	6:01	6:46	7:16	8:11	9:11
Boca Raton	4:35	5:17	5:57	6:37	6:57	7:17	7:37	8:07	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:07	4:37	5:02	5:37	6:07	6:52	7:22	8:17	9:17
Deerfield Beach	4:42	5:24	6:04	6:44	7:04	7:24	7:44	8:14	8:44	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:14	4:44	5:09	5:44	6:14	6:59	7:29	8:24	9:24
Pompano Beach	4:48	5:30	6:10	6:50	7:10	7:30	7:50	8:20	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:20	4:50	5:15	5:50	6:20	7:05	7:35	8:30	9:30
Cypress Creek	4:54	5:37	6:17	6:57	7:17	7:37	7:57	8:27	8:57	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:28	4:58	5:23	5:58	6:27	7:12	7:42	8:37	9:37
Fort Lauderdale	5:01	5:45	6:25	7:05	7:25	7:45	8:05	8:35	9:05	10:08	11:08	12:08	1:08	2:08	3:08	4:08	4:38	5:08	5:33	6:08	6:35	7:20	7:50	8:45	9:45
Fort Lauderdale Airport ✈	5:08	5:53	6:33	7:13	7:33	7:53	8:13	8:43	9:13	10:17	11:17	12:17	1:17	2:17	3:17	4:17	4:47	5:17	5:42	6:17	6:43	7:28	7:58	8:53	9:53
Sheridan Street	5:12	5:57	6:37	7:17	7:37	7:57	8:17	8:47	9:17	10:21	11:21	12:21	1:21	2:21	3:21	4:21	4:51	5:21	5:46	6:21	6:47	7:32	8:02	8:57	9:57
Hollywood	5:16	6:01	6:41	7:21	7:41	8:01	8:21	8:51	9:21	10:26	11:26	12:26	1:26	2:26	3:26	4:26	4:56	5:26	5:51	6:26	6:51	7:36	8:06	9:01	10:01
Golden Glades	5:25	6:10	6:50	7:30	7:50	8:10	8:30	9:00	9:30	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:05	5:35	6:00	6:35	7:00	7:45	8:15	9:10	10:10
Opa-locka	5:31	6:16	6:56	7:36	7:56	8:16	8:36	9:06	9:36	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:11	5:41	6:06	6:41	7:06	7:51	8:21	9:16	10:16
Metrorail Transfer	5:38	6:23	7:03	7:43	8:03	8:23	8:43	9:13	9:43	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:18	5:48	6:13	6:48	7:13	7:58	8:28	9:23	10:23
Hialeah Market	5:44	6:29	7:09	7:49	8:09	8:29	8:49	9:19	9:49	10:54	11:54	12:54	1:54	2:54	3:56	4:56	5:26	5:56	6:21	6:56	7:19	8:04	8:34	9:29	10:29
Miami Airport ✈	5:50	6:35	7:15	7:55	8:15	8:35	8:55	9:25	9:55	11:00	12:00	1:00	2:00	3:00	4:02	5:02	5:32	6:02	6:27	7:02	7:25	8:10	8:40	9:35	10:35

NORTHBOUND — WEEKDAYS

	AM NORTHBOUND												PM NORTHBOUND											
Train No.	**P600**	**P602**	**P604**	**P606**	**P608**	**P610**	**P612**	**P614**	**P616**	**P618**	**P620**	**P622**	**P624**	**P626**	**P628**	**P630**	**P632**	**P634**	**P636**	**P638**	**P640**	**P642**	**P644**	**P646**	**P648**
Miami Airport ✈	4:15	4:45	5:10	5:35	6:00	6:20	7:00	7:40	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:10	3:50	4:30	4:50	5:20	5:48	6:20	6:50	7:50	9:40
Hialeah Market	4:18	4:48	5:13	5:38	6:03	6:23	7:03	7:43	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:13	3:53	4:33	4:53	5:23	5:51	6:23	6:53	7:53	9:43
Metrorail Transfer	4:23	4:54	5:19	5:49	6:09	6:29	7:09	7:49	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:20	4:09	4:39	4:59	5:29	5:57	6:29	6:59	7:59	9:49
Opa-locka	4:29	5:00	5:25	5:55	6:15	6:35	7:15	7:55	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:26	4:15	4:45	5:05	5:35	6:03	6:35	7:05	8:05	9:55
Golden Glades	4:35	5:06	5:31	6:01	6:21	6:41	7:21	8:01	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:33	4:21	4:51	5:11	5:41	6:09	6:41	7:11	8:11	10:01
Hollywood	4:43	5:15	5:40	6:10	6:30	6:50	7:30	8:10	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:42	4:30	5:00	5:20	5:50	6:18	6:50	7:20	8:20	10:10
Sheridan Street	4:47	5:19	5:44	6:14	6:34	6:54	7:34	8:14	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:46	4:34	5:04	5:24	5:54	6:22	6:54	7:24	8:24	10:14
Fort Lauderdale Airport ✈	4:51	5:23	5:48	6:18	6:38	6:58	7:38	8:18	9:00	10:00	11:00	12:00	1:00	2:00	3:00	3:50	4:38	5:08	5:28	5:58	6:26	6:58	7:28	8:28	10:18
Fort Lauderdale	5:00	5:32	5:57	6:27	6:47	7:07	7:47	8:27	9:09	10:09	11:09	12:09	1:09	2:09	3:09	3:59	4:47	5:17	5:37	6:07	6:35	7:07	7:37	8:37	10:27
Cypress Creek	5:06	5:39	6:04	6:34	6:54	7:14	7:54	8:34	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:06	4:54	5:24	5:44	6:14	6:42	7:14	7:44	8:44	10:34
Pompano Beach	5:12	5:45	6:10	6:40	7:00	7:20	8:00	8:40	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:13	5:00	5:30	5:50	6:20	6:48	7:20	7:50	8:50	10:40
Deerfield Beach	5:18	5:51	6:16	6:46	7:06	7:26	8:06	8:46	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:19	5:06	5:36	5:56	6:26	6:54	7:26	7:56	8:56	10:46
Boca Raton	5:25	5:59	6:24	6:54	7:14	7:34	8:14	8:54	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:28	5:14	5:44	6:04	6:34	7:02	7:34	8:04	9:04	10:54
Delray Beach	5:30	6:04	6:29	6:59	7:19	7:39	8:19	8:59	9:44	10:44	11:44	12:44	1:44	2:44	3:44	4:34	5:19	5:49	6:09	6:39	7:07	7:39	8:09	9:09	10:59
Boynton Beach	5:38	6:13	6:38	7:08	7:28	7:48	8:28	9:08	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:43	5:28	5:58	6:18	6:48	7:16	7:48	8:18	9:18	11:08
Lake Worth	5:44	6:19	6:44	7:14	7:34	7:54	8:34	9:14	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:49	5:34	6:04	6:24	6:54	7:22	7:54	8:24	9:24	11:14
West Palm Beach ✈	5:55	6:30	6:55	7:25	7:45	8:05	8:45	9:25	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:00	5:45	6:15	6:35	7:05	7:33	8:05	8:35	9:35	11:25
Mangonia Park	6:05	6:40	7:05	7:35	7:55	8:15	8:55	9:35	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:10	5:55	6:25	6:45	7:15	7:43	8:15	8:45	9:45	11:35

All passengers must purchase a valid ticket before boarding the train.

L Stop Train may depart station as much as five (5) minutes ahead of schedule.

Southbound trains board on Track 1 and Northbound trains board on Track 2, unless otherwise announced at train station.

Tri-Rail advises passengers to arrive at the station 20 minutes prior to departure and to call Customer Service at 1-800-TRI-RAIL (874-7245) to verify schedule and connection information before traveling.

Para recibir esta información en español por favor llame al 1-800-TRI-RAIL (874-7245).

Pou resevwa enfòmasyon sa a an kreyòl silvouple rele 1-800-TRI-RAIL (874-7245).

SOUTHBOUND — WEEKENDS & HOLIDAYS

	AM SOUTHBOUND															PM SOUTHBOUND
Train No.	**P661**	**P663**	**P665**	**P667**	**P669**	**P671**	**P673**	**P675**	**P677**	**P679**	**P681**	**P683**	**P685**	**P687**	**P689**	
Mangonia Park	5:50	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	9:00	
West Palm Beach ✈	5:58	6:58	7:58	8:58	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	9:08	
Lake Worth	6:08	7:08	8:08	9:08	10:08	11:08	12:08	1:08	2:08	3:08	4:08	5:08	6:08	7:08	9:18	
Boynton Beach	6:14	7:14	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	7:14	9:24	
Delray Beach	6:23	7:23	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	7:23	9:33	
Boca Raton	6:29	7:29	8:29	9:29	10:29	11:29	12:29	1:29	2:29	3:29	4:29	5:29	6:29	7:29	9:39	
Deerfield Beach	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36	7:36	9:46	
Pompano Beach	6:41	7:41	8:41	9:41	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:41	7:41	9:51	
Cypress Creek	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48	9:58	
Fort Lauderdale	6:56	7:56	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56	7:56	10:06	
Fort Lauderdale Airport ✈	7:03	8:03	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	7:03	8:03	10:13	
Sheridan Street	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	7:07	8:07	10:17	
Hollywood	7:11	8:11	9:11	10:11	11:11	12:11	1:11	2:11	3:11	4:11	5:11	6:11	7:11	8:11	10:21	
Golden Glades	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	10:30	
Opa-locka	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	8:25	10:35	
Metrorail Transfer	7:32	8:32	9:32	10:32	11:32	12:32	1:32	2:32	3:32	4:32	5:32	6:32	7:32	8:32	10:42	
Hialeah Market	7:38	8:38	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	7:38	8:38	10:48	
Miami Airport ✈	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50	8:50	11:00	

NORTHBOUND — WEEKENDS & HOLIDAYS

	AM NORTHBOUND															PM NORTHBOUND
Train No.	**P660**	**P662**	**P664**	**P666**	**P668**	**P670**	**P672**	**P674**	**P676**	**P678**	**P680**	**P682**	**P684**	**P686**	**P688**	
Miami Airport ✈	5:17	6:17	7:17	8:17	9:17	10:17	11:17	12:17	1:17	2:17	3:17	4:17	5:17	6:17	9:42	
Hialeah Market	5:20	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	9:45	
Metrorail Transfer	5:27	6:27	7:27	8:27	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	9:52	
Opa-locka	5:33	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	9:58	
Golden Glades	5:39	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	10:04	
Hollywood	5:49	6:49	7:49	8:49	9:49	10:49	11:49	12:49	1:49	2:49	3:49	4:49	5:49	6:49	10:14	
Sheridan Street	5:53	6:53	7:53	8:53	9:53	10:53	11:53	12:53	1:53	2:53	3:53	4:53	5:53	6:53	10:18	
Fort Lauderdale Airport ✈	5:57	6:57	7:57	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	6:57	10:22	
Fort Lauderdale	6:05	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	10:30	
Cypress Creek	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	10:37	
Pompano Beach	6:19	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19	7:19	10:44	
Deerfield Beach	6:25	7:25	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25	7:25	10:50	
Boca Raton	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	7:33	10:58	
Delray Beach	6:39	7:39	8:39	9:39	10:39	11:39	12:39	1:39	2:39	3:39	4:39	5:39	6:39	7:39	11:04	
Boynton Beach	6:48	7:48	8:48	9:48	10:48	11:48	12:48	1:48	2:48	3:48	4:48	5:48	6:48	7:48	11:13	
Lake Worth	6:54	7:54	8:54	9:54	10:54	11:54	12:54	1:54	2:54	3:54	4:54	5:54	6:54	7:54	11:19	
West Palm Beach ✈	7:05	8:05	9:05	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	8:05	11:30	
Mangonia Park	7:20	8:20	9:20	10:25	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	7:20	8:20	11:45	

TRI-RAIL TRAIN SCHEDULE Effective 6/30/2025

NORTHBOUND | DIRECCIÓN NORTE | NAN DIREKSYON NÓ | WEEKDAYS | DIAS DE SEMANA | JOU LA SEMÈN YO

AM NORTHBOUND | PM NORTHBOUND | EXPRESS TRAIN

Shuttle Train Connection to/from MiamiCentral Station	P610X	P616X	P618X	P620X	P622X	P624X	P628X	P630X	P634X	X302	P644X	P646X	P648X
MiamiCentral	6:30	8:10	9:05	10:05	11:05	12:00	2:05	3:05	4:05	5:35	6:35	7:35	9:35
Metrorail Transfer	6:50	8:30	9:25	10:25	11:25	12:20	2:25	3:25	4:25	5:57	6:55	7:55	9:55

Train No.	P600	P602	P604	P606	P608	P610	P612	P614	P616	P618	P620	P622	P624	P626	P628	P630	P632	P634	P636	P638	X302	P640	P642	P644	P646	P648
Miami Airport ✈	3:45	4:45	5:15	5:45	6:15	6:45	7:15	7:45	8:25	9:20	10:20	11:20	12:15	1:15	2:20	3:20	3:45	4:20	4:45	5:10		5:55	6:15	6:50	7:50	9:50
Hialeah Market	3:50	4:50	5:20	5:50	6:20	6:50	7:20	7:50	8:30	9:25	10:25	11:25	12:20	1:20	2:25	3:25	3:50	4:25	4:50	5:15		6:00	6:20	6:55	7:55	9:55
Metrorail Transfer	3:56	4:56	5:26	5:56	6:26	6:56	7:26	7:56	8:36	9:31	10:31	11:31	12:26	1:26	2:31	3:31	3:56	4:31	4:56	5:21	5:57	6:06	6:26	7:01	8:01	10:01
Opa-locka	4:02	5:02	5:32	6:02	6:32	7:02	7:32	8:02	8:42	9:37	10:37	11:37	12:32	1:32	2:37	3:37	4:02	4:37	5:02	5:27		6:12	6:32	7:07	8:07	10:07
Golden Glades	4:07	5:07	5:37	6:07	6:37	7:07	7:37	8:07	8:47	9:42	10:42	11:42	12:37	1:37	2:42	3:42	4:07	4:42	5:07	5:32		6:17	6:37	7:12	8:12	10:12
Hollywood	4:16	5:16	5:46	6:16	6:46	7:16	7:46	8:16	8:56	9:51	10:51	11:51	12:46	1:46	2:51	3:51	4:16	4:51	5:16	5:41		6:26	6:46	7:21	8:21	10:21
Sheridan Street	4:20	5:20	5:50	6:20	6:50	7:20	7:50	8:20	9:00	9:55	10:55	11:55	12:50	1:50	2:55	3:55	4:20	4:55	5:20	5:45		6:30	6:50	7:25	8:25	10:25
Fort Lauderdale Airport ✈	4:24	5:24	5:54	6:24	6:54	7:24	7:54	8:24	9:04	9:59	10:59	11:59	12:54	1:54	2:59	3:59	4:24	4:59	5:24	5:49	6:16	6:34	6:54	7:29	8:29	10:29
Fort Lauderdale	4:31	5:31	6:01	6:31	7:01	7:31	8:01	8:31	9:11	10:06	11:06	12:06	1:01	2:01	3:06	4:06	4:31	5:06	5:31	5:56		6:41	7:01	7:36	8:36	10:36
Cypress Creek	4:38	5:38	6:08	6:38	7:08	7:38	8:08	8:38	9:18	10:13	11:13	12:13	1:08	2:08	3:13	4:13	4:38	5:13	5:38	6:03		6:48	7:08	7:43	8:43	10:43
Pompano Beach	4:45	5:45	6:15	6:45	7:15	7:45	8:15	8:45	9:25	10:20	11:20	12:20	1:15	2:15	3:20	4:20	4:45	5:20	5:45	6:10		6:55	7:15	7:50	8:50	10:50
Deerfield Beach	4:51	5:51	6:21	6:51	7:21	7:51	8:21	8:51	9:31	10:26	11:26	12:26	1:21	2:21	3:26	4:26	4:51	5:26	5:51	6:16		7:01	7:21	7:56	8:56	10:56
Boca Raton	4:58	5:58	6:28	6:58	7:28	7:58	8:28	8:58	9:38	10:33	11:33	12:33	1:28	2:28	3:33	4:33	4:58	5:33	5:58	6:23	6:39	7:08	7:28	8:03	9:03	11:03
Delray Beach	5:05	6:05	6:35	7:05	7:35	8:05	8:35	9:05	9:45	10:40	11:40	12:40	1:35	2:35	3:40	4:40	5:05	5:40	6:05	6:30		7:15	7:35	8:10	9:10	11:10
Boynton Beach	5:14	6:14	6:44	7:14	7:44	8:14	8:44	9:14	9:54	10:49	11:49	12:49	1:44	2:44	3:49	4:49	5:14	5:49	6:14	6:39		7:24	7:44	8:19	9:19	11:19
Lake Worth Beach	5:21	6:21	6:51	7:21	7:51	8:21	8:51	9:21	10:01	10:56	11:56	12:56	1:51	2:51	3:56	4:56	5:21	5:56	6:21	6:46		7:31	7:51	8:26	9:26	11:26
West Palm Beach ✈	5:30	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:10	11:05	12:05	1:05	2:00	3:00	4:05	5:05	5:30	6:05	6:30	6:55	7:05	7:40	8:00	8:35	9:35	11:35
Mangonia Park	5:40	6:40	7:10	7:40	8:10	8:40	9:10	9:40	10:20	11:15	12:15	1:15	2:10	3:10	4:15	5:15	5:40	6:15	6:40	7:05		7:50	8:10	8:45	9:45	11:45

NORTHBOUND | DIRECCIÓN NORTE | NAN DIREKSYON NÓ | WEEKENDS & HOLIDAYS

AM NORTHBOUND | PM NORTHBOUND

Shuttle Train Connection to/from MiamiCentral Station	P668X	P670X	P672X	P674X	P676X	P678X	P680X	P682X	P684X	P686X	P688X
MiamiCentral	8:35	9:35	10:35	11:35	12:35	1:35	2:35	3:35	4:35	5:35	8:35
Metrorail Transfer	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	8:55

Train No.	P660	P662	P664	P666	P668	P670	P672	P674	P676	P678	P680	P682	P684	P686	P688
Miami Airport ✈	4:52	5:52	6:52	7:50	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	8:52
Hialeah Market	4:57	5:57	6:57	7:55	8:57	9:57	10:57	11:57	12:57	1:57	2:57	3:57	4:57	5:57	8:57
Metrorail Transfer	5:03	6:03	7:03	8:01	9:03	10:03	11:03	12:03	1:03	2:03	3:03	4:03	5:03	6:03	9:03
Opa-locka	5:09	6:09	7:09	8:07	9:09	10:09	11:09	12:09	1:09	2:09	3:09	4:09	5:09	6:09	9:09
Golden Glades	5:14	6:14	7:14	8:12	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14	9:14
Hollywood	5:23	6:23	7:23	8:21	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23	9:23
Sheridan Street	5:27	6:27	7:27	8:25	9:27	10:27	11:27	12:27	1:27	2:27	3:27	4:27	5:27	6:27	9:27
Fort Lauderdale Airport ✈	5:31	6:31	7:31	8:29	9:31	10:31	11:31	12:31	1:31	2:31	3:31	4:31	5:31	6:31	9:31
Fort Lauderdale	5:38	6:38	7:38	8:36	9:38	10:38	11:38	12:38	1:38	2:38	3:38	4:38	5:38	6:38	9:38
Cypress Creek	5:45	6:45	7:45	8:43	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45	9:45
Pompano Beach	5:52	6:52	7:52	8:50	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	6:52	9:52
Deerfield Beach	5:58	6:58	7:58	8:56	9:58	10:58	11:58	12:58	1:58	2:58	3:58	4:58	5:58	6:58	9:58
Boca Raton	6:05	7:05	8:05	9:03	10:05	11:05	12:05	1:05	2:05	3:05	4:05	5:05	6:05	7:05	10:05
Delray Beach	6:12	7:12	8:12	9:10	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	10:12
Boynton Beach	6:21	7:21	8:21	9:19	10:21	11:21	12:21	1:21	2:21	3:21	4:21	5:21	6:21	7:21	10:21
Lake Worth Beach	6:28	7:28	8:28	9:26	10:28	11:28	12:28	1:28	2:28	3:28	4:28	5:28	6:28	7:28	10:28
West Palm Beach ✈	6:37	7:37	8:37	9:35	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37	10:37
Mangonia Park	6:47	7:47	8:47	9:45	10:47	11:47	12:47	1:47	2:47	3:47	4:47	5:47	6:47	7:47	10:47

SOUTHBOUND | DIRECCIÓN SUR | NAN DIREKSYON SID | WEEKDAYS | DIAS DE SEMANA | JOU LA SEMÈN YO

AM SOUTHBOUND | EXPRESS TRAIN | PM SOUTHBOUND

Train No.	P601	P603	P605	P607	X301	P609	P611	P613	P615	P617	P619	P621	P623	P625	P627	P629	P631	P633	P635	P637	P639	P641	P643	P645	P647	P649
Mangonia Park	3:50	4:50	5:20	5:45		6:30	6:55	7:25	7:50	8:50	9:55	10:50	11:50	12:50	1:55	2:50	3:30	3:55	4:20	4:55	5:25	5:55	6:30	6:55	7:25	8:55
West Palm Beach ✈	3:56	4:56	5:26	5:51	6:30	6:36	7:01	7:31	7:56	8:56	10:01	10:56	11:56	12:56	2:01	2:56	3:36	4:01	4:26	5:01	5:31	6:01	6:36	7:01	7:31	9:01
Lake Worth Beach	4:05	5:05	5:35	6:00		6:45	7:10	7:40	8:05	9:05	10:10	11:05	12:05	1:05	2:10	3:05	3:45	4:10	4:35	5:10	5:40	6:10	6:45	7:10	7:40	9:10
Boynton Beach	4:12	5:12	5:42	6:07		6:52	7:17	7:47	8:12	9:12	10:17	11:12	12:12	1:12	2:17	3:12	3:52	4:17	4:42	5:17	5:47	6:17	6:52	7:17	7:47	9:17
Delray Beach	4:21	5:21	5:51	6:16		7:01	7:26	7:56	8:21	9:21	10:26	11:21	12:21	1:21	2:26	3:21	4:01	4:26	4:51	5:26	5:56	6:26	7:01	7:26	7:56	9:26
Boca Raton	4:28	5:28	5:58	6:23	6:55	7:08	7:33	8:03	8:28	9:28	10:33	11:28	12:28	1:28	2:33	3:28	4:08	4:33	4:58	5:33	6:03	6:33	7:08	7:33	8:03	9:33
Deerfield Beach	4:35	5:35	6:05	6:30		7:15	7:40	8:10	8:35	9:35	10:40	11:35	12:35	1:35	2:40	3:35	4:15	4:40	5:05	5:40	6:10	6:40	7:15	7:40	8:10	9:40
Pompano Beach	4:41	5:41	6:11	6:36		7:21	7:46	8:16	8:41	9:41	10:46	11:41	12:41	1:41	2:46	3:41	4:21	4:46	5:11	5:46	6:16	6:46	7:21	7:46	8:16	9:46
Cypress Creek	4:48	5:48	6:18	6:43		7:28	7:53	8:23	8:48	9:48	10:53	11:48	12:48	1:48	2:53	3:48	4:28	4:53	5:18	5:53	6:23	6:53	7:28	7:53	8:23	9:53
Fort Lauderdale	4:55	5:55	6:25	6:50		7:35	8:01	8:30	8:55	9:55	11:00	11:55	12:55	1:55	3:00	3:55	4:35	5:00	5:25	6:00	6:30	7:00	7:35	8:00	8:30	10:00
Fort Lauderdale Airport ✈	5:02	6:02	6:32	6:57	7:18	7:42	8:09	8:37	9:02	10:02	11:07	12:02	1:02	2:02	3:07	4:02	4:42	5:07	5:32	6:07	6:37	7:07	7:42	8:07	8:37	10:07
Sheridan Street	5:06	6:06	6:36	7:01		7:46	8:14	8:41	9:06	10:06	11:11	12:06	1:06	2:06	3:11	4:06	4:46	5:11	5:36	6:11	6:41	7:11	7:46	8:11	8:41	10:11
Hollywood	5:10	6:10	6:40	7:05		7:50	8:19	8:45	9:10	10:10	11:15	12:10	1:10	2:10	3:15	4:10	4:50	5:15	5:40	6:15	6:45	7:15	7:50	8:15	8:45	10:15
Golden Glades	5:19	6:19	6:49	7:14		7:59	8:29	8:54	9:19	10:19	11:24	12:19	1:19	2:19	3:24	4:19	4:59	5:24	5:49	6:24	6:54	7:24	7:59	8:24	8:54	10:24
Opa-locka	5:24	6:24	6:54	7:19		8:04	8:34	8:59	9:24	10:24	11:29	12:24	1:24	2:24	3:29	4:24	5:04	5:29	5:54	6:29	6:59	7:29	8:04	8:29	8:59	10:29
Metrorail Transfer	5:30	6:30	7:00	7:25	7:43	8:10	8:40	9:05	9:30	10:30	11:35	12:30	1:30	2:30	3:35	4:30	5:10	5:35	6:00	6:35	7:05	7:35	8:10	8:35	9:05	10:35
Hialeah Market	5:36	6:36	7:06	7:31		8:16	8:46	9:11	9:36	10:36	11:41	12:36	1:36	2:36	3:41	4:36	5:20	5:41	6:06	6:41	7:11	7:41	8:16	8:41	9:11	10:41
Miami Airport ✈	5:45	6:45	7:15	7:40		8:25	8:55	9:20	9:45	10:45	11:50	12:45	1:45	2:45	3:50	4:45	5:29	5:50	6:15	6:50	7:20	7:50	8:25	8:50	9:20	10:50

Shuttle Train Connection	P601X	P605X	X301	P611X	P615X	P617X	P621X	P623X	P625X	P629X	P631X	P635X	P639X
Metrorail Transfer	5:40	7:10	7:43	8:50	9:40	10:40	12:40	1:40	2:40	4:40	5:20	6:10	7:10
MiamiCentral	6:00	7:30	8:05	9:10	10:00	11:00	1:00	2:00	3:00	5:00	5:40	6:30	7:30

SOUTHBOUND | DIRECCIÓN SUR | NAN DIREKSYON SID | WEEKENDS & HOLIDAYS

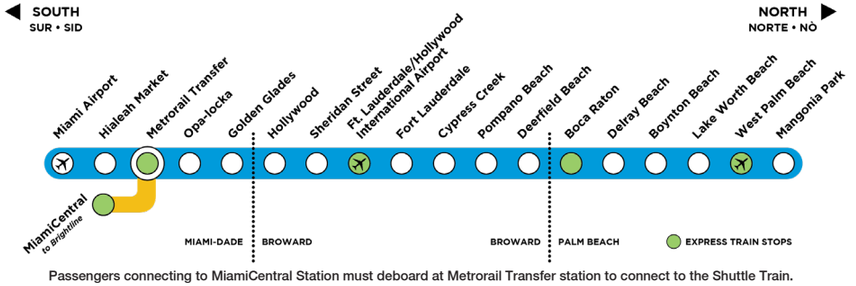
AM SOUTHBOUND | PM SOUTHBOUND

Train No.	P661	P663	P665	P667	P669	P671	P673	P675	P677	P679	P681	P683	P685	P687	P689
Mangonia Park	5:20	6:20	7:20	8:20	9:20	10:20	11:20	12:20	1:20	2:20	3:20	4:20	5:20	6:20	8:20
West Palm Beach ✈	5:26	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	8:26
Lake Worth Beach	5:36	6:36	7:36	8:36	9:36	10:36	11:36	12:36	1:36	2:36	3:36	4:36	5:36	6:36	8:36
Boynton Beach	5:43	6:43	7:43	8:43	9:43	10:43	11:43	12:43	1:43	2:43	3:43	4:43	5:43	6:43	8:43
Delray Beach	5:52	6:52	7:52	8:52	9:52	10:52	11:52	12:52	1:52	2:52	3:52	4:52	5:52	6:52	8:52
Boca Raton	5:59	6:59	7:59	8:59	9:59	10:59	11:59	12:59	1:59	2:59	3:59	4:59	5:59	6:59	8:59
Deerfield Beach	6:06	7:06	8:06	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	7:06	9:06
Pompano Beach	6:12	7:12	8:12	9:12	10:12	11:12	12:12	1:12	2:12	3:12	4:12	5:12	6:12	7:12	9:12
Cypress Creek	6:19	7:19	8:19	9:19	10:19	11:19	12:19	1:19	2:19	3:19	4:19	5:19	6:19	7:19	9:19
Fort Lauderdale	6:26	7:26	8:26	9:26	10:26	11:26	12:26	1:26	2:26	3:26	4:26	5:26	6:26	7:26	9:26
Fort Lauderdale Airport ✈	6:33	7:33	8:33	9:33	10:33	11:33	12:33	1:33	2:33	3:33	4:33	5:33	6:33	7:33	9:33
Sheridan Street	6:37	7:37	8:37	9:37	10:37	11:37	12:37	1:37	2:37	3:37	4:37	5:37	6:37	7:37	9:37
Hollywood	6:41	7:41	8:41	9:41	10:41	11:41	12:41	1:41	2:41	3:41	4:41	5:41	6:41	7:41	9:41
Golden Glades	6:50	7:50	8:50	9:50	10:50	11:50	12:50	1:50	2:50	3:50	4:50	5:50	6:50	7:50	9:50
Opa-locka	6:55	7:55	8:55	9:55	10:55	11:55	12:55	1:55	2:55	3:55	4:55	5:55	6:55	7:55	9:55
Metrorail Transfer	7:01	8:01	9:01	10:01	11:01	12:01	1:01	2:01	3:01	4:01	5:01	6:01	7:01	8:01	10:01
Hialeah Market	7:07	8:07	9:07	10:07	11:07	12:07	1:07	2:07	3:07	4:07	5:07	6:07	7:07	8:07	10:07
Miami Airport ✈	7:16	8:16	9:16	10:16	11:16	12:16	1:16	2:16	3:16	4:16	5:16	6:16	7:16	8:16	10:16

Shuttle Train Connection	P661X	P663X	P665X	P667X	P669X	P671X	P673X	P675X	P677X	P679X	P681X	P683X
Metrorail Transfer	7:10	8:10	9:10	10:10	11:10	12:10	1:10	2:10	3:10	4:10	5:10	6:10
MiamiCentral	7:30	8:30	9:30	10:30	11:30	12:30	1:30	2:30	3:30	4:30	5:30	6:30

All passengers must purchase a valid ticket before boarding the train. Southbound trains board on Track 1 and Northbound trains board on Track 2, unless otherwise announced at train station.

Tri-Rail advises passengers to arrive at the station 20 minutes prior to departure and to call the Office of Customer Experience at 1-800-TRI-RAIL (874-7245) to verify schedule and connection information before traveling.



Passengers connecting to MiamiCentral Station must deboard at Metrorail Transfer station to connect to the Shuttle Train.

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801 NW 33rd Street, Pompano Beach, Florida 33064

Effective 6/30/25

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RÈG AK RÈGLEMAN YO

Ou dwe achte tike yoanvan ou monte nan tren an. Mwayen peman: lajan Etazini, Visa, MasterCard ak American Express

- PA pote sèfbòd
- PA fimen epi pa bwè bwèson ki gen alkòl
- Pa mete pye w sou chèz yo
- PA mandye
- PA fè fatra
- PA pote okenn zam afe oswa materyo ki kapab pran dife
- Rad kòrèk: soulye ak chemiz obligatwa
- Bèt: tout zannimo ki rann moun sèvis otorize
- Tout ti zannimo yo dwe rete nan yon kaj moun kapab pote
- Ou dwe ranje bagaj yo nan kazye pou bagaj yo
- Tri-Rail pa kapab responsab pou okenn bagay ki pèdi oubyen yo vole
- Ou dwe genyen ekoutè pou sèvi ak radyo epi aparèy kasèt yo

Pou kapab jwenn yon kopi tout règ ak règleman SFRTA/Tri-Rail, ou pou jwenn orè sa a nan fòma diferan, voye demann ou nan adrès sila a: SFRTA, 801 NW 33rd Street, Pompano Beach, FL 33064. Oubyen kontakte Depatman Eksperyans Kliyan an nan 1-800-TRI-RAIL (874-7245) oubyen TTY 711 (1-800-955-8771).

Protections of Title VI of the Civil Rights Act of 1964

The South Florida Regional Transportation Authority (SFRTA/Tri-Rail) operates its programs without regards to race, color or national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes he or she have been subjected to discrimination under Title VI, may file a written complaint with the South Florida Regional Transportation Authority, Executive Department. For more information on the South Florida Regional Transportation Authority's civil rights program, and the obligations and procedures to file a complaint, contact 1-800-TRI-RAIL (874-7245); or visit our administrative offices at, 801 NW 33rd Street, Pompano Beach, FL, 33064. A complaint may be filed directly with the Federal Transit Administration Office of Civil Rights, 1200 New Jersey Avenue, SE, Washington, DC 20590 or by calling (202) 366-4018.

Protecciones bajo el Título VI de la Ley de Derechos Civiles de 1964

La Autoridad Regional de Transporte del Sur de la Florida (SFRTA/Tri-Rail) se compromete a asegurar que ninguna persona sea excluida de participar en sus programas o actividades de tránsito, o de otra manera se le deniegue los beneficios de los mismos, en base a su raza, color u origen nacional, conforme las protecciones dispuestas en el Título VI de la Ley de Derechos Civiles de 1964. Toda persona que considere que ha quedado sujeta a una situación discriminatoria en virtud del Título VI, podrá presentar una queja escrita ante el Departamento Ejecutivo de la Autoridad de Transporte Regional del Sur de la Florida. Si desea más información sobre el programa de derechos civiles de la Autoridad de Transporte Regional del Sur de la Florida y las obligaciones y procedimientos para presentar una queja, contáctese al 1-800-TRI-RAIL (874-7245); o visite nuestra sede administrativa sita en 801 NW 33rd Street, Pompano Beach, FL, 33064. Se puede presentar una queja directamente ante la Administración Federal de Transporte (Federal Transit Administration) presentando una queja ante la Oficina de Derechos Civiles (Office of Civil Rights), 1200 New Jersey Avenue, SE, Washington, DC 20590, o llamar al (202) 366-4018.

Pwoteksyon Tit VI nan Lwa 1964 sou Dwa Moun

Ajans Transpò Rejyonal nan Sid Eta Florid (South Florida Regional Transportation Authority – SFRTA/Tri-Rail) angaje li tout bon vre pou asire tout moun kapab patisipe oswa kapab resevwa avantaj pwogram transpò oswa aktivite li ofri yo, san gade sou ras, koulè oswa kote yo fèt, jan Tit VI Lwa 1964 sou Dwa Moun pwoteje dwa moun. Si yon moun kwè li viktim diskriminasyon anba Tit VI la, moun sa a ka pote yon plent alekri ba South Florida Regional Transportation Authority, Depatman Egzekitif an. Pou jwenn plis enfòmasyon sou pwogram dwa sivil South Florida Regional Transportation Authority, ak enfòmasyon sou obligasyon ak pwosedi pou pote yon plent, kontakte 1-800-TRI-RAIL (874-7245); oswa ale nan biwo administratif nou yo nan 801 NW 33rd Street, Pompano Beach, FL, 33064. Ou gendwa pote plent dirèkteman nan Administrayon Tranzit Federal (Federal Transit Administration); pou fè sa, depoze plent ou devan Biwo Dwa Sivil (Office of Civil Rights), 1200 New Jersey Avenue, SE, Washington, DC 20590, oswa li ka rele (202) 366-4018.

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

RULES & REGULATIONS

Tickets must be purchased prior to boarding the train. Payment Method: U.S. currency or the following credit cards: Visa, MasterCard and American Express

- NO surfboards
- NO smoking or alcoholic beverages
- NO feet on seats
- NO littering
- NO solicitation
- NO firearms, weapons or flammable materials
- Proper attire: Shoes and shirts are required
- Baggage must be stored in luggage racks
- Tri-Rail is not responsible for lost or stolen articles
- Pets: Service animals permitted, Small pets must be enclosed in carrying cases
- Radios and audio devices must be used with headphones

To view the South Florida Regional Transportation Authority/ Tri-Rail's complete set of rules and regulations, visit the Rules and Regulations page on www.tri-rail.com. To obtain this schedule in an alternate format, send your request to the address below, or submit an online Public Records Request on the Tri-Rail website, or or by contacting the Customer Experience Department at 1-800-TRI-RAIL (874-7245) or TTY 711 (1-800-955-8771).

REGLAS Y REGULACIONES

Los boletos se deben comprar antes de subir a bordo al tren. Métodos de pago: Efectivo de EE.UU., Visa, MasterCard y American Express

- NO se permiten tablas de surf
- NO se permite fumar o las bebidas alcohólicas
- NO se permite poner los pies sobre los asientos
- NO se permite la solicitación
- NO se permite tirar basura en el tren
- NO se permiten las armas de fuego, otras armas o los materiales inflamables
- Vestimenta apropiado: Se requieren calzados y camisas •

Mascotas: Se permiten los animales de servicio

- Las mascotas pequeñas se deben llevar encerrados en una maleta o bolsa adecuada para el propósito
- El equipaje debe se guardado en los rejillas o portaequipajes
- Tri-Rail no se responsabiliza por artículos perdidos o robados
- Los radios y los otros dispositivos para tocar música se deben usar con auriculares

Para obtener una copia de las reglas y regulaciones completas de SFRTA/Tri-Rail, o para obtener este horario en un formato alternativo, envíe su solicitud a:
SFRTA, 801 NW 33rd Street, Pompano Beach, FL 33064.
Comunicándose con el Departamento de Experiencia del Cliente al 1-800-TRI-RAIL (874-7245) o TTY 711 (1-800-955-8771).

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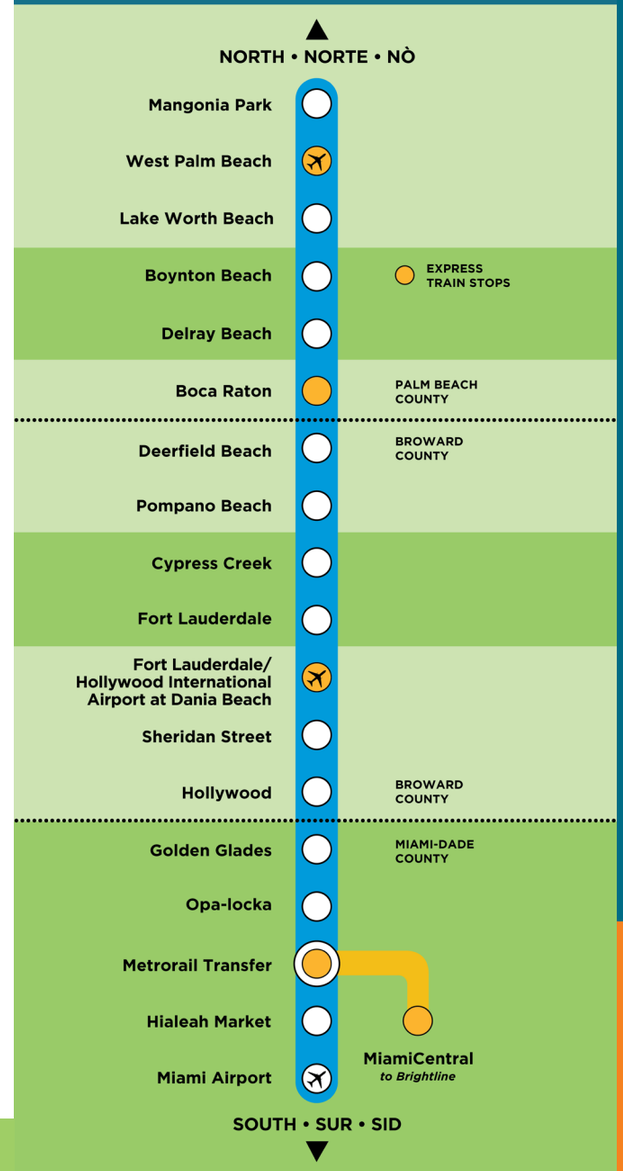
TRI-RAIL™ SYSTEM MAP

Mapa del Sistema • Kat Sistèm



INCLUDES EXPRESS SCHEDULE

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SCHEDULE & INFORMATION

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Effective 6/30/25

Appendix H

Vissim Simulation Results

No Build Alternative 2050 AM: Intersection MOEs (VISSIM)

Sheridan St & 29th Ave	Sheridan St								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		286	2,478	184		43	2,060	422	43	13	54	259	12	163
Volume		216	1,970	148		33	1,694	352	42	15	55	246	11	163
Demand -Simulated Volume		-70	-508	-36		-10	-366	-70	-1	2	1	-13	-1	0
Percentage (%)		-24%	-21%	-20%		-23%	-18%	-17%	-2%	15%	2%	-5%	-8%	0%
Delay (sec/veh)		357	277	189		38	6	2	95	101	39	377	289	40
Delay (sec/veh)	278.8				5.4				68.4			243.9		
Max queue (ft)		2,779	3,032	73		214	214	220	120	151	189	889	51	625
									Intersection Delay (sec/veh)				156.2	

Sheridan St & I-95 SB Terminal	Sheridan St								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			2,285	506		683	1,888					780		637
Volume			2,103	472		545	1,555					646		522
Demand -Simulated Volume			-182	-34		-138	-333					-134		-115
Percentage (%)			-8%	-7%		-20%	-18%					-17%		-18%
Delay (sec/veh)			9	2		3	3					85		61
Delay (sec/veh)	7.8				3.2							73.9		
Max queue (ft)			408	356		0	96					392		383
									Intersection Delay (sec/veh)				19.4	

Sheridan St & I-95 NB Terminal	Sheridan St								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		924	2,141				1,913	881	658		711			
Volume		856	1,897				1,525	688	579		628			
Demand -Simulated Volume		-68	-244				-388	-193	-79		-83			
Percentage (%)		-7%	-11%				-20%	-22%	-12%		-12%			
Delay (sec/veh)		14	1				112	55	119		91			
Delay (sec/veh)	4.8				94.2				104.4					
Max queue (ft)		89	30				685	725	795		795			
									Intersection Delay (sec/veh)				56.4	

Sheridan St & 28th Ave	Sheridan St								28th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		92	2,760		6		2,778	6				8		16
Volume		84	2,441		3		2,185	5				9		17
Demand -Simulated Volume		-8	-319		-3		-593	-1				1		1
Percentage (%)		-9%	-12%		-50%		-21%	-17%				13%		6%
Delay (sec/veh)		32	2		60		58	87				99		120
Delay (sec/veh)	3.2				57.8							113.0		
Max queue (ft)		240	406		38		791	791				113		112
									Intersection Delay (sec/veh)				29.1	

Sheridan St & 26th Ave	Sheridan St								26th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		432	2,015	321		206	2,151	288	356	139	58	220	197	283
Volume		391	1,817	288		143	1,488	192	157	64	23	234	192	274
Demand -Simulated Volume		-41	-198	-33		-63	-663	-96	-199	-75	-35	14	-5	-9
Percentage (%)		-9%	-10%	-10%		-31%	-31%	-33%	-56%	-54%	-60%	6%	-3%	-3%
Delay (sec/veh)		86	22	23		246	271	259	568	407	399	94	89	46
Delay (sec/veh)	32.4				267.9				510.1			74.0		
Max queue (ft)		775	808	862		1,865	2,044	1,976	1,020	661	680	784	703	552
									Intersection Delay (sec/veh)				141.7	

Stirling Rd & Anglers Ave	Stirling Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		478	2,194				1,610	578				669		277
Volume		485	2,163				1,430	511				269		110
Demand -Simulated Volume		7	-31				-180	-67				-400		-167
Percentage (%)		1%	-1%				-11%	-12%				-60%		-60%
Delay (sec/veh)		138	97				52	49				456		231
Delay (sec/veh)	104.5				51.3							390.5		
Max queue (ft)		1,943	2,100				694	665				1,017		186
									Intersection Delay (sec/veh)				105.5	

Stirling Rd & 29th Ave	Stirling Rd								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			2,582	281		347	2,026		162		156			
Volume			2,224	240		293	1,749		166		156			
Demand -Simulated Volume			-358	-41		-54	-277		4		0			
Percentage (%)			-14%	-15%		-16%	-14%		2%		0%			
Delay (sec/veh)			46	41		83	122		73		68			
Delay (sec/veh)	45.2				116.7				70.7					
Max queue (ft)			693	621		759	1,073		193		312			
									Intersection Delay (sec/veh)				77.2	

Stirling Rd & I-95 SB Terminal	Stirling Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,951	787		540	1,756					739		617
Volume			1,676	665		528	1,649					527		443
Demand -Simulated Volume			-275	-122		-12	-107					-212		-174
Percentage (%)			-14%	-16%		-2%	-6%					-29%		-28%
Delay (sec/veh)			127	58		2	17					315		391
Delay (sec/veh)	107.2				13.3							349.8		
Max queue (ft)			1,099	1,066		0	373					3,069		5,088
									Intersection Delay (sec/veh)				112.8	

No Build Alternative 2050 AM: Intersection MOEs (VISSIM)

Stirling Rd & I-95 NB Terminal	Stirling Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		608	2,082				1,609	722	687		734			
Volume		519	1,662				1,538	691	623		651			
Demand -Simulated Volume		-89	-420				-71	-31	-64		-83			
Percentage (%)		-15%	-20%				-4%	-4%	-9%		-11%			
Delay (sec/veh)		3	7				69	19	84		44			
Delay (sec/veh)	5.6				53.2				63.5					
Max queue (ft)		0	312				645	659	925		395			
									Intersection Delay (sec/veh)				37.2	

Stirling Rd & Oakwood Blvd	Stirling Rd								Oakwood Blvd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		511	1,846	459		147	1,346	123	602	113	241	147	62	383
Volume		420	1,492	377		143	1,326	123	413	77	160	157	65	386
Demand -Simulated Volume		-91	-354	-82		-4	-20	0	-189	-36	-81	10	3	3
Percentage (%)		-18%	-19%	-18%		-3%	-1%	0%	-31%	-32%	-34%	7%	5%	1%
Delay (sec/veh)		97	25	1		100	53	15	347	216	199	78	66	39
Delay (sec/veh)	34.6				54.4				295.2			52.2		
Max queue (ft)		523	582	0		294	691	138	1,101	1,099	1,127	574	268	676
									Intersection Delay (sec/veh)				75.8	

Stirling Rd & Compass Way	Stirling Rd								Compass Way					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		354	1,857	23		11	1,344	70	46	11	10	30	7	226
Volume		304	1,543	17		10	1,331	70	48	12	10	31	8	233
Demand -Simulated Volume		-50	-314	-6		-1	-13	0	2	1	0	1	1	7
Percentage (%)		-14%	-17%	-26%		-9%	-1%	0%	4%	9%	0%	3%	14%	3%
Delay (sec/veh)		82	3	1		76	15	3	88	91	16	67	82	23
Delay (sec/veh)	16.3				15.0				78.1			29.9		
Max queue (ft)		274	137	62		48	347	96	155	79	66	86	348	367
									Intersection Delay (sec/veh)				18.0	

Stirling Rd & Bryan Rd	Stirling Rd								Bryan Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		144	1,753				1,238	82				120		187
Volume		114	1,471				1,234	80				123		188
Demand -Simulated Volume		-30	-282				-4	-2				3		1
Percentage (%)		-21%	-16%				0%	-2%				3%		1%
Delay (sec/veh)		106	1				6	5				75		8
Delay (sec/veh)	8.7				6.0							34.6		
Max queue (ft)		135	205				228	269				144		141
									Intersection Delay (sec/veh)				10.1	

Griffin Rd & Anglers Ave	Griffin Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		148	1,875	339		499	1,323	520	291	309	610	310	123	91
Volume		83	1,009	181		439	1,196	473	178	197	341	306	124	89
Demand -Simulated Volume		-65	-866	-158		-60	-127	-47	-113	-112	-269	-4	1	-2
Percentage (%)		-44%	-46%	-47%		-12%	-10%	-9%	-39%	-36%	-44%	-1%	1%	-2%
Delay (sec/veh)		319	399	346		89	42	41	125	133	252	81	55	15
Delay (sec/veh)	386.2				51.5				187.8			63.2		
Max queue (ft)		260	2,078	848		772	976	1,012	986	440	1,105	808	125	101
									Intersection Delay (sec/veh)				166.2	

Griffin Rd & I-95 SB Terminal	Griffin Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,853	942		528	1,654					662		688
Volume			1,256	560		518	1,612					499		530
Demand -Simulated Volume			-597	-382		-10	-42					-163		-158
Percentage (%)			-32%	-41%		-2%	-3%					-25%		-23%
Delay (sec/veh)			85	203		43	10					75		57
Delay (sec/veh)	121.5				17.7							65.4		
Max queue (ft)			1,317	1,472		160	310					726		717
									Intersection Delay (sec/veh)				65.4	

Griffin Rd & I-95 NB Terminal	Griffin Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		741	1,774				1,478	374	704		805			
Volume		496	1,257				1,470	378	660		729			
Demand -Simulated Volume		-245	-517				-8	4	-44		-76			
Percentage (%)		-33%	-29%				-1%	1%	-6%		-9%			
Delay (sec/veh)		3	2				52	4	87		43			
Delay (sec/veh)	2.0				42.1				64.1					
Max queue (ft)		37	87				486	199	1,172		1,188			
									Intersection Delay (sec/veh)				34.1	

Griffin Rd & Old Griffin Rd	Griffin Rd								Old Griffin Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBL	EBT	EBT2	EBR	WBU	WBL	WBT	WBR	NBL	NBR	NBR2	SBL	SBT	SBR
Demand Volume	16	1,657	744	162		67	1,487	29	23	8	4	91	18	342
Volume	13	1,276	573	126		66	1,472	29	26	9	3	92	19	351
Demand -Simulated Volume	-3	-381	-171	-36		-1	-15	0	3	1	-1	1	1	9
Percentage (%)	-19%	-23%	-23%	-22%		-1%	-1%	0%	13%	13%	-25%	1%	6%	3%
Delay (sec/veh)	90	14	18	4		76	12	7	75	92	19	116	119	113
Delay (sec/veh)	14.9				14.4				74.8			114.1		
Max queue (ft)	52	620	620	28		117	366	0	70	64	0	914	914	914
									Intersection Delay (sec/veh)				26.6	

No Build Alternative 2050 PM: Intersection MOEs (VISSIM)

Sheridan St & 29th Ave	Sheridan St								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		158	2,050	145		83	2,053	266	53	16	54	325	58	300
Volume		148	2,046	145		74	1,776	237	50	17	54	284	54	279
Demand -Simulated Volume		-10	-4	0		-9	-277	-29	-3	1	0	-41	-4	-21
Percentage (%)		-6%	0%	0%		-11%	-13%	-11%	-6%	6%	0%	-13%	-7%	-7%
Delay (sec/veh)		120	82	16		38	4	1	97	117	50	394	356	128
Delay (sec/veh)	80.0				5.3				78.6			270.4		
Max queue (ft)		410	1,286	31		236	236	204	141	159	186	1,060	1,033	1,096
									Intersection Delay (sec/veh)			72.5		

Sheridan St & I-95 SB Terminal	Sheridan St								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,851	578		709	1,731					897		671
Volume			1,833	575		611	1,522					749		566
Demand -Simulated Volume			-18	-3		-98	-209					-148		-105
Percentage (%)			-1%	-1%		-14%	-12%					-16%		-16%
Delay (sec/veh)			10	5		4	1					104		83
Delay (sec/veh)	8.5				1.9							95.3		
Max queue (ft)			407	432		0	12					476		476
									Intersection Delay (sec/veh)			25.6		

Sheridan St & I-95 NB Terminal	Sheridan St								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		794	1,954				1,522	1,161	918		668			
Volume		781	1,797				1,306	1,029	824		590			
Demand -Simulated Volume		-13	-157				-216	-132	-94		-78			
Percentage (%)		-2%	-8%				-14%	-11%	-10%		-12%			
Delay (sec/veh)		12	1				103	39	283		249			
Delay (sec/veh)	3.9				74.9				269.0					
Max queue (ft)		62	0				683	729	4,714		4,714			
									Intersection Delay (sec/veh)			89.3		

Sheridan St & 28th Ave	Sheridan St								28th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		58	2,564		11		2,671	12				6		12
Volume		49	2,336		9		2,357	11				7		14
Demand -Simulated Volume		-9	-228		-2		-314	-1				1		2
Percentage (%)		-16%	-9%		-18%		-12%	-8%				17%		17%
Delay (sec/veh)		48	2		52		47	65				81		66
Delay (sec/veh)	2.6				46.6							71.0		
Max queue (ft)		119	201		41		790	790				71		70
									Intersection Delay (sec/veh)			24.8		

Sheridan St & 26th Ave	Sheridan St								26th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		301	2,009	260		99	2,077	212	288	208	67	269	182	329
Volume		276	1,874	241		70	1,527	155	238	175	55	268	171	326
Demand -Simulated Volume		-25	-135	-19		-29	-550	-57	-50	-33	-12	-1	-11	-3
Percentage (%)		-8%	-7%	-7%		-29%	-26%	-27%	-17%	-16%	-18%	0%	-6%	-1%
Delay (sec/veh)		72	25	25		252	288	285	267	223	215	146	124	59
Delay (sec/veh)	30.2				286.0				244.7			104.1		
Max queue (ft)		502	816	870		131	2,046	1,580	1,016	1,015	1,033	874	732	783
									Intersection Delay (sec/veh)			142.8		

Stirling Rd & Anglers Ave	Stirling Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		278	1,691	0			2,127	650				659		443
Volume		276	1,708				1,962	605				533		361
Demand -Simulated Volume		-2	17				-165	-45				-126		-82
Percentage (%)		-1%	1%				-8%	-7%				-19%		-19%
Delay (sec/veh)		168	30				27	28				151		82
Delay (sec/veh)	49.5				27.2							123.1		
Max queue (ft)		850	854				688	659				1,021		1,044
									Intersection Delay (sec/veh)			51.1		

Stirling Rd & 29th Ave	Stirling Rd								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			2,184	166		190	2,522		255		260			
Volume			2,115	157		174	2,306		252		259			
Demand -Simulated Volume			-69	-9		-16	-216		-3		-1			
Percentage (%)			-3%	-5%		-8%	-9%		-1%		0%			
Delay (sec/veh)			26	22		37	32		73		98			
Delay (sec/veh)	25.8				32.8				86.0					
Max queue (ft)			651	579		214	1,034		239		644			
									Intersection Delay (sec/veh)			34.9		

Stirling Rd & I-95 SB Terminal	Stirling Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,789	655		673	2,022					640		690
Volume			1,692	623		651	1,916					497		549
Demand -Simulated Volume			-97	-32		-22	-106					-143		-141
Percentage (%)			-5%	-5%		-3%	-5%					-22%		-20%
Delay (sec/veh)			111	51		3	3					129		116
Delay (sec/veh)	94.9				2.7							122.1		
Max queue (ft)			1,069	919		0	310					480		1,834
									Intersection Delay (sec/veh)			59.8		

No Build Alternative 2050 PM: Intersection MOEs (VISSIM)

Stirling Rd & I-95 NB Terminal	Stirling Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		578	1,851				1,980	749	715		701			
Volume		539	1,640				1,910	706	653		623			
Demand -Simulated Volume		-39	-211				-70	-43	-62		-78			
Percentage (%)		-7%	-11%				-4%	-6%	-9%		-11%			
Delay (sec/veh)		3	5				56	19	72		42			
Delay (sec/veh)		4.5				46.2				57.3				
Max queue (ft)		0	290				653	668	534		335			
									Intersection Delay (sec/veh)				33.6	

Stirling Rd & Oakwood Blvd	Stirling Rd								Oakwood Blvd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		489	1,520	543		247	1,724	119	544	130	177	116	105	461
Volume		435	1,322	491		219	1,588	109	451	107	148	128	112	464
Demand -Simulated Volume		-54	-198	-52		-28	-136	-10	-93	-23	-29	12	7	3
Percentage (%)		-11%	-13%	-10%		-11%	-8%	-8%	-17%	-18%	-16%	10%	7%	1%
Delay (sec/veh)		103	29	2		115	108	53	320	183	167	93	124	105
Delay (sec/veh)		37.6				106.1				267.1			105.8	
Max queue (ft)		532	565	0		841	851	140	1,096	1,089	1,117	871	864	970
									Intersection Delay (sec/veh)				98.8	

Stirling Rd & Compass Way	Stirling Rd								Compass Way					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		259	1,521	33		11	1,755	139	37	8	11	81	9	298
Volume		238	1,363	27		12	1,606	131	37	11	10	90	8	309
Demand -Simulated Volume		-21	-158	-6		1	-149	-8	0	3	-1	9	-1	11
Percentage (%)		-8%	-10%	-18%		9%	-8%	-6%	0%	38%	-9%	11%	-11%	4%
Delay (sec/veh)		89	6	2		98	95	7	72	61	9	68	77	75
Delay (sec/veh)		17.8				88.5				59.1			73.2	
Max queue (ft)		225	156	77		60	589	185	115	42	66	199	692	736
									Intersection Delay (sec/veh)				56.5	

Stirling Rd & Bryan Rd	Stirling Rd								Bryan Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		102	1,511				1,687	92				231		218
Volume		91	1,376				1,655	91				108		86
Demand -Simulated Volume		-11	-135				-32	-1				-123		-132
Percentage (%)		-11%	-9%				-2%	-1%				-53%		-61%
Delay (sec/veh)		106	5				80	59				417		1,264
Delay (sec/veh)		11.1				78.5						792.2		
Max queue (ft)		119	181				917	959				350		1,067
									Intersection Delay (sec/veh)				90.1	

Griffin Rd & Anglers Ave	Griffin Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		99	1,288	288		538	1,644	326	313	174	513	465	211	144
Volume		75	1,001	220		485	1,519	297	231	122	357	474	208	151
Demand -Simulated Volume		-24	-287	-68		-53	-125	-29	-82	-52	-156	9	-3	7
Percentage (%)		-24%	-22%	-24%		-10%	-8%	-9%	-26%	-30%	-30%	2%	-1%	5%
Delay (sec/veh)		273	349	274		93	54	53	126	146	282	88	71	26
Delay (sec/veh)		331.9				62.0				208.1			72.6	
Max queue (ft)		191	2,011	1,669		1,091	1,273	1,309	1,043	164	1,095	1,016	181	130
									Intersection Delay (sec/veh)				152.0	

Griffin Rd & I-95 SB Terminal	Griffin Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,548	718		760	1,911					548		597
Volume			1,338	589		754	1,889					414		461
Demand -Simulated Volume			-210	-129		-6	-22					-134		-136
Percentage (%)			-14%	-18%		-1%	-1%					-24%		-23%
Delay (sec/veh)			79	231		28	11					68		60
Delay (sec/veh)		125.5				15.5						63.8		
Max queue (ft)			1,082	1,481		158	315					568		559
									Intersection Delay (sec/veh)				62.2	

Griffin Rd & I-95 NB Terminal	Griffin Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		627	1,469				1,772	489	899		647			
Volume		542	1,206				1,774	495	855		603			
Demand -Simulated Volume		-85	-263				2	6	-44		-44			
Percentage (%)		-14%	-18%				0%	1%	-5%		-7%			
Delay (sec/veh)		2	2				66	7	120		67			
Delay (sec/veh)		2.1				53.4				98.2				
Max queue (ft)		26	87				813	336	3,402		1,479			
									Intersection Delay (sec/veh)				48.9	

Griffin Rd & Old Griffin Rd	Griffin Rd								Old Griffin Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBL	EBT	EBT2	EBR	WBU	WBL	WBT	WBR	NBL	NBR	NBR2	SBL	SBT	SBR
Demand Volume	25	1,384	622	85		74	1,624	35	243	56	25	64	19	394
Volume	23	1,182	533	74		76	1,632	35	252	58	29	63	19	392
Demand -Simulated Volume	-2	-202	-89	-11		2	8	0	9	2	4	-1	0	-2
Percentage (%)	-8%	-15%	-14%	-13%		3%	0%	0%	4%	4%	16%	-2%	0%	-1%
Delay (sec/veh)	85	25	27	6		76	27	17	70	66	37	117	120	117
Delay (sec/veh)	25.6				28.8				66.9			117.4		
Max queue (ft)	86	632	632	31		113	630	0	293	277	193	1,019	1,019	1,019
									Intersection Delay (sec/veh)				40.0	

Preferred Alternative 2050 AM: Intersection MOEs (VISSIM)

Sheridan St & 29th Ave	Sheridan St								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		286	2,478	184		43	2,060	422	43	13	54	259	12	163
Volume		213	1,917	146		38	1,901	400	42	15	55	237	11	161
Demand -Simulated Volume		-73	-561	-38		-5	-159	-22	-1	2	1	-22	-1	-2
Percentage (%)		-26%	-23%	-21%		-12%	-8%	-5%	-2%	15%	2%	-8%	-8%	-1%
Delay (sec/veh)		370	295	210		33	5	2	102	119	38	445	360	71
Delay (sec/veh)	296.5				5.3				72.8			295.4		
Max queue (ft)		2,060	3,069	74		262	262	233	115	153	43	925	52	709
Intersection Delay (sec/veh)													158.9	

Sheridan St & I-95 SB Terminal	Sheridan St								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			2,285	506		683	1,888					780		637
Volume			2,094	469		584	1,705					769		631
Demand -Simulated Volume			-191	-37		-99	-183					-11		-6
Percentage (%)			-8%	-7%		-14%	-10%					-1%		-1%
Delay (sec/veh)			8	6		11	5					88		64
Delay (sec/veh)	7.4				6.8							76.8		
Max queue (ft)			408	375		60	124					459		255
Intersection Delay (sec/veh)													22.7	

Sheridan St & I-95 NB Terminal	Sheridan St								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		924	2,141				1,913	881	658		711			
Volume		852	2,011				1,641	753	647		693			
Demand -Simulated Volume		-72	-130				-272	-128	-11		-18			
Percentage (%)		-8%	-6%				-14%	-15%	-2%		-3%			
Delay (sec/veh)		4	6				101	40	90		48			
Delay (sec/veh)	5.5				81.5				68.3					
Max queue (ft)		80	186				683	630	404		357			
Intersection Delay (sec/veh)													45.9	

Sheridan St & 28th Ave	Sheridan St								28th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		92	2,760		6		2,778	6				8		16
Volume		91	2,617		4		2,411	6				9		17
Demand -Simulated Volume		-1	-143		-2		-367	0				1		1
Percentage (%)		-1%	-5%		-33%		-13%	0%				13%		6%
Delay (sec/veh)		27	3		43		36	48				63		82
Delay (sec/veh)	4.3				35.6							75.3		
Max queue (ft)		143	461		37		777	777				83		82
Intersection Delay (sec/veh)													19.3	

Sheridan St & 26th Ave	Sheridan St								26th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		432	2,015	321		206	2,151	288	356	139	58	220	197	283
Volume		403	1,908	301		162	1,684	224	166	67	24	241	197	280
Demand -Simulated Volume		-29	-107	-20		-44	-467	-64	-190	-72	-34	21	0	-3
Percentage (%)		-7%	-5%	-6%		-21%	-22%	-22%	-53%	-52%	-59%	10%	0%	-1%
Delay (sec/veh)		89	23	24		212	220	200	545	402	389	108	96	25
Delay (sec/veh)	33.6				217.6				493.0			72.7		
Max queue (ft)		788	817	872		2,048	2,047	1,978	1,017	584	602	828	619	333
Intersection Delay (sec/veh)													126.8	

Stirling Rd & Anglers Ave	Stirling Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		478	2,194				1,610	578				669		277
Volume		455	2,119				1,621	576				520		217
Demand -Simulated Volume		-23	-75				11	-2				-149		-60
Percentage (%)		-5%	-3%				1%	0%				-22%		-22%
Delay (sec/veh)		129	121				44	48				188		96
Delay (sec/veh)	122.8				44.8							160.7		
Max queue (ft)		1,913	2,092				695	666				1,027		450
Intersection Delay (sec/veh)													96.8	

Stirling Rd & 29th Ave	Stirling Rd								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			2,582	281		347	2,026		162		156			
Volume			2,441	260		334	2,017		167		159			
Demand -Simulated Volume			-141	-21		-13	-9		5		3			
Percentage (%)			-5%	-7%		-4%	0%		3%		2%			
Delay (sec/veh)			34	31		54	50		92		22			
Delay (sec/veh)	34.1				50.3				58.1					
Max queue (ft)			691	619		525	929		200		169			
Intersection Delay (sec/veh)													42.6	

Stirling Rd & I-95 SB Terminal	Stirling Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,951	787		540	1,756					739		617
Volume			1,839	744		518	1,700					728		619
Demand -Simulated Volume			-112	-43		-22	-56					-11		2
Percentage (%)			-6%	-5%		-4%	-3%					-1%		0%
Delay (sec/veh)			65	17		4	22					69		31
Delay (sec/veh)	51.5				17.4							51.7		
Max queue (ft)			988	0		277	302					949		262
Intersection Delay (sec/veh)													39.3	

Preferred Alternative 2050 AM: Intersection MOEs (VISSIM)

Stirling Rd & I-95 NB Terminal	Stirling Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		608	2,082				1,609	722	687		734			
Volume		570	2,005				1,536	690	683		706			
Demand -Simulated Volume		-38	-77				-73	-32	-4		-28			
Percentage (%)		-6%	-4%				-5%	-4%	-1%		-4%			
Delay (sec/veh)		6	28				40	5	46		89			
Delay (sec/veh)	23.0				29.4				67.9					
Max queue (ft)		339	406				560	0	501		768			
									Intersection Delay (sec/veh)				35.4	

Stirling Rd & Oakwood Blvd	Stirling Rd								Oakwood Blvd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		511	1,846	459		147	1,346	123	602	113	241	147	62	383
Volume		482	1,791	434		141	1,382	126	388	73	158	155	63	383
Demand -Simulated Volume		-29	-55	-25		-6	36	3	-214	-40	-83	8	1	0
Percentage (%)		-6%	-3%	-5%		-4%	3%	2%	-36%	-35%	-34%	5%	2%	0%
Delay (sec/veh)		79	28	1		99	42	12	366	226	206	74	66	31
Delay (sec/veh)	32.6				44.8				308.8			45.4		
Max queue (ft)		430	444	0		278	611	126	1,097	1,095	1,123	458	179	510
									Intersection Delay (sec/veh)				68.2	

Stirling Rd & Compass Way	Stirling Rd								Compass Way					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		354	1,857	23		11	1,344	70	46	11	10	30	7	226
Volume		328	1,782	20		9	1,350	70	45	11	10	30	8	232
Demand -Simulated Volume		-26	-75	-3		-2	6	0	-1	0	0	0	1	6
Percentage (%)		-7%	-4%	-13%		-18%	0%	0%	-2%	0%	0%	0%	14%	3%
Delay (sec/veh)		81	3	1		74	14	3	77	79	16	68	74	20
Delay (sec/veh)	15.2				13.4				67.9			27.1		
Max queue (ft)		313	159	66		47	328	102	153	58	64	87	373	308
									Intersection Delay (sec/veh)				16.2	

Stirling Rd & Bryan Rd	Stirling Rd								Bryan Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		144	1,753				1,238	82				120		187
Volume		136	1,689				1,237	81				126		188
Demand -Simulated Volume		-8	-64				-1	-1				6		1
Percentage (%)		-6%	-4%				0%	-1%				5%		1%
Delay (sec/veh)		98	2				6	6				73		8
Delay (sec/veh)	8.7				6.4							34.1		
Max queue (ft)		154	332				230	271				141		134
									Intersection Delay (sec/veh)				10.2	

Griffin Rd & Anglers Ave	Griffin Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		148	1,875	339		499	1,323	520	291	309	610	310	123	91
Volume		114	1,432	258		484	1,288	508	288	314	611	328	127	93
Demand -Simulated Volume		-34	-443	-81		-15	-35	-12	-3	5	1	18	4	2
Percentage (%)		-23%	-24%	-24%		-3%	-3%	-2%	-1%	2%	0%	6%	3%	2%
Delay (sec/veh)		253	269	223		100	53	55	55	68	91	43	50	6
Delay (sec/veh)	261.3				63.5				76.3			38.6		
Max queue (ft)		275	2,079	1,709		957	1,269	1,305	899	656	1,008	491	129	102
									Intersection Delay (sec/veh)				124.9	

Griffin Rd & I-95 SB Terminal	Griffin Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,853	942		528	1,654					662		688
Volume			1,751	890		523	1,646					645		677
Demand -Simulated Volume			-102	-52		-5	-8					-17		-11
Percentage (%)			-6%	-6%		-1%	0%					-3%		-2%
Delay (sec/veh)			72	34		5	9					72		50
Delay (sec/veh)	59.0				8.3							60.8		
Max queue (ft)			1,284	558		58	318					446		559
									Intersection Delay (sec/veh)				41.4	

Griffin Rd & I-95 NB Terminal	Griffin Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		741	1,774				1,478	374	704		805			
Volume		693	1,704				1,474	381	695		780			
Demand -Simulated Volume		-48	-70				-4	7	-9		-25			
Percentage (%)		-6%	-4%				0%	2%	-1%		-3%			
Delay (sec/veh)		11	11				53	12	69		30			
Delay (sec/veh)	10.7				44.9				48.5					
Max queue (ft)		119	345				599	167	464		393			
									Intersection Delay (sec/veh)				31.5	

Griffin Rd & Old Griffin Rd Westbound Direction	Griffin Rd								Old Griffin Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBL	EBT	EBT2	EBR	WBU	WBL	WBT	WBR	NBL	NBR	NBR2	SBL	SBT	SBR
Demand Volume		1,657	760	162	29	67	1,487			8	27			296
Volume		1,603	729	156	28	67	1,477			9	29			305
Demand -Simulated Volume		-54	-31	-6	-1	0	-10			1	2			9
Percentage (%)		-3%	-4%	-4%	-3%	0%	-1%			13%	7%			3%
Delay (sec/veh)		7	9	4	35	38	7			41	38			18
Delay (sec/veh)	7.1				9.2				38.6			17.9		
Max queue (ft)		529	529	104	101	101	201			78	78			134
									Intersection Delay (sec/veh)				8.9	

Preferred Alternative 2050 PM: Intersection MOEs (VISSIM)

Sheridan St & 29th Ave	Sheridan St								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		158	2,050	145		83	2,053	266	53	16	54	325	58	300
Volume		149	2,041	145		83	1,964	260	50	17	54	253	49	251
Demand -Simulated Volume		-9	-9	0		0	-89	-6	-3	1	0	-72	-9	-49
Percentage (%)		-6%	0%	0%		0%	-4%	-2%	-6%	6%	0%	-22%	-16%	-16%
Delay (sec/veh)		119	75	15		38	4	1	101	122	53	461	428	167
Delay (sec/veh)	73.9				5.0				82.4			324.4		
Max queue (ft)		405	1,162	31		264	264	232	167	175	66	1,064	1,061	1,101
									Intersection Delay (sec/veh)			70.2		

Sheridan St & I-95 SB Terminal	Sheridan St								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,851	578		709	1,731					897		671
Volume			1,812	571		655	1,638					889		669
Demand -Simulated Volume			-39	-7		-54	-93					-8		-2
Percentage (%)			-2%	-1%		-8%	-5%					-1%		0%
Delay (sec/veh)			10	8		14	2					140		71
Delay (sec/veh)	9.5				5.1							110.3		
Max queue (ft)			406	372		67	38					744		415
									Intersection Delay (sec/veh)			33.1		

Sheridan St & I-95 NB Terminal	Sheridan St								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		794	1,954				1,522	1,161	918		668			
Volume		778	1,923				1,401	1,065	893		653			
Demand -Simulated Volume		-16	-31				-121	-96	-25		-15			
Percentage (%)		-2%	-2%				-8%	-8%	-3%		-2%			
Delay (sec/veh)		3	12				99	31	186		51			
Delay (sec/veh)	9.6				69.6				129.1					
Max queue (ft)		72	253				681	636	1,056		993			
									Intersection Delay (sec/veh)			59.1		

Sheridan St & 28th Ave	Sheridan St								28th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		58	2,564		11		2,671	12				6		12
Volume		57	2,523		9		2,466	11				7		14
Demand -Simulated Volume		-1	-41		-2		-205	-1				1		2
Percentage (%)		-2%	-2%		-18%		-8%	-8%				17%		17%
Delay (sec/veh)		46	3		38		32	32				64		60
Delay (sec/veh)	3.6				31.8							61.5		
Max queue (ft)		125	398		41		769	769				68		67
									Intersection Delay (sec/veh)			17.6		

Sheridan St & 26th Ave	Sheridan St								26th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		301	2,009	260		99	2,077	212	288	208	67	269	182	329
Volume		297	2,032	259		77	1,631	163	245	178	56	276	176	326
Demand -Simulated Volume		-4	23	-1		-22	-446	-49	-43	-30	-11	7	-6	-3
Percentage (%)		-1%	1%	0%		-22%	-21%	-23%	-15%	-14%	-16%	3%	-3%	-1%
Delay (sec/veh)		71	27	28		233	253	237	254	228	214	122	101	27
Delay (sec/veh)	32.1				251.0				239.8			77.4		
Max queue (ft)		527	825	880		144	2,045	1,977	1,024	1,019	1,037	862	662	547
									Intersection Delay (sec/veh)			127.3		

Stirling Rd & Anglers Ave	Stirling Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		278	1,691	0			2,127	650				659		443
Volume		264	1,712				2,170	663				517		354
Demand -Simulated Volume		-14	21				43	13				-142		-89
Percentage (%)		-5%	1%				2%	2%				-22%		-20%
Delay (sec/veh)		262	44				25	28				158		83
Delay (sec/veh)	73.3				25.9							127.4		
Max queue (ft)		1,076	1,026				709	681				1,026		1,044
									Intersection Delay (sec/veh)			57.9		

Stirling Rd & 29th Ave	Stirling Rd								29th Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			2,184	166		190	2,522		255		260			
Volume			2,098	157		188	2,539		252		263			
Demand -Simulated Volume			-86	-9		-2	17		-3		3			
Percentage (%)			-4%	-5%		-1%	1%		-1%		1%			
Delay (sec/veh)			31	28		36	34		76		25			
Delay (sec/veh)	31.0				34.3				49.9					
Max queue (ft)			675	603		222	967		241		277			
									Intersection Delay (sec/veh)			34.4		

Stirling Rd & I-95 SB Terminal	Stirling Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,789	655		673	2,022					640		690
Volume			1,703	632		646	1,961					623		694
Demand -Simulated Volume			-86	-23		-27	-61					-17		4
Percentage (%)			-5%	-4%		-4%	-3%					-3%		1%
Delay (sec/veh)			69	19		4	19					29		33
Delay (sec/veh)	55.4				15.3							31.4		
Max queue (ft)			938	0		275	325					294		311
									Intersection Delay (sec/veh)			33.6		

Preferred Alternative 2050 PM: Intersection MOEs (VISSIM)

Stirling Rd & I-95 NB Terminal	Stirling Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		578	1,851				1,980	749	715		701			
Volume		546	1,784				1,896	700	704		672			
Demand -Simulated Volume		-32	-67				-84	-49	-11		-29			
Percentage (%)		-6%	-4%				-4%	-7%	-2%		-4%			
Delay (sec/veh)		6	22				36	5	42		49			
Delay (sec/veh)	18.4				27.7				45.3					
Max queue (ft)		359	422				569	0	459		406			
									Intersection Delay (sec/veh)				28.1	

Stirling Rd & Oakwood Blvd	Stirling Rd								Oakwood Blvd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		489	1,520	543		247	1,724	119	544	130	177	116	105	461
Volume		479	1,473	526		240	1,680	113	372	93	134	123	108	457
Demand -Simulated Volume		-10	-47	-17		-7	-44	-6	-172	-37	-43	7	3	-4
Percentage (%)		-2%	-3%	-3%		-3%	-3%	-5%	-32%	-28%	-24%	6%	3%	-1%
Delay (sec/veh)		90	34	2		107	91	46	381	221	206	93	108	89
Delay (sec/veh)	37.9				90.8				317.2			92.5		
Max queue (ft)		422	429	0		839	850	135	1,103	1,101	1,129	852	727	907
									Intersection Delay (sec/veh)				91.8	

Stirling Rd & Compass Way	Stirling Rd								Compass Way					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		259	1,521	33		11	1,755	139	37	8	11	81	9	298
Volume		252	1,476	28		12	1,672	137	36	11	10	86	8	299
Demand -Simulated Volume		-7	-45	-5		1	-83	-2	-1	3	-1	5	-1	1
Percentage (%)		-3%	-3%	-15%		9%	-5%	-1%	-3%	38%	-9%	6%	-11%	0%
Delay (sec/veh)		78	5	2		83	78	5	74	61	11	59	73	52
Delay (sec/veh)	15.0				73.0				60.5			54.4		
Max queue (ft)		239	144	81		51	576	157	120	54	66	199	525	546
									Intersection Delay (sec/veh)				45.7	

Stirling Rd & Bryan Rd	Stirling Rd								Bryan Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		102	1,511				1,687	92				231		218
Volume		101	1,466				1,666	92				199		171
Demand -Simulated Volume		-1	-45				-21	0				-32		-47
Percentage (%)		-1%	-3%				-1%	0%				-14%		-22%
Delay (sec/veh)		94	4				41	28				149		455
Delay (sec/veh)	9.8				40.5							290.7		
Max queue (ft)		127	156				604	646				494		867
									Intersection Delay (sec/veh)				52.6	

Griffin Rd & Anglers Ave	Griffin Rd								Anglers Ave					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		99	1,288	288		538	1,644	326	313	174	513	465	211	144
Volume		96	1,276	286		527	1,644	326	324	171	513	474	208	150
Demand -Simulated Volume		-3	-12	-2		-11	0	0	11	-3	0	9	-3	6
Percentage (%)		-3%	-1%	-1%		-2%	0%	0%	4%	-2%	0%	2%	-1%	4%
Delay (sec/veh)		75	50	11		84	49	50	50	61	31	101	96	33
Delay (sec/veh)	44.4				56.5				41.9			87.5		
Max queue (ft)		227	705	213		1,130	1,262	1,299	600	172	611	1,022	186	145
									Intersection Delay (sec/veh)				55.0	

Griffin Rd & I-95 SB Terminal	Griffin Rd								I-95 SB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume			1,548	718		760	1,911					548		597
Volume			1,550	718		757	1,944					541		605
Demand -Simulated Volume			2	0		-3	33					-7		8
Percentage (%)			0%	0%		0%	2%					-1%		1%
Delay (sec/veh)			67	34		9	16					68		55
Delay (sec/veh)	56.8				14.0							60.9		
Max queue (ft)			1,100	410		83	370					350		478
									Intersection Delay (sec/veh)				38.6	

Griffin Rd & I-95 NB Terminal	Griffin Rd								I-95 NB Terminal					
	Eastbound				Westbound				Northbound			Southbound		
	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Demand Volume		627	1,469				1,772	489	899		647			
Volume		621	1,478				1,788	495	900		639			
Demand -Simulated Volume		-6	9				16	6	1		-8			
Percentage (%)		-1%	1%				1%	1%	0%		-1%			
Delay (sec/veh)		9	10				57	12	87		30			
Delay (sec/veh)	9.6				47.1				63.3					
Max queue (ft)		107	310				678	229	976		323			
									Intersection Delay (sec/veh)				38.0	

Griffin Rd & Old Griffin Rd Westbound Direction	Griffin Rd								Old Griffin Rd					
	Eastbound				Westbound				Northbound			Southbound		
	EBL	EBT	EBT2	EBR	WBU	WBL	WBT	WBR	NBL	NBR	NBR2	SBL	SBT	SBR
Demand Volume		1,384	647	85	35	74	1,624			56	268			552
Volume		1,368	655	87	34	73	1,608			58	272			557
Demand -Simulated Volume		-16	8	2	-1	-1	-16			2	4			5
Percentage (%)		-1%	1%	2%	-3%	-1%	-1%			4%	1%			1%
Delay (sec/veh)		7	9	3	4	4	11			28	61			28
Delay (sec/veh)	7.6				10.2				55.0			28.0		
Max queue (ft)		515	515	109	43	46	302			443	443			206
									Intersection Delay (sec/veh)				14.3	

Appendix I

Interactive Highway Safety Design Module (IHSDM) Outputs

No-Build

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 18, 2026

Disclaimer

The Interactive Highway Design Model (IHSDM) software is disseminated under the sponsorship of the Department of Transportation in the interest of information exchange. The United States Government assumes no liability for its content or use thereof. This document does not constitute a standard, specification, or regulation.

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Report Overview

Report Generated: Feb 18, 2026 12:53 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Wed Feb 18 12:14:59 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd No Build-T2
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: NB-I-95
Highway Comment: Created Fri Jan 16 12:43:07 EST 2026
Highway Version: 2

Evaluation Title: Evaluation 1
Evaluation Comment: Created Wed Feb 18 12:14:16 EST 2026

Minimum Location: 340+00.000
Maximum Location: 585+00.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 340+00.000
Evaluation End Location: 585+00.000
Functional Class: Freeway
Type of Alignment: Divided, Multilane
Model Category: Freeway Segment
Calibration Factor: FI_MV=1.0; FI_SV=1.0; PDO_MV=1.0; PDO_SV=1.0;

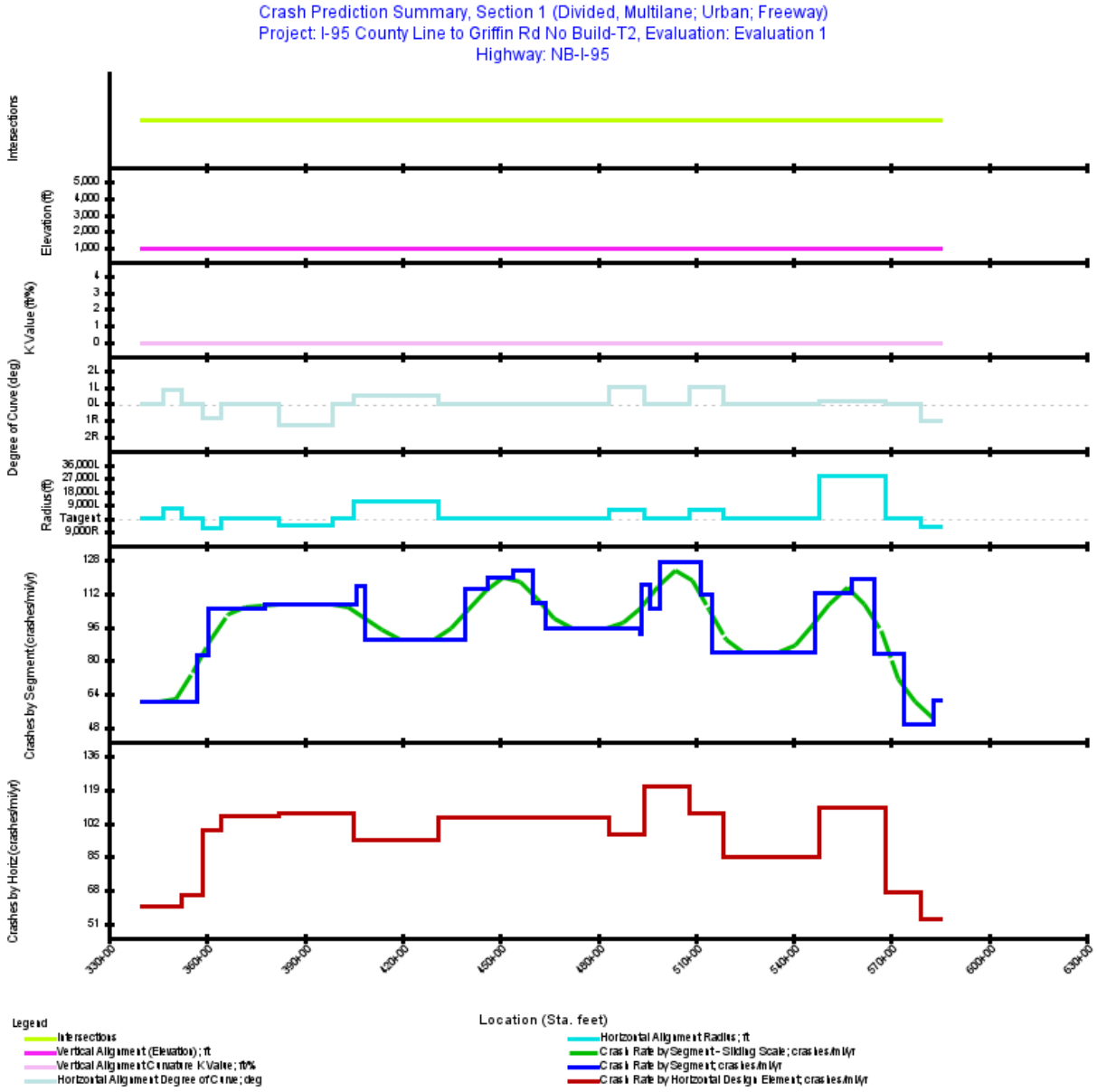

Figure 1. Crash Prediction Summary (Section 1)

Table 1. Evaluation Freeway - Homogeneous Segments (Section 1)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
1	Eight-lane Freeway	Urban	340+00.000	357+20.000	1,720.00	0.3258	2030: 188,700; 2031: 189,390; 2032: 190,080; 2033: 190,770; 2034: 191,460; 2035: 192,150; 2036: 192,840; 2037: 193,530; 2038: 194,220; 2039: 194,910; 2040: 195,600; 2041: 196,290; 2042: 196,980; 2043: 197,670; 2044: 198,360; 2045: 199,050; 2046: 199,740; 2047: 200,430; 2048: 201,120; 2049: 201,810; 2050: 202,500	64.00	Non-Traversable Median	68.00
2	Nine-lane Freeway	Urban	357+20.000	360+40.000	320.00	0.0606	2030: 227,200; 2031: 228,265; 2032: 229,330; 2033: 230,395; 2034: 231,460; 2035: 232,525; 2036: 233,590; 2037: 234,655; 2038: 235,720; 2039: 236,785; 2040: 237,850; 2041: 238,915; 2042: 239,980; 2043: 241,045; 2044: 242,110; 2045: 243,175; 2046: 244,240; 2047: 245,305; 2048: 246,370; 2049: 247,435; 2050: 248,500	64.00	Non-Traversable Median	68.00
3	Nine-lane Freeway	Urban	360+40.000	378+00.000	1,760.00	0.3333	2030: 268,200; 2031: 269,665; 2032: 271,130; 2033: 272,595; 2034: 274,060; 2035: 275,525; 2036: 276,990; 2037: 278,455; 2038: 279,920; 2039: 281,385; 2040: 282,850; 2041: 284,315; 2042: 285,780; 2043: 287,245; 2044: 288,710; 2045: 290,175; 2046: 291,640; 2047: 293,105; 2048: 294,570; 2049: 296,035; 2050: 297,500	64.00	Non-Traversable Median	68.00
4	Nine-lane Freeway	Urban	378+00.000	406+00.000	2,800.00	0.5303	2030: 268,200; 2031: 269,665; 2032: 271,130; 2033: 272,595; 2034: 274,060; 2035: 275,525; 2036: 276,990; 2037: 278,455; 2038: 279,920; 2039: 281,385; 2040: 282,850; 2041: 284,315; 2042: 285,780; 2043: 287,245; 2044: 288,710; 2045: 290,175; 2046: 291,640; 2047: 293,105; 2048: 294,570; 2049: 296,035; 2050: 297,500	70.00	Non-Traversable Median	74.00
5	Eight-lane Freeway	Urban	406+00.000	408+60.000	260.00	0.0492	2030: 250,700; 2031: 252,090; 2032: 253,480; 2033: 254,870; 2034: 256,260; 2035: 257,650; 2036: 259,040; 2037: 260,430; 2038: 261,820; 2039: 263,210; 2040: 264,600; 2041: 265,990; 2042: 267,380; 2043: 268,770; 2044: 270,160; 2045: 271,550; 2046: 272,940; 2047: 274,330; 2048: 275,720; 2049: 277,110; 2050: 278,500	70.00	Non-Traversable Median	74.00
6	Eight-lane Freeway	Urban	408+60.000	439+50.000	3,090.00	0.5852	2030: 233,800; 2031: 235,080; 2032: 236,360; 2033: 237,640; 2034: 238,920; 2035: 240,200; 2036: 241,480; 2037: 242,760; 2038: 244,040; 2039: 245,320; 2040: 246,600; 2041: 247,880; 2042: 249,160; 2043: 250,440; 2044: 251,720; 2045: 253,000; 2046: 254,280; 2047: 255,560; 2048: 256,840; 2049: 258,120; 2050: 259,400	70.00	Non-Traversable Median	74.00
7	Eight-lane Freeway	Urban	439+50.000	446+20.000	670.00	0.1269	2030: 254,300; 2031: 255,680; 2032: 257,060; 2033: 258,440; 2034: 259,820; 2035: 261,200; 2036: 262,580; 2037: 263,960; 2038: 265,340; 2039: 266,720; 2040: 268,100; 2041: 269,480; 2042: 270,860; 2043: 272,240; 2044: 273,620; 2045: 275,000; 2046: 276,380; 2047: 277,760; 2048: 279,140; 2049: 280,520; 2050: 281,900	70.00	Non-Traversable Median	74.00
8	Nine-lane Freeway	Urban	446+20.000	454+00.000	780.00	0.1477	2030: 273,800; 2031: 275,280; 2032: 276,760; 2033: 278,240; 2034: 279,720; 2035: 281,200; 2036: 282,680; 2037: 284,160; 2038: 285,640; 2039: 287,120; 2040: 288,600; 2041: 290,080; 2042: 291,560; 2043: 293,040; 2044: 294,520; 2045: 296,000; 2046: 297,480; 2047: 298,960; 2048: 300,440; 2049: 301,920; 2050: 303,400	70.00	Non-Traversable Median	74.00
9	Nine-lane Freeway	Urban	454+00.000	460+00.000	600.00	0.1136	2030: 273,800; 2031: 275,280; 2032: 276,760; 2033: 278,240; 2034: 279,720; 2035: 281,200; 2036: 282,680; 2037: 284,160; 2038: 285,640; 2039: 287,120; 2040: 288,600; 2041: 290,080; 2042: 291,560; 2043: 293,040; 2044: 294,520; 2045: 296,000; 2046: 297,480; 2047: 298,960; 2048: 300,440; 2049: 301,920; 2050: 303,400	78.00	Non-Traversable Median	82.00
10	Nine-lane Freeway	Urban	460+00.000	464+00.000	400.00	0.0758	2030: 256,300; 2031: 257,630; 2032: 258,960; 2033: 260,290; 2034: 261,620; 2035: 262,950; 2036: 264,280; 2037: 265,610; 2038: 266,940; 2039: 268,270; 2040: 269,600; 2041: 270,930; 2042: 272,260; 2043: 273,590; 2044: 274,920; 2045: 276,250; 2046: 277,580; 2047: 278,910; 2048: 280,240; 2049: 281,570; 2050: 282,900	78.00	Non-Traversable Median	82.00
11	Eight-lane Freeway	Urban	464+00.000	492+80.000	2,880.00	0.5455	2030: 239,800; 2031: 240,980; 2032: 242,160; 2033: 243,340; 2034: 244,520; 2035: 245,700; 2036: 246,880; 2037: 248,060; 2038: 249,240; 2039: 250,420; 2040: 251,600; 2041: 252,780; 2042: 253,960; 2043: 255,140; 2044: 256,320; 2045: 257,500; 2046: 258,680; 2047: 259,860; 2048: 261,040; 2049: 262,220; 2050: 263,400	78.00	Non-Traversable Median	82.00
12	Eight-lane Freeway	Urban	492+80.000	493+40.000	60.00	0.0114	2030: 233,800; 2031: 234,945; 2032: 236,090; 2033: 237,235; 2034: 238,380; 2035: 239,525; 2036: 240,670; 2037: 241,815; 2038: 242,960; 2039: 244,105; 2040: 245,250; 2041: 246,395; 2042: 247,540; 2043: 248,685; 2044: 249,830; 2045: 250,975; 2046: 252,120; 2047: 253,265; 2048: 254,410; 2049: 255,555; 2050: 256,700	78.00	Non-Traversable Median	82.00
13	Eight-lane Freeway	Urban	493+40.000	496+20.000	280.00	0.0530	2030: 250,300; 2031: 251,595; 2032: 252,890; 2033: 254,185; 2034: 255,480; 2035: 256,775; 2036: 258,070; 2037: 259,365; 2038: 260,660; 2039: 261,955; 2040: 263,250; 2041: 264,545; 2042: 265,840; 2043: 267,135; 2044: 268,430; 2045: 269,725; 2046: 271,020; 2047: 272,315; 2048: 273,610; 2049: 274,905; 2050: 276,200	78.00	Non-Traversable Median	82.00
14	Eight-lane Freeway	Urban	496+20.000	499+00.000	280.00	0.0530	2030: 245,100; 2031: 246,370; 2032: 247,640; 2033: 248,910; 2034: 250,180; 2035: 251,450; 2036: 252,720; 2037: 253,990; 2038: 255,260; 2039: 256,530; 2040: 257,800; 2041: 259,070; 2042: 260,340; 2043: 261,610; 2044: 262,880; 2045: 264,150; 2046: 265,420; 2047: 266,690; 2048: 267,960; 2049: 269,230; 2050: 270,500	78.00	Non-Traversable Median	82.00
15	Eight-lane Freeway	Urban	499+00.000	511+60.000	1,260.00	0.2386	2030: 261,100; 2031: 262,520; 2032: 263,940; 2033: 265,360; 2034: 266,780; 2035: 268,200; 2036: 269,620; 2037: 271,040; 2038: 272,460; 2039: 273,880; 2040: 275,300; 2041: 276,720; 2042: 278,140; 2043: 279,560; 2044: 280,980; 2045: 282,400; 2046: 283,820; 2047: 285,240; 2048: 286,660; 2049: 288,080; 2050: 289,500	78.00	Non-Traversable Median	82.00
16	Eight-lane Freeway	Urban	511+60.000	515+00.000	340.00	0.0644	2030: 244,600; 2031: 245,770; 2032: 246,940; 2033: 248,110; 2034: 249,280; 2035: 250,450; 2036: 251,620; 2037: 252,790; 2038: 253,960; 2039: 255,130; 2040: 256,300; 2041: 257,470; 2042: 258,640; 2043: 259,810; 2044: 260,980; 2045: 262,150; 2046: 263,320; 2047: 264,490; 2048: 265,660; 2049: 266,830; 2050: 268,000	78.00	Non-Traversable Median	82.00
17	Eight-lane Freeway	Urban	515+00.000	546+60.000	3,160.00	0.5985	2030: 226,600; 2031: 227,470; 2032: 228,340; 2033: 229,210; 2034: 230,080; 2035: 230,950; 2036: 231,820; 2037: 232,690; 2038: 233,560; 2039: 234,430; 2040: 235,300; 2041: 236,170; 2042: 237,040; 2043: 237,910; 2044: 238,780; 2045: 239,650; 2046: 240,520; 2047: 241,390; 2048: 242,260; 2049: 243,130; 2050: 244,000	78.00	Non-Traversable Median	82.00
18	Eight-lane Freeway	Urban	546+60.000	558+00.000	1,140.00	0.2159	2030: 239,100; 2031: 240,170; 2032: 241,240; 2033: 242,310; 2034: 243,380; 2035: 244,450; 2036: 245,520; 2037: 246,590; 2038: 247,660; 2039: 248,730; 2040: 249,800; 2041: 250,870; 2042: 251,940; 2043: 253,010; 2044: 254,080; 2045: 255,150; 2046: 256,220; 2047: 257,290; 2048: 258,360; 2049: 259,430; 2050: 260,500	78.00	Non-Traversable Median	82.00
19	Eight-lane Freeway	Urban	558+00.000	565+00.000	700.00	0.1326	2030: 239,100; 2031: 240,170; 2032: 241,240; 2033: 242,310; 2034: 243,380; 2035: 244,450; 2036: 245,520; 2037: 246,590; 2038: 247,660; 2039: 248,730; 2040: 249,800; 2041: 250,870; 2042: 251,940; 2043: 253,010; 2044: 254,080; 2045: 255,150; 2046: 256,220; 2047: 257,290; 2048: 258,360; 2049: 259,430; 2050: 260,500	78.00	Non-Traversable Median	80.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
20	Eight-lane Freeway	Urban	565+00.000	573+80.000	880.00	0.1667	2030: 199,500; 2031: 200,360; 2032: 201,220; 2033: 202,080; 2034: 202,940; 2035: 203,800; 2036: 204,660; 2037: 205,520; 2038: 206,380; 2039: 207,240; 2040: 208,100; 2041: 208,960; 2042: 209,820; 2043: 210,680; 2044: 211,540; 2045: 212,400; 2046: 213,260; 2047: 214,120; 2048: 214,980; 2049: 215,840; 2050: 216,700	78.00	Non-Traversable Median	80.00
21	Eight-lane Freeway	Urban	573+80.000	583+00.000	920.00	0.1742	2030: 160,140; 2031: 160,804; 2032: 161,468; 2033: 162,132; 2034: 162,796; 2035: 163,460; 2036: 164,124; 2037: 164,788; 2038: 165,452; 2039: 166,116; 2040: 166,780; 2041: 167,444; 2042: 168,108; 2043: 168,772; 2044: 169,436; 2045: 170,100; 2046: 170,764; 2047: 171,428; 2048: 172,092; 2049: 172,756; 2050: 173,420	78.00	Non-Traversable Median	80.00
22	Eight-lane Freeway	Urban	583+00.000	585+00.000	200.00	0.0379	2030: 173,140; 2031: 174,004; 2032: 174,868; 2033: 175,732; 2034: 176,596; 2035: 177,460; 2036: 178,324; 2037: 179,188; 2038: 180,052; 2039: 180,916; 2040: 181,780; 2041: 182,644; 2042: 183,508; 2043: 184,372; 2044: 185,236; 2045: 186,100; 2046: 186,964; 2047: 187,828; 2048: 188,692; 2049: 189,556; 2050: 190,420	78.00	Non-Traversable Median	80.00

Table 2. Predicted Freeway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Effective Length (mi)	**4.6402**
Average Future Road AADT (vpd)	**249,559**
Predicted Crashes	
Total Crashes	**9,374.22**
Fatal and Injury Crashes	**2,636.11**
Property-Damage-Only Crashes	**6,738.11**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**28**
Percent Property-Damage-Only Crashes (%)	**72**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**96.2019**
FI Crash Rate (crashes/mi/yr)	**27.0527**
PDO Crash Rate (crashes/mi/yr)	**69.1491**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**8,876.02**
Travel Crash Rate (crashes/million veh-mi)	**1.06**
Travel FI Crash Rate (crashes/million veh-mi)	**0.30**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.76**

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present.
Note: *Total Travel and Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 3. Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Effective Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	340+00.000	357+20.000	0.3258	412.198	19.6285	5.8489	13.7796	60.2549	0.84
2	357+20.000	360+40.000	0.0606	105.318	5.0151	1.4379	3.5772	82.7498	0.95
3	360+40.000	378+00.000	0.3333	735.676	35.0322	9.4808	25.5514	105.0966	0.00
4	378+00.000	406+00.000	0.5303	1,191.923	56.7582	15.4131	41.3451	107.0298	0.00
5	406+00.000	408+60.000	0.0492	119.668	5.6985	1.5662	4.1323	115.7229	1.20
6	408+60.000	439+50.000	0.5852	1,109.890	52.8519	14.8923	37.9596	90.3100	1.00
7	439+50.000	446+20.000	0.1269	303.936	14.4731	3.9545	10.5187	114.0570	1.17
8	446+20.000	454+00.000	0.1477	370.833	17.6587	4.8293	12.8294	119.5359	0.00
9	454+00.000	460+00.000	0.1136	293.202	13.9620	3.8418	10.1202	122.8656	0.00
10	460+00.000	464+00.000	0.0758	170.815	8.1341	2.2851	5.8490	107.3697	1.09
11	464+00.000	492+80.000	0.5455	1,089.966	51.9031	14.5684	37.3347	95.1558	1.04
12	492+80.000	493+40.000	0.0114	22.119	1.0533	0.2975	0.7558	92.6898	1.03
13	493+40.000	496+20.000	0.0530	129.695	6.1760	1.7032	4.4727	116.4612	1.21
14	496+20.000	499+00.000	0.0530	116.993	5.5711	1.5531	4.0180	105.0552	1.12
15	499+00.000	511+60.000	0.2386	636.464	30.3078	8.2036	22.1042	127.0042	1.26
16	511+60.000	515+00.000	0.0644	151.034	7.1921	1.9819	5.2102	111.6893	1.19
17	515+00.000	546+60.000	0.5985	1,052.631	50.1253	14.1823	35.9430	83.7537	0.97
18	546+60.000	558+00.000	0.2159	508.810	24.2291	6.9671	17.2620	112.2188	1.23
19	558+00.000	565+00.000	0.1326	330.428	15.7347	4.6071	11.1276	118.6843	1.30
20	565+00.000	573+80.000	0.1667	291.093	13.8616	4.3485	9.5130	83.1695	1.09
21	573+80.000	583+00.000	0.1742	182.830	8.7062	2.8415	5.8647	49.9660	0.82
22	583+00.000	585+00.000	0.0379	48.690	2.3186	0.7247	1.5939	61.2107	0.92
Total			4.6402	9,374.215	446.3912	125.5288	320.8624	96.2019	2.32

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present. This may create Freeway segments with zero effective length and zero crashes.

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	340+00.000	346+71.572	0.1272	160.942	7.6639	2.2837	5.3802	60.2549	0.84
Simple Curve 1	346+71.572	352+40.496	0.1078	136.343	6.4925	1.9346	4.5579	60.2549	0.84
Tangent	352+40.496	358+78.491	0.1208	167.076	7.9560	2.3427	5.6132	65.8431	0.87
Simple Curve 2	358+78.491	364+39.505	0.1063	220.148	10.4832	2.8778	7.6054	98.6632	0.27
Tangent	364+39.505	382+08.711	0.3351	742.667	35.3651	9.5786	25.7865	105.5432	0.00
Simple Curve 3	382+08.711	398+73.471	0.3153	708.666	33.7460	9.1640	24.5820	107.0298	0.00
Tangent	398+73.471	404+91.814	0.1171	263.220	12.5343	3.4038	9.1305	107.0298	0.00
Simple Curve 4	404+91.814	431+20.149	0.4978	977.539	46.5495	13.0545	33.4950	93.5121	0.98
Tangent	431+20.149	483+41.890	0.9890	2,171.787	103.4184	28.7332	74.6852	104.5723	0.78
Simple Curve 5	483+41.890	494+11.817	0.2026	410.422	19.5439	5.4798	14.0641	96.4476	1.05
Tangent	494+11.817	507+93.756	0.2617	664.886	31.6613	8.6386	23.0227	120.9688	1.23
Simple Curve 6	507+93.756	518+67.169	0.2033	458.344	21.8259	6.0143	15.8116	107.3591	1.14
Tangent	518+67.169	548+10.506	0.5575	997.498	47.4999	13.4542	34.0457	85.2092	0.99
Simple Curve 7	548+10.506	568+14.395	0.3795	876.062	41.7172	12.2079	29.5093	109.9197	1.23
Tangent	568+14.395	578+91.759	0.2040	288.796	13.7522	4.3756	9.3766	67.3975	0.97
Simple Curve 8	578+91.759	585+00.000	0.1152	129.819	6.1819	1.9856	4.1963	53.6634	0.85

Table 5. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	410.07	117.04	28.541	293.03	71.459
2031	413.60	117.87	28.499	295.72	71.501
2032	417.13	118.70	28.457	298.43	71.543
2033	420.69	119.54	28.415	301.15	71.585
2034	424.27	120.38	28.374	303.89	71.626
2035	427.86	121.22	28.333	306.63	71.667
2036	431.47	122.07	28.291	309.40	71.709
2037	435.09	122.92	28.251	312.18	71.749
2038	438.74	123.77	28.210	314.97	71.790
2039	442.40	124.62	28.169	317.77	71.831
2040	446.07	125.48	28.129	320.60	71.871
2041	449.77	126.34	28.089	323.43	71.911
2042	453.48	127.20	28.049	326.28	71.951
2043	457.21	128.06	28.010	329.14	71.990
2044	460.95	128.93	27.970	332.02	72.030
2045	464.72	129.80	27.931	334.92	72.069
2046	468.50	130.67	27.892	337.83	72.108
2047	472.30	131.55	27.853	340.75	72.147
2048	476.12	132.43	27.814	343.69	72.186
2049	479.96	133.31	27.776	346.65	72.224
2050	483.81	134.20	27.738	349.62	72.262
Total	9,374.22	2,636.11	28.121	6,738.11	71.879
Average	446.39	125.53	28.121	320.86	71.879

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Freeway Segment (Section 1)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	1.6139	3.8866	26.4568	90.8687	289.3724
2	0.4081	1.0021	6.6747	22.1118	75.1213
3	2.5790	6.2677	43.0732	147.1774	536.5787
4	4.4894	11.0669	72.6722	235.4472	868.2470
5	0.4534	1.1252	7.0934	24.2179	86.7782
6	4.0664	10.0107	65.0156	233.6447	797.1523
7	0.9611	2.3042	16.2464	63.5320	220.8923
8	1.1685	2.8396	19.9746	77.4331	269.4170
9	0.9296	2.2589	15.8903	61.5993	212.5240
10	0.5468	1.3303	9.3549	36.7553	122.8283
11	3.6929	8.9674	60.9391	232.3380	784.0287
12	0.0851	0.2116	1.3334	4.6176	15.8714
13	0.4350	1.0518	7.2070	27.0738	93.9277
14	0.3820	0.9147	6.4512	24.8675	84.3780
15	2.0190	5.2067	35.1487	129.9020	464.1879
16	0.5442	1.4404	8.9781	30.6570	109.4147
17	3.1148	8.5403	58.0790	228.0940	754.8033
18	1.7727	4.9809	31.1531	108.4014	362.5022
19	1.1987	3.3836	20.8524	71.3138	233.6793
20	1.0925	2.9928	19.8604	67.3737	199.7738
21	0.7648	2.0897	13.7542	43.0630	123.1585
22	0.2045	0.5725	3.5363	10.9047	33.4723
Total	32.5225	82.4443	549.7447	1,971.3939	6,738.1095

Table 7. Predicted Freeway Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	1.86	0.0	17.92	0.2	19.79	0.2
Highway Segment	Collision with Fixed Object	336.60	3.6	583.34	6.2	919.93	9.8
Highway Segment	Collision with Other Object	23.78	0.3	113.25	1.2	137.02	1.5
Highway Segment	Other Single-vehicle Collision	96.97	1.0	87.17	0.9	184.14	2.0
Highway Segment	Collision with Parked Vehicle	6.99	0.1	13.04	0.1	20.03	0.2
Highway Segment	Total Single Vehicle Crashes	466.20	5.0	814.72	8.7	1,280.92	13.7
Highway Segment	Right-Angle Collision	67.27	0.7	106.62	1.1	173.89	1.9
Highway Segment	Head-on Collision	17.36	0.2	11.85	0.1	29.21	0.3
Highway Segment	Other Multi-vehicle Collision	67.27	0.7	142.16	1.5	209.43	2.2
Highway Segment	Rear-end Collision	1,627.43	17.4	4,087.14	43.6	5,714.57	61.0
Highway Segment	Sideswipe, Same Direction Collision	390.58	4.2	1,575.62	16.8	1,966.20	21.0
Highway Segment	Total Multiple Vehicle Crashes	2,169.91	23.1	5,923.39	63.2	8,093.30	86.3
Highway Segment	Total Highway Segment Crashes	2,636.11	28.1	6,738.11	71.9	9,374.22	100.0
	Total Crashes	2,636.11	28.1	6,738.11	71.9	9,374.22	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
558+00.000	565+00.000	Information: for segment #19 (558+00.000 to 565+00.000), Inside shoulder width (1.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
565+00.000	573+80.000	Information: for segment #20 (565+00.000 to 573+80.000), Inside shoulder width (1.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
573+80.000	583+00.000	Information: for segment #21 (573+80.000 to 583+00.000), Inside shoulder width (1.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
583+00.000	585+00.000	Information: for segment #22 (583+00.000 to 585+00.000), Inside shoulder width (1.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
357+20.000	360+40.000	Information: for segment #2 (357+20.000 to 360+40.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (271,130 vpd) for 2032 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (272,595 vpd) for 2033 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (274,060 vpd) for 2034 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (275,525 vpd) for 2035 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (276,990 vpd) for 2036 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (278,455 vpd) for 2037 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (279,920 vpd) for 2038 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (281,385 vpd) for 2039 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (282,850 vpd) for 2040 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (284,315 vpd) for 2041 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (285,780 vpd) for 2042 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (287,245 vpd) for 2043 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (288,710 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (290,175 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (291,640 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (293,105 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (294,570 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (296,035 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Warning: for segment #3 (360+40.000 to 378+00.000), traffic volume (297,500 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
360+40.000	378+00.000	Information: for segment #3 (360+40.000 to 378+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (271,130 vpd) for 2032 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (272,595 vpd) for 2033 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (274,060 vpd) for 2034 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (275,525 vpd) for 2035 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (276,990 vpd) for 2036 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (278,455 vpd) for 2037 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (279,920 vpd) for 2038 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (281,385 vpd) for 2039 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (282,850 vpd) for 2040 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (284,315 vpd) for 2041 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (285,780 vpd) for 2042 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (287,245 vpd) for 2043 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (288,710 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (290,175 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (291,640 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (293,105 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (294,570 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (296,035 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Warning: for segment #4 (378+00.000 to 406+00.000), traffic volume (297,500 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	406+00.000	Information: for segment #4 (378+00.000 to 406+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
406+00.000	408+60.000	Warning: for segment #5 (406+00.000 to 408+60.000), traffic volume (270,160 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
406+00.000	408+60.000	Warning: for segment #5 (406+00.000 to 408+60.000), traffic volume (271,550 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
406+00.000	408+60.000	Warning: for segment #5 (406+00.000 to 408+60.000), traffic volume (272,940 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
406+00.000	408+60.000	Warning: for segment #5 (406+00.000 to 408+60.000), traffic volume (274,330 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
406+00.000	408+60.000	Warning: for segment #5 (406+00.000 to 408+60.000), traffic volume (275,720 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
406+00.000	408+60.000	Warning: for segment #5 (406+00.000 to 408+60.000), traffic volume (277,110 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
406+00.000	408+60.000	Warning: for segment #5 (406+00.000 to 408+60.000), traffic volume (278,500 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
439+50.000	446+20.000	Warning: for segment #7 (439+50.000 to 446+20.000), traffic volume (270,860 vpd) for 2042 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
439+50.000	446+20.000	Warning: for segment #7 (439+50.000 to 446+20.000), traffic volume (272,240 vpd) for 2043 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
439+50.000	446+20.000	Warning: for segment #7 (439+50.000 to 446+20.000), traffic volume (273,620 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
439+50.000	446+20.000	Warning: for segment #7 (439+50.000 to 446+20.000), traffic volume (275,000 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
439+50.000	446+20.000	Warning: for segment #7 (439+50.000 to 446+20.000), traffic volume (276,380 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
439+50.000	446+20.000	Warning: for segment #7 (439+50.000 to 446+20.000), traffic volume (277,760 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
439+50.000	446+20.000	Warning: for segment #7 (439+50.000 to 446+20.000), traffic volume (279,140 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
439+50.000	446+20.000	Warning: for segment #7 (439+50.000 to 446+20.000), traffic volume (280,520 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
439+50.000	446+20.000	Warning: for segment #7 (439+50.000 to 446+20.000), traffic volume (281,900 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (273,800 vpd) for 2030 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (275,280 vpd) for 2031 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (276,760 vpd) for 2032 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (278,240 vpd) for 2033 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (279,720 vpd) for 2034 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (281,200 vpd) for 2035 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (282,680 vpd) for 2036 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (284,160 vpd) for 2037 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (285,640 vpd) for 2038 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (287,120 vpd) for 2039 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (288,600 vpd) for 2040 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (290,080 vpd) for 2041 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (291,560 vpd) for 2042 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (293,040 vpd) for 2043 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (294,520 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (296,000 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (297,480 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (298,960 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (300,440 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (301,920 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Warning: for segment #8 (446+20.000 to 454+00.000), traffic volume (303,400 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
446+20.000	454+00.000	Information: for segment #8 (446+20.000 to 454+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (273,800 vpd) for 2030 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (275,280 vpd) for 2031 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (276,760 vpd) for 2032 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (278,240 vpd) for 2033 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (279,720 vpd) for 2034 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (281,200 vpd) for 2035 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (282,680 vpd) for 2036 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (284,160 vpd) for 2037 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (285,640 vpd) for 2038 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (287,120 vpd) for 2039 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (288,600 vpd) for 2040 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (290,080 vpd) for 2041 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (291,560 vpd) for 2042 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (293,040 vpd) for 2043 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (294,520 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (296,000 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (297,480 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (298,960 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (300,440 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (301,920 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Warning: for segment #9 (454+00.000 to 460+00.000), traffic volume (303,400 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
454+00.000	460+00.000	Information: for segment #9 (454+00.000 to 460+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (270,930 vpd) for 2041 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (272,260 vpd) for 2042 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (273,590 vpd) for 2043 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (274,920 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (276,250 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (277,580 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (278,910 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (280,240 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (281,570 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Warning: for segment #10 (460+00.000 to 464+00.000), traffic volume (282,900 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
460+00.000	464+00.000	Information: for segment #10 (460+00.000 to 464+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
493+40.000	496+20.000	Warning: for segment #13 (493+40.000 to 496+20.000), traffic volume (271,020 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
493+40.000	496+20.000	Warning: for segment #13 (493+40.000 to 496+20.000), traffic volume (272,315 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
493+40.000	496+20.000	Warning: for segment #13 (493+40.000 to 496+20.000), traffic volume (273,610 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
493+40.000	496+20.000	Warning: for segment #13 (493+40.000 to 496+20.000), traffic volume (274,905 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
493+40.000	496+20.000	Warning: for segment #13 (493+40.000 to 496+20.000), traffic volume (276,200 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
496+20.000	499+00.000	Warning: for segment #14 (496+20.000 to 499+00.000), traffic volume (270,500 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (271,040 vpd) for 2037 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (272,460 vpd) for 2038 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (273,880 vpd) for 2039 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (275,300 vpd) for 2040 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (276,720 vpd) for 2041 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (278,140 vpd) for 2042 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (279,560 vpd) for 2043 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (280,980 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (282,400 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (283,820 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (285,240 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (286,660 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (288,080 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
499+00.000	511+60.000	Warning: for segment #15 (499+00.000 to 511+60.000), traffic volume (289,500 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:04 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:03:40 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Hollywood Blvd NB On-Ramp
Highway Comment: Created Tue Jan 27 14:13:42 EST 2026
Highway Version: 2

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:03:29 EST 2026

Minimum Location: 342+60.000
Maximum Location: 358+60.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 342+60.000
Evaluation End Location: 358+60.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

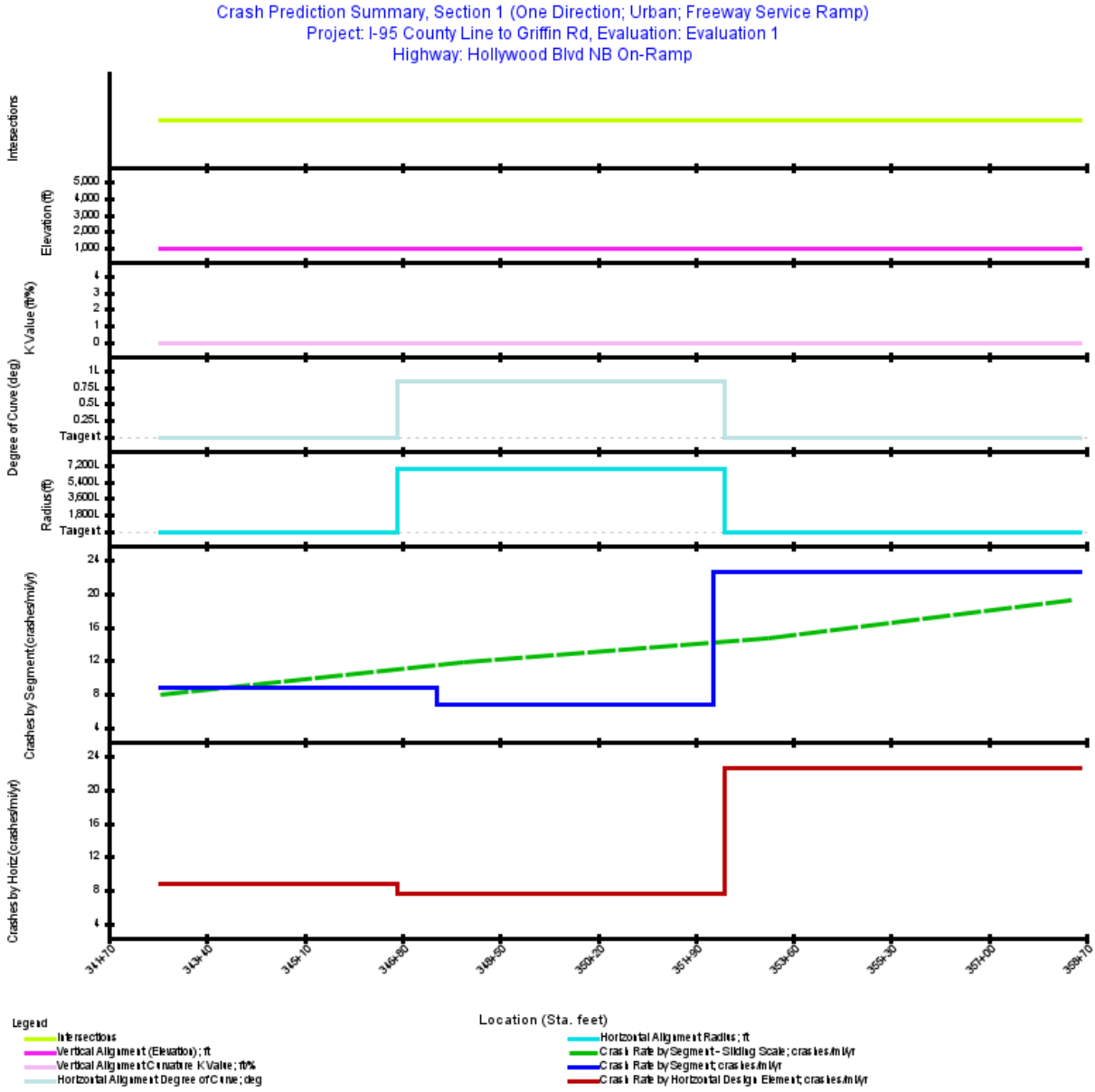

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Entrance	Urban	342+60.000	347+40.000	480.00	0.0909	2030: 19,000; 2031: 19,125; 2032: 19,250; 2033: 19,375; 2034: 19,500; 2035: 19,625; 2036: 19,750; 2037: 19,875; 2038: 20,000; 2039: 20,125; 2040: 20,250; 2041: 20,375; 2042: 20,500; 2043: 20,625; 2044: 20,750; 2045: 20,875; 2046: 21,000; 2047: 21,125; 2048: 21,250; 2049: 21,375; 2050: 21,500
2	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	347+40.000	352+20.000	480.00	0.0909	2030: 19,000; 2031: 19,125; 2032: 19,250; 2033: 19,375; 2034: 19,500; 2035: 19,625; 2036: 19,750; 2037: 19,875; 2038: 20,000; 2039: 20,125; 2040: 20,250; 2041: 20,375; 2042: 20,500; 2043: 20,625; 2044: 20,750; 2045: 20,875; 2046: 21,000; 2047: 21,125; 2048: 21,250; 2049: 21,375; 2050: 21,500
3	Freeway Ramp and C-D Road Two-lane Ramp Entrance	Urban	352+20.000	358+60.000	640.00	0.1212	2030: 38,500; 2031: 38,875; 2032: 39,250; 2033: 39,625; 2034: 40,000; 2035: 40,375; 2036: 40,750; 2037: 41,125; 2038: 41,500; 2039: 41,875; 2040: 42,250; 2041: 42,625; 2042: 43,000; 2043: 43,375; 2044: 43,750; 2045: 44,125; 2046: 44,500; 2047: 44,875; 2048: 45,250; 2049: 45,625; 2050: 46,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.3030**
Average Future Road AADT (vpd)	**29,050**
Predicted Crashes	
Total Crashes	**87.20**
Fatal and Injury Crashes	**44.08**
Property-Damage-Only Crashes	**43.12**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**13.7032**
FI Crash Rate (crashes/mi/yr)	**6.9270**
PDO Crash Rate (crashes/mi/yr)	**6.7762**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**67.48**
Travel Crash Rate (crashes/million veh-mi)	**1.29**
Travel FI Crash Rate (crashes/million veh-mi)	**0.65**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.64**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	342+60.000	347+40.000	0.0909	16.726	0.7965	0.3293	0.4672	8.7612	1.19
2	347+40.000	352+20.000	0.0909	13.044	0.6211	0.3522	0.2689	6.8326	0.92
3	352+20.000	358+60.000	0.1212	57.432	2.7349	1.4176	1.3173	22.5627	1.46

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Total			0.3030	87.202	4.1525	2.0991	2.0534	13.7032	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	342+60.000	346+71.572	0.0779	14.341	0.6829	0.2823	0.4006	8.7612	1.19
Simple Curve 1	346+71.572	352+40.496	0.1078	17.268	0.8223	0.4446	0.3777	7.6312	0.97
Tangent	352+40.496	358+60.000	0.1173	55.593	2.6473	1.3722	1.2751	22.5627	1.46

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	3.61	1.72	47.726	1.89	52.274
2031	3.66	1.75	47.967	1.90	52.033
2032	3.71	1.79	48.213	1.92	51.787
2033	3.76	1.82	48.462	1.94	51.538
2034	3.81	1.86	48.717	1.95	51.283
2035	3.86	1.89	48.975	1.97	51.025
2036	3.91	1.93	49.238	1.99	50.762
2037	3.97	1.96	49.505	2.00	50.495
2038	4.02	2.00	49.777	2.02	50.223
2039	4.08	2.04	50.052	2.04	49.948
2040	4.13	2.08	50.332	2.05	49.668
2041	4.19	2.12	50.616	2.07	49.384
2042	4.25	2.16	50.904	2.09	49.096
2043	4.31	2.21	51.196	2.10	48.804
2044	4.37	2.25	51.492	2.12	48.508
2045	4.43	2.29	51.792	2.14	48.208
2046	4.50	2.34	52.096	2.15	47.904
2047	4.56	2.39	52.404	2.17	47.596
2048	4.62	2.44	52.716	2.19	47.284
2049	4.69	2.49	53.032	2.20	46.968
2050	4.76	2.54	53.351	2.22	46.649
Total	87.20	44.08	50.550	43.12	49.450
Average	4.15	2.10	50.550	2.05	49.450

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.1402	0.4252	2.2006	4.1484	9.8115
2	0.1578	0.4783	3.0453	3.7158	5.6468
3	0.6037	1.8305	9.4745	17.8607	27.6630
Total	0.9016	2.7340	14.7204	25.7250	43.1212

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.06	0.1	0.40	0.5	0.46	0.5
Highway Segment	Collision with Fixed Object	11.21	12.9	13.02	14.9	24.23	27.8
Highway Segment	Collision with Other Object	0.79	0.9	2.53	2.9	3.32	3.8
Highway Segment	Other Single-vehicle Collision	3.23	3.7	1.95	2.2	5.17	5.9
Highway Segment	Collision with Parked Vehicle	0.23	0.3	0.29	0.3	0.52	0.6
Highway Segment	Total Single Vehicle Crashes	15.53	17.8	18.18	20.8	33.71	38.7
Highway Segment	Right-Angle Collision	0.89	1.0	0.45	0.5	1.33	1.5
Highway Segment	Head-on Collision	0.23	0.3	0.05	0.1	0.28	0.3
Highway Segment	Other Multi-vehicle Collision	0.89	1.0	0.60	0.7	1.48	1.7
Highway Segment	Rear-end Collision	21.41	24.6	17.21	19.7	38.62	44.3
Highway Segment	Sideswipe, Same Direction Collision	5.14	5.9	6.63	7.6	11.77	13.5
Highway Segment	Total Multiple Vehicle Crashes	28.55	32.7	24.94	28.6	53.49	61.3
Highway Segment	Total Highway Segment Crashes	44.08	50.5	43.12	49.5	87.20	100.0
	Total Crashes	44.08	50.5	43.12	49.5	87.20	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
342+60.000	347+40.000	Information: for segment #1 (342+60.000 to 347+40.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
342+60.000	347+40.000	Information: for segment #1 (342+60.000 to 347+40.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
347+40.000	352+20.000	Information: for segment #2 (347+40.000 to 352+20.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
347+40.000	352+20.000	Information: for segment #2 (347+40.000 to 352+20.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
352+20.000	358+60.000	Information: for segment #3 (352+20.000 to 358+60.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
352+20.000	358+60.000	Information: for segment #3 (352+20.000 to 358+60.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,000 vpd) for 2030 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,125 vpd) for 2031 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,250 vpd) for 2032 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,375 vpd) for 2033 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,500 vpd) for 2034 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,625 vpd) for 2035 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,750 vpd) for 2036 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,875 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,000 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,125 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,250 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,375 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Start Location (Sta. ft)	End Location (Sta. ft)	Message
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,500 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,625 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,750 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,875 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,000 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,125 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,250 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,375 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (38,500 vpd) for 2030 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (38,875 vpd) for 2031 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (39,250 vpd) for 2032 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (39,625 vpd) for 2033 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (40,000 vpd) for 2034 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (40,375 vpd) for 2035 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (40,750 vpd) for 2036 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (41,125 vpd) for 2037 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (41,500 vpd) for 2038 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (41,875 vpd) for 2039 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (42,250 vpd) for 2040 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN

Start Location (Sta. ft)	End Location (Sta. ft)	Message
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (42,625 vpd) for 2041 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (43,000 vpd) for 2042 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (43,375 vpd) for 2043 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (43,750 vpd) for 2044 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (44,125 vpd) for 2045 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (44,500 vpd) for 2046 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (44,875 vpd) for 2047 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (45,250 vpd) for 2048 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (45,625 vpd) for 2049 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (46,000 vpd) for 2050 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:06 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:05:28 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Hollywood Blvd SB Off-Ramp
Highway Comment: Created Tue Jan 27 14:45:24 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:04:27 EST 2026

Minimum Location: 340+60.000
Maximum Location: 366+60.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 340+60.000
Evaluation End Location: 366+60.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

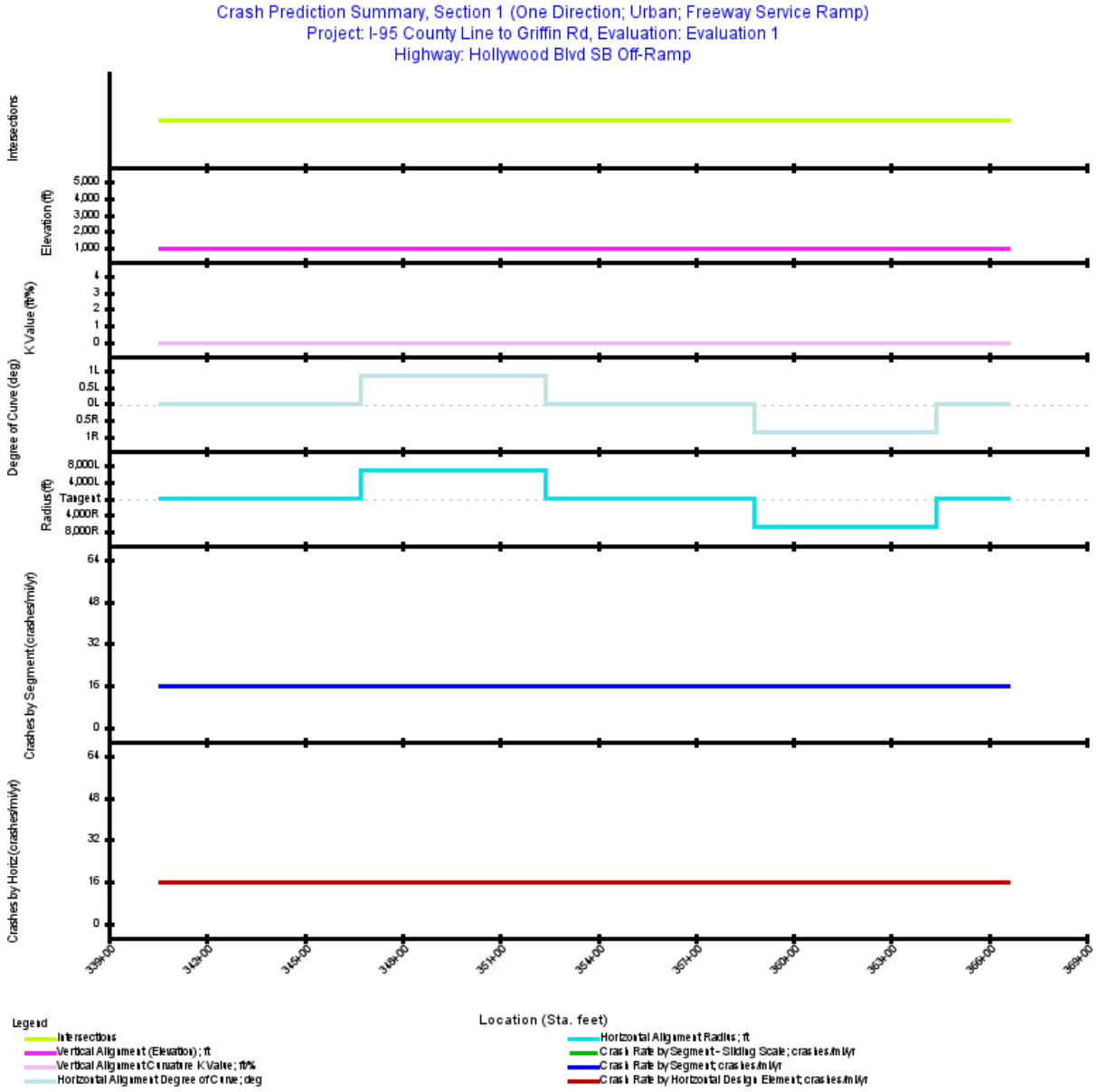

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Exit	Urban	340+60.000	366+60.000	2,600.00	0.4924	2030: 41,000; 2031: 41,400; 2032: 41,800; 2033: 42,200; 2034: 42,600; 2035: 43,000; 2036: 43,400; 2037: 43,800; 2038: 44,200; 2039: 44,600; 2040: 45,000; 2041: 45,400; 2042: 45,800; 2043: 46,200; 2044: 46,600; 2045: 47,000; 2046: 47,400; 2047: 47,800; 2048: 48,200; 2049: 48,600; 2050: 49,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.4924**
Average Future Road AADT (vpd)	**45,000**
Predicted Crashes	
Total Crashes	**165.09**
Fatal and Injury Crashes	**84.35**
Property-Damage-Only Crashes	**80.74**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**15.9653**
FI Crash Rate (crashes/mi/yr)	**8.1573**
PDO Crash Rate (crashes/mi/yr)	**7.8080**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**169.85**
Travel Crash Rate (crashes/million veh-mi)	**0.97**
Travel FI Crash Rate (crashes/million veh-mi)	**0.50**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.47**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	340+60.000	366+60.000	0.4924	165.095	7.8617	4.0168	3.8448	15.9653	0.97
Total			0.4924	165.095	7.8617	4.0168	3.8448	15.9653	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	340+60.000	346+71.572	0.1158	38.834	1.8492	0.9448	0.9044	15.9653	0.97
Simple Curve 1	346+71.572	352+40.496	0.1078	36.126	1.7203	0.8790	0.8413	15.9653	0.97
Tangent	352+40.496	358+78.491	0.1208	40.511	1.9291	0.9857	0.9435	15.9653	0.97
Simple Curve 2	358+78.491	364+39.505	0.1063	35.623	1.6964	0.8667	0.8296	15.9653	0.97
Tangent	364+39.505	366+60.000	0.0418	14.001	0.6667	0.3407	0.3261	15.9653	0.97

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	6.93	3.39	48.869	3.54	51.131
2031	7.01	3.44	49.053	3.57	50.947
2032	7.10	3.50	49.242	3.60	50.758
2033	7.19	3.55	49.436	3.63	50.564
2034	7.28	3.61	49.633	3.66	50.367
2035	7.36	3.67	49.835	3.69	50.165
2036	7.46	3.73	50.041	3.72	49.959
2037	7.55	3.79	50.252	3.75	49.748
2038	7.64	3.86	50.467	3.79	49.533
2039	7.74	3.92	50.686	3.81	49.314
2040	7.83	3.99	50.910	3.85	49.090
2041	7.93	4.06	51.138	3.88	48.862
2042	8.03	4.12	51.370	3.90	48.630
2043	8.13	4.20	51.607	3.94	48.393
2044	8.23	4.27	51.849	3.96	48.151
2045	8.34	4.34	52.094	4.00	47.906
2046	8.45	4.42	52.345	4.03	47.655
2047	8.56	4.50	52.600	4.06	47.400
2048	8.67	4.58	52.859	4.09	47.141
2049	8.78	4.66	53.123	4.12	46.877
2050	8.89	4.75	53.391	4.15	46.609
Total	165.09	84.35	51.094	80.74	48.906
Average	7.86	4.02	51.094	3.85	48.906

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	2.5100	7.6111	25.7293	48.5032	80.7417

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.20	0.1	1.17	0.7	1.37	0.8
Highway Segment	Collision with Fixed Object	36.27	22.0	38.19	23.1	74.46	45.1
Highway Segment	Collision with Other Object	2.56	1.6	7.41	4.5	9.98	6.0
Highway Segment	Other Single-vehicle Collision	10.45	6.3	5.71	3.5	16.16	9.8
Highway Segment	Collision with Parked Vehicle	0.75	0.5	0.85	0.5	1.61	1.0
Highway Segment	Total Single Vehicle Crashes	50.24	30.4	53.34	32.3	103.58	62.7
Highway Segment	Right-Angle Collision	1.06	0.6	0.49	0.3	1.55	0.9
Highway Segment	Head-on Collision	0.27	0.2	0.06	0.0	0.33	0.2
Highway Segment	Other Multi-vehicle Collision	1.06	0.6	0.66	0.4	1.72	1.0
Highway Segment	Rear-end Collision	25.59	15.5	18.91	11.5	44.49	26.9
Highway Segment	Sideswipe, Same Direction Collision	6.14	3.7	7.29	4.4	13.43	8.1
Highway Segment	Total Multiple Vehicle Crashes	34.12	20.7	27.40	16.6	61.52	37.3
Highway Segment	Total Highway Segment Crashes	84.35	51.1	80.74	48.9	165.09	100.0
	Total Crashes	84.35	51.1	80.74	48.9	165.09	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
340+60.000	366+60.000	Information: for segment #1 (340+60.000 to 366+60.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
340+60.000	366+60.000	Information: for segment #1 (340+60.000 to 366+60.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (41,000 vpd) for 2030 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (41,400 vpd) for 2031 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (41,800 vpd) for 2032 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (42,200 vpd) for 2033 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (42,600 vpd) for 2034 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (43,000 vpd) for 2035 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (43,400 vpd) for 2036 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (43,800 vpd) for 2037 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (44,200 vpd) for 2038 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (44,600 vpd) for 2039 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (45,000 vpd) for 2040 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (45,400 vpd) for 2041 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (45,800 vpd) for 2042 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (46,200 vpd) for 2043 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (46,600 vpd) for 2044 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (47,000 vpd) for 2045 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX

Start Location (Sta. ft)	End Location (Sta. ft)	Message
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (47,400 vpd) for 2046 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (47,800 vpd) for 2047 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (48,200 vpd) for 2048 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (48,600 vpd) for 2049 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
340+60.000	366+60.000	Warning: for segment #1 (340+60.000 to 366+60.000), traffic volume (49,000 vpd) for 2050 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:13 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:10:41 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Sheridan St NB On-Ramp
Highway Comment: Created Wed Jan 28 15:20:33 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:10:34 EST 2026

Minimum Location: 0.000
Maximum Location: 16+80.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

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- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 16+80.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

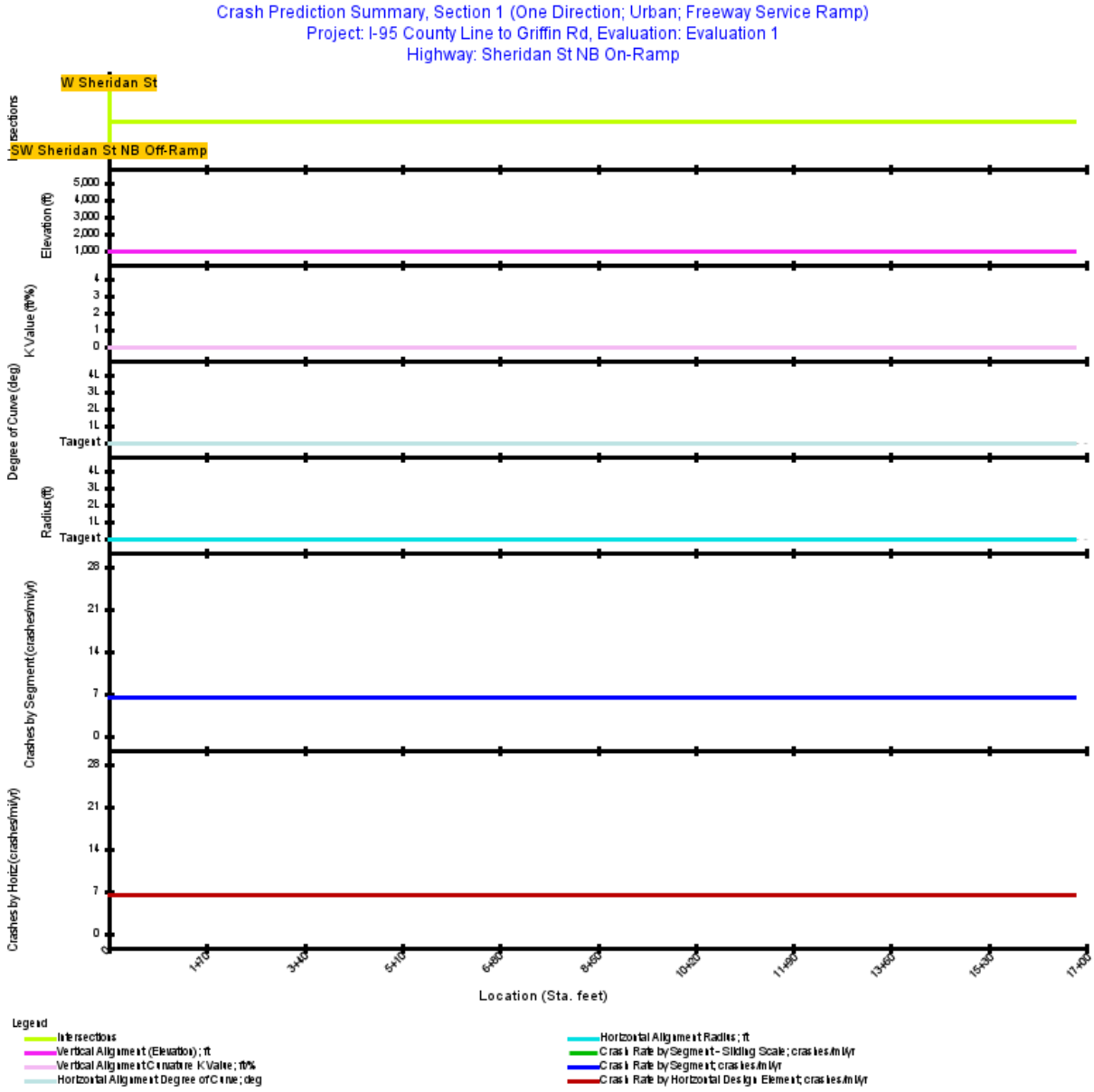

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	0.000	16+80.000	1,680.00	0.3182	2030: 20,500; 2031: 20,600; 2032: 20,700; 2033: 20,800; 2034: 20,900; 2035: 21,000; 2036: 21,100; 2037: 21,200; 2038: 21,300; 2039: 21,400; 2040: 21,500; 2041: 21,600; 2042: 21,700; 2043: 21,800; 2044: 21,900; 2045: 22,000; 2046: 22,100; 2047: 22,200; 2048: 22,300; 2049: 22,400; 2050: 22,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.3182**
Average Future Road AADT (vpd)	**21,500**
Predicted Crashes	
Total Crashes	**42.65**
Fatal and Injury Crashes	**21.89**
Property-Damage-Only Crashes	**20.76**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**6.3825**
FI Crash Rate (crashes/mi/yr)	**3.2759**
PDO Crash Rate (crashes/mi/yr)	**3.1066**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**52.44**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.42**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	16+80.000	0.3182	42.647	2.0308	1.0423	0.9885	6.3825	0.81
Total			0.3182	42.647	2.0308	1.0423	0.9885	6.3825	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	16+80.000	0.3182	42.647	2.0308	1.0423	0.9885	6.3825	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.93	0.99	51.039	0.95	48.961
2031	1.94	0.99	51.065	0.95	48.935
2032	1.95	1.00	51.092	0.95	48.908
2033	1.96	1.00	51.119	0.96	48.881
2034	1.97	1.01	51.146	0.96	48.854
2035	1.98	1.01	51.173	0.97	48.827
2036	1.99	1.02	51.201	0.97	48.799
2037	2.00	1.02	51.229	0.98	48.771
2038	2.01	1.03	51.257	0.98	48.743
2039	2.02	1.04	51.286	0.98	48.714
2040	2.03	1.04	51.315	0.99	48.685
2041	2.04	1.05	51.344	0.99	48.656
2042	2.05	1.05	51.374	1.00	48.626
2043	2.06	1.06	51.404	1.00	48.596
2044	2.07	1.06	51.434	1.00	48.566
2045	2.08	1.07	51.465	1.01	48.535
2046	2.09	1.08	51.496	1.01	48.504
2047	2.10	1.08	51.527	1.02	48.473
2048	2.11	1.09	51.559	1.02	48.441
2049	2.12	1.09	51.590	1.03	48.410
2050	2.13	1.10	51.622	1.03	48.378
Total	42.65	21.89	51.326	20.76	48.674
Average	2.03	1.04	51.326	0.99	48.674

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.4668	1.4155	9.0113	10.9954	20.7580

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.06	0.1	0.27	0.6	0.33	0.8
Highway Segment	Collision with Fixed Object	10.31	24.2	8.77	20.6	19.08	44.7
Highway Segment	Collision with Other Object	0.73	1.7	1.70	4.0	2.43	5.7
Highway Segment	Other Single-vehicle Collision	2.97	7.0	1.31	3.1	4.28	10.0
Highway Segment	Collision with Parked Vehicle	0.21	0.5	0.20	0.5	0.41	1.0
Highway Segment	Total Single Vehicle Crashes	14.28	33.5	12.25	28.7	26.53	62.2
Highway Segment	Right-Angle Collision	0.24	0.6	0.15	0.4	0.39	0.9
Highway Segment	Head-on Collision	0.06	0.1	0.02	0.0	0.08	0.2
Highway Segment	Other Multi-vehicle Collision	0.24	0.6	0.20	0.5	0.44	1.0
Highway Segment	Rear-end Collision	5.71	13.4	5.87	13.8	11.58	27.1
Highway Segment	Sideswipe, Same Direction Collision	1.37	3.2	2.26	5.3	3.63	8.5
Highway Segment	Total Multiple Vehicle Crashes	7.61	17.8	8.51	20.0	16.12	37.8
Highway Segment	Total Highway Segment Crashes	21.89	51.3	20.76	48.7	42.65	100.0
	Total Crashes	21.89	51.3	20.76	48.7	42.65	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	16+80.000	Information: for segment #1 (0.000 to 16+80.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	16+80.000	Information: for segment #1 (0.000 to 16+80.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (20,500 vpd) for 2030 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (20,600 vpd) for 2031 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (20,700 vpd) for 2032 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (20,800 vpd) for 2033 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (20,900 vpd) for 2034 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,000 vpd) for 2035 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,100 vpd) for 2036 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,200 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,300 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,400 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,500 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,600 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,700 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,800 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (21,900 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (22,000 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (22,100 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (22,200 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (22,300 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (22,400 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+80.000	Warning: for segment #1 (0.000 to 16+80.000), traffic volume (22,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:09 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:07:14 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Sheridan St NB Off-Ramp
Highway Comment: Created Wed Jan 28 14:59:08 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:07:06 EST 2026

Minimum Location: 0.000
Maximum Location: 20+55.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

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- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 20+55.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

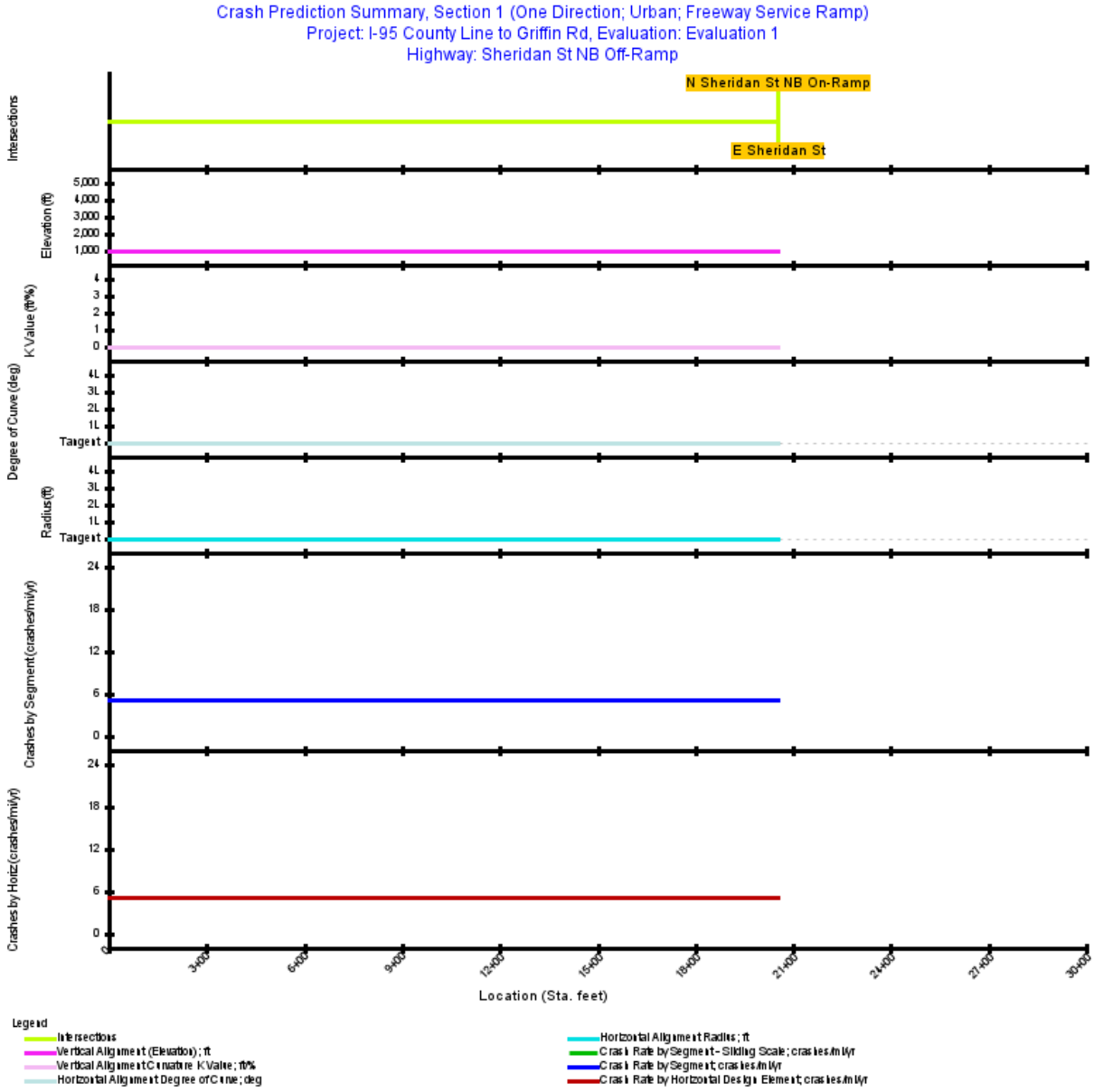

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Exit	Urban	0.000	20+55.000	2,055.00	0.3892	2030: 17,500; 2031: 17,575; 2032: 17,650; 2033: 17,725; 2034: 17,800; 2035: 17,875; 2036: 17,950; 2037: 18,025; 2038: 18,100; 2039: 18,175; 2040: 18,250; 2041: 18,325; 2042: 18,400; 2043: 18,475; 2044: 18,550; 2045: 18,625; 2046: 18,700; 2047: 18,775; 2048: 18,850; 2049: 18,925; 2050: 19,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.3892**
Average Future Road AADT (vpd)	**18,250**
Predicted Crashes	
Total Crashes	**42.46**
Fatal and Injury Crashes	**22.98**
Property-Damage-Only Crashes	**19.48**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**54**
Percent Property-Damage-Only Crashes (%)	**46**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.1947**
FI Crash Rate (crashes/mi/yr)	**2.8114**
PDO Crash Rate (crashes/mi/yr)	**2.3833**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**54.44**
Travel Crash Rate (crashes/million veh-mi)	**0.78**
Travel FI Crash Rate (crashes/million veh-mi)	**0.42**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.36**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	20+55.000	0.3892	42.458	2.0218	1.0942	0.9276	5.1947	0.78
Total			0.3892	42.458	2.0218	1.0942	0.9276	5.1947	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	20+55.000	0.3892	42.458	2.0218	1.0942	0.9276	5.1947	0.78

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.96	1.06	54.107	0.90	45.893
2031	1.96	1.06	54.108	0.90	45.892
2032	1.97	1.07	54.109	0.90	45.891
2033	1.98	1.07	54.110	0.91	45.890
2034	1.98	1.07	54.111	0.91	45.889
2035	1.99	1.08	54.113	0.91	45.887
2036	2.00	1.08	54.114	0.92	45.886
2037	2.00	1.08	54.115	0.92	45.885
2038	2.01	1.09	54.117	0.92	45.883
2039	2.02	1.09	54.118	0.93	45.882
2040	2.02	1.09	54.120	0.93	45.880
2041	2.03	1.10	54.121	0.93	45.879
2042	2.04	1.10	54.123	0.93	45.877
2043	2.04	1.10	54.125	0.94	45.875
2044	2.05	1.11	54.126	0.94	45.874
2045	2.05	1.11	54.128	0.94	45.872
2046	2.06	1.12	54.130	0.94	45.870
2047	2.07	1.12	54.132	0.95	45.868
2048	2.07	1.12	54.133	0.95	45.867
2049	2.08	1.13	54.135	0.95	45.865
2050	2.09	1.13	54.137	0.96	45.863
Total	42.46	22.98	54.121	19.48	45.879
Average	2.02	1.09	54.121	0.93	45.879

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.7175	2.1758	9.0467	11.0386	19.4793

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.09	0.2	0.36	0.9	0.45	1.1
Highway Segment	Collision with Fixed Object	15.46	36.4	11.79	27.8	27.24	64.2
Highway Segment	Collision with Other Object	1.09	2.6	2.29	5.4	3.38	8.0
Highway Segment	Other Single-vehicle Collision	4.45	10.5	1.76	4.1	6.21	14.6
Highway Segment	Collision with Parked Vehicle	0.32	0.8	0.26	0.6	0.58	1.4
Highway Segment	Total Single Vehicle Crashes	21.41	50.4	16.46	38.8	37.87	89.2
Highway Segment	Right-Angle Collision	0.05	0.1	0.05	0.1	0.10	0.2
Highway Segment	Head-on Collision	0.01	0.0	0.01	0.0	0.02	0.0
Highway Segment	Other Multi-vehicle Collision	0.05	0.1	0.07	0.2	0.12	0.3
Highway Segment	Rear-end Collision	1.18	2.8	2.08	4.9	3.26	7.7
Highway Segment	Sideswipe, Same Direction Collision	0.28	0.7	0.80	1.9	1.09	2.6
Highway Segment	Total Multiple Vehicle Crashes	1.57	3.7	3.02	7.1	4.59	10.8
Highway Segment	Total Highway Segment Crashes	22.98	54.1	19.48	45.9	42.46	100.0
	Total Crashes	22.98	54.1	19.48	45.9	42.46	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	20+55.000	Information: for segment #1 (0.000 to 20+55.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	20+55.000	Information: for segment #1 (0.000 to 20+55.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,025 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,100 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,175 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,250 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,325 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,400 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,475 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,550 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,625 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,700 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,775 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,850 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (18,925 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	20+55.000	Warning: for segment #1 (0.000 to 20+55.000), traffic volume (19,000 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:12 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:12:04 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Sheridan St SB Off-Ramp
Highway Comment: Created Wed Jan 28 15:30:29 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:11:50 EST 2026

Minimum Location: 0.000
Maximum Location: 21+77.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 21+77.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

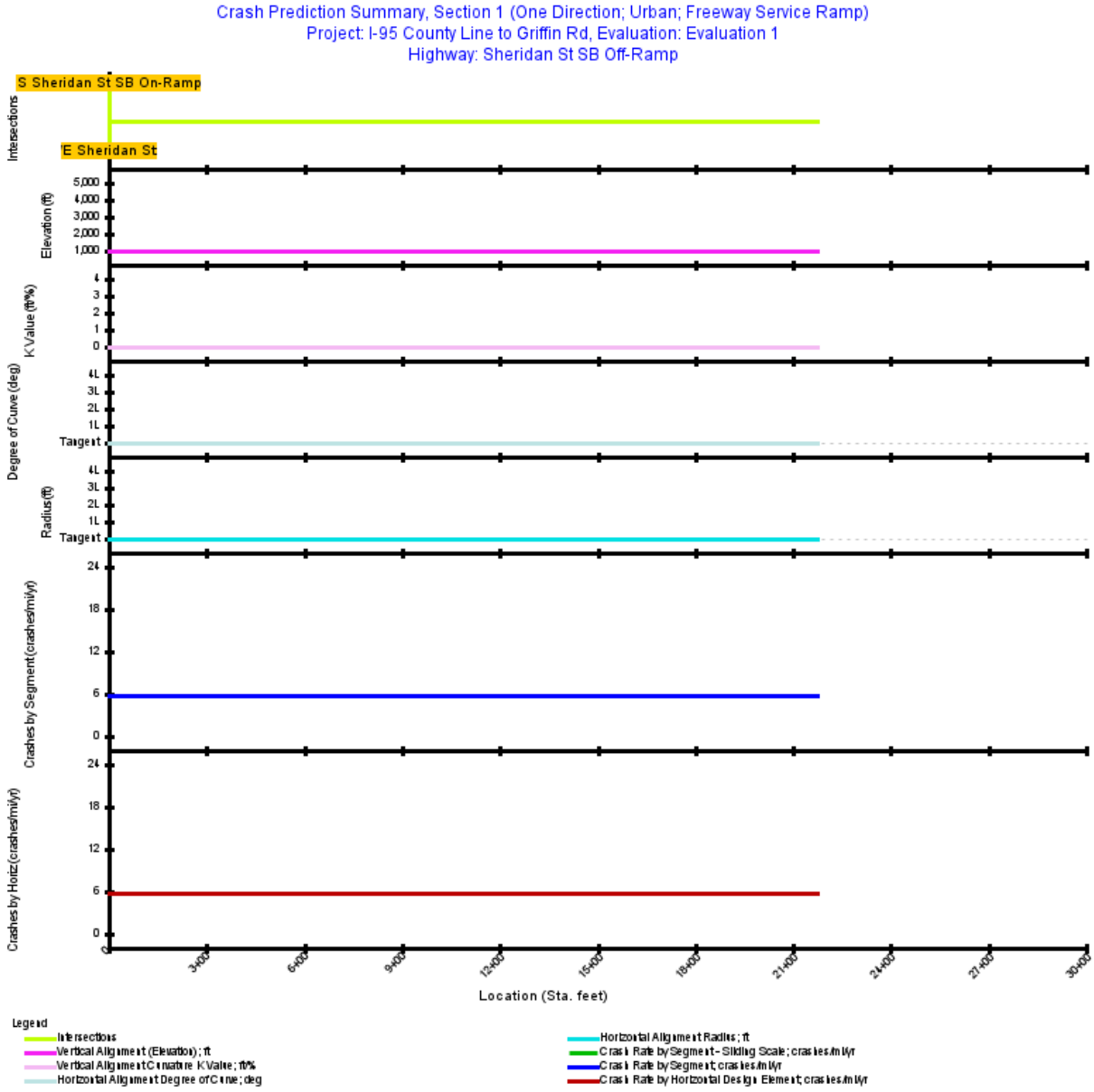

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Exit	Urban	0.000	21+77.000	2,177.00	0.4123	2030: 19,500; 2031: 19,600; 2032: 19,700; 2033: 19,800; 2034: 19,900; 2035: 20,000; 2036: 20,100; 2037: 20,200; 2038: 20,300; 2039: 20,400; 2040: 20,500; 2041: 20,600; 2042: 20,700; 2043: 20,800; 2044: 20,900; 2045: 21,000; 2046: 21,100; 2047: 21,200; 2048: 21,300; 2049: 21,400; 2050: 21,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.4123**
Average Future Road AADT (vpd)	**20,500**
Predicted Crashes	
Total Crashes	**49.32**
Fatal and Injury Crashes	**26.72**
Property-Damage-Only Crashes	**22.59**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**54**
Percent Property-Damage-Only Crashes (%)	**46**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.6956**
FI Crash Rate (crashes/mi/yr)	**3.0864**
PDO Crash Rate (crashes/mi/yr)	**2.6093**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**64.79**
Travel Crash Rate (crashes/million veh-mi)	**0.76**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.35**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	21+77.000	0.4123	49.316	2.3484	1.2725	1.0758	5.6956	0.76
Total			0.4123	49.316	2.3484	1.2725	1.0758	5.6956	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	21+77.000	0.4123	49.316	2.3484	1.2725	1.0758	5.6956	0.76

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	2.26	1.22	54.151	1.03	45.849
2031	2.27	1.23	54.155	1.04	45.845
2032	2.27	1.23	54.158	1.04	45.842
2033	2.28	1.24	54.161	1.05	45.839
2034	2.29	1.24	54.164	1.05	45.836
2035	2.30	1.25	54.168	1.05	45.832
2036	2.31	1.25	54.171	1.06	45.829
2037	2.32	1.26	54.175	1.06	45.825
2038	2.33	1.26	54.178	1.07	45.822
2039	2.34	1.27	54.182	1.07	45.818
2040	2.35	1.27	54.186	1.08	45.814
2041	2.36	1.28	54.190	1.08	45.810
2042	2.37	1.28	54.194	1.08	45.806
2043	2.38	1.29	54.198	1.09	45.802
2044	2.38	1.29	54.202	1.09	45.798
2045	2.39	1.30	54.206	1.10	45.794
2046	2.40	1.30	54.211	1.10	45.789
2047	2.41	1.31	54.215	1.10	45.785
2048	2.42	1.31	54.220	1.11	45.780
2049	2.43	1.32	54.224	1.11	45.776
2050	2.44	1.32	54.229	1.12	45.771
Total	49.32	26.72	54.188	22.59	45.812
Average	2.35	1.27	54.188	1.08	45.812

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.8345	2.5303	10.5210	12.8375	22.5925

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.10	0.2	0.42	0.8	0.51	1.0
Highway Segment	Collision with Fixed Object	17.80	36.1	13.53	27.4	31.33	63.5
Highway Segment	Collision with Other Object	1.26	2.5	2.63	5.3	3.88	7.9
Highway Segment	Other Single-vehicle Collision	5.13	10.4	2.02	4.1	7.15	14.5
Highway Segment	Collision with Parked Vehicle	0.37	0.8	0.30	0.6	0.67	1.4
Highway Segment	Total Single Vehicle Crashes	24.65	50.0	18.89	38.3	43.55	88.3
Highway Segment	Right-Angle Collision	0.06	0.1	0.07	0.1	0.13	0.3
Highway Segment	Head-on Collision	0.02	0.0	0.01	0.0	0.02	0.0
Highway Segment	Other Multi-vehicle Collision	0.06	0.1	0.09	0.2	0.15	0.3
Highway Segment	Rear-end Collision	1.55	3.1	2.55	5.2	4.11	8.3
Highway Segment	Sideswipe, Same Direction Collision	0.37	0.8	0.98	2.0	1.36	2.8
Highway Segment	Total Multiple Vehicle Crashes	2.07	4.2	3.70	7.5	5.77	11.7
Highway Segment	Total Highway Segment Crashes	26.72	54.2	22.59	45.8	49.32	100.0
	Total Crashes	26.72	54.2	22.59	45.8	49.32	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	21+77.000	Information: for segment #1 (0.000 to 21+77.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	21+77.000	Information: for segment #1 (0.000 to 21+77.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (19,500 vpd) for 2030 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (19,600 vpd) for 2031 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (19,700 vpd) for 2032 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (19,800 vpd) for 2033 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (19,900 vpd) for 2034 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,000 vpd) for 2035 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,100 vpd) for 2036 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,200 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,300 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,400 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,500 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,600 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,700 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,800 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (20,900 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (21,000 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (21,100 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (21,200 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (21,300 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (21,400 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	21+77.000	Warning: for segment #1 (0.000 to 21+77.000), traffic volume (21,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:15 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:15:18 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Sheridan St SB On-Ramp
Highway Comment: Created Wed Jan 28 15:09:42 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:15:10 EST 2026

Minimum Location: 0.000
Maximum Location: 13+70.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 13+70.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

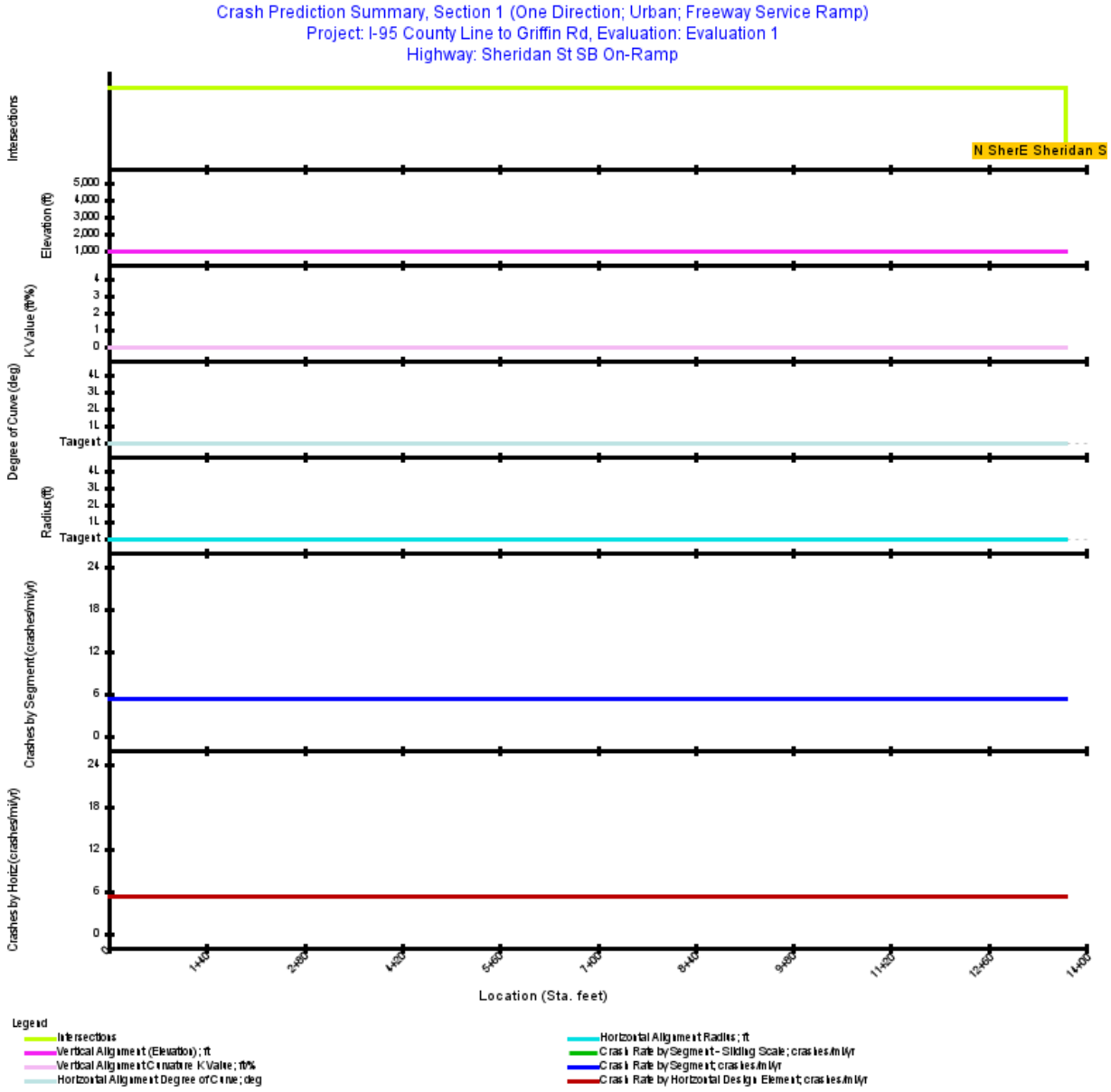

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	0.000	13+70.000	1,370.00	0.2595	2030: 16,900; 2031: 17,010; 2032: 17,120; 2033: 17,230; 2034: 17,340; 2035: 17,450; 2036: 17,560; 2037: 17,670; 2038: 17,780; 2039: 17,890; 2040: 18,000; 2041: 18,110; 2042: 18,220; 2043: 18,330; 2044: 18,440; 2045: 18,550; 2046: 18,660; 2047: 18,770; 2048: 18,880; 2049: 18,990; 2050: 19,100

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2595**
Average Future Road AADT (vpd)	**18,000**
Predicted Crashes	
Total Crashes	**29.07**
Fatal and Injury Crashes	**14.68**
Property-Damage-Only Crashes	**14.39**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**50**
Percent Property-Damage-Only Crashes (%)	**50**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.3345**
FI Crash Rate (crashes/mi/yr)	**2.6938**
PDO Crash Rate (crashes/mi/yr)	**2.6407**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**35.80**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	13+70.000	0.2595	29.067	1.3841	0.6990	0.6852	5.3345	0.81
Total			0.2595	29.067	1.3841	0.6990	0.6852	5.3345	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	13+70.000	0.2595	29.067	1.3841	0.6990	0.6852	5.3345	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.30	0.66	50.306	0.65	49.694
2031	1.31	0.66	50.322	0.65	49.678
2032	1.32	0.66	50.339	0.66	49.661
2033	1.33	0.67	50.356	0.66	49.644
2034	1.33	0.67	50.373	0.66	49.627
2035	1.34	0.68	50.391	0.67	49.609
2036	1.35	0.68	50.410	0.67	49.590
2037	1.36	0.69	50.428	0.67	49.572
2038	1.37	0.69	50.447	0.68	49.553
2039	1.38	0.69	50.467	0.68	49.533
2040	1.38	0.70	50.486	0.69	49.514
2041	1.39	0.70	50.507	0.69	49.493
2042	1.40	0.71	50.527	0.69	49.473
2043	1.41	0.71	50.548	0.70	49.452
2044	1.42	0.72	50.569	0.70	49.431
2045	1.43	0.72	50.591	0.70	49.409
2046	1.43	0.73	50.613	0.71	49.387
2047	1.44	0.73	50.636	0.71	49.364
2048	1.45	0.73	50.658	0.72	49.342
2049	1.46	0.74	50.682	0.72	49.318
2050	1.47	0.74	50.705	0.72	49.295
Total	29.07	14.68	50.498	14.39	49.502
Average	1.38	0.70	50.498	0.69	49.502

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.3130	0.9492	6.0427	7.3732	14.3887

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.04	0.1	0.19	0.7	0.23	0.8
Highway Segment	Collision with Fixed Object	7.40	25.5	6.33	21.8	13.73	47.2
Highway Segment	Collision with Other Object	0.52	1.8	1.23	4.2	1.75	6.0
Highway Segment	Other Single-vehicle Collision	2.13	7.3	0.95	3.3	3.08	10.6
Highway Segment	Collision with Parked Vehicle	0.15	0.5	0.14	0.5	0.29	1.0
Highway Segment	Total Single Vehicle Crashes	10.25	35.3	8.84	30.4	19.09	65.7
Highway Segment	Right-Angle Collision	0.14	0.5	0.10	0.3	0.24	0.8
Highway Segment	Head-on Collision	0.04	0.1	0.01	0.0	0.05	0.2
Highway Segment	Other Multi-vehicle Collision	0.14	0.5	0.13	0.5	0.27	0.9
Highway Segment	Rear-end Collision	3.32	11.4	3.83	13.2	7.15	24.6
Highway Segment	Sideswipe, Same Direction Collision	0.80	2.7	1.48	5.1	2.27	7.8
Highway Segment	Total Multiple Vehicle Crashes	4.43	15.2	5.55	19.1	9.98	34.3
Highway Segment	Total Highway Segment Crashes	14.68	50.5	14.39	49.5	29.07	100.0
	Total Crashes	14.68	50.5	14.39	49.5	29.07	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	13+70.000	Information: for segment #1 (0.000 to 13+70.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	13+70.000	Information: for segment #1 (0.000 to 13+70.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (18,110 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (18,220 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (18,330 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (18,440 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (18,550 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (18,660 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (18,770 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (18,880 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (18,990 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+70.000	Warning: for segment #1 (0.000 to 13+70.000), traffic volume (19,100 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:21 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:21:08 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Stirling Rd NB On-Ramp
Highway Comment: Created Wed Jan 28 16:36:17 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:20:59 EST 2026

Minimum Location: 0.000
Maximum Location: 13+50.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

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- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 13+50.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

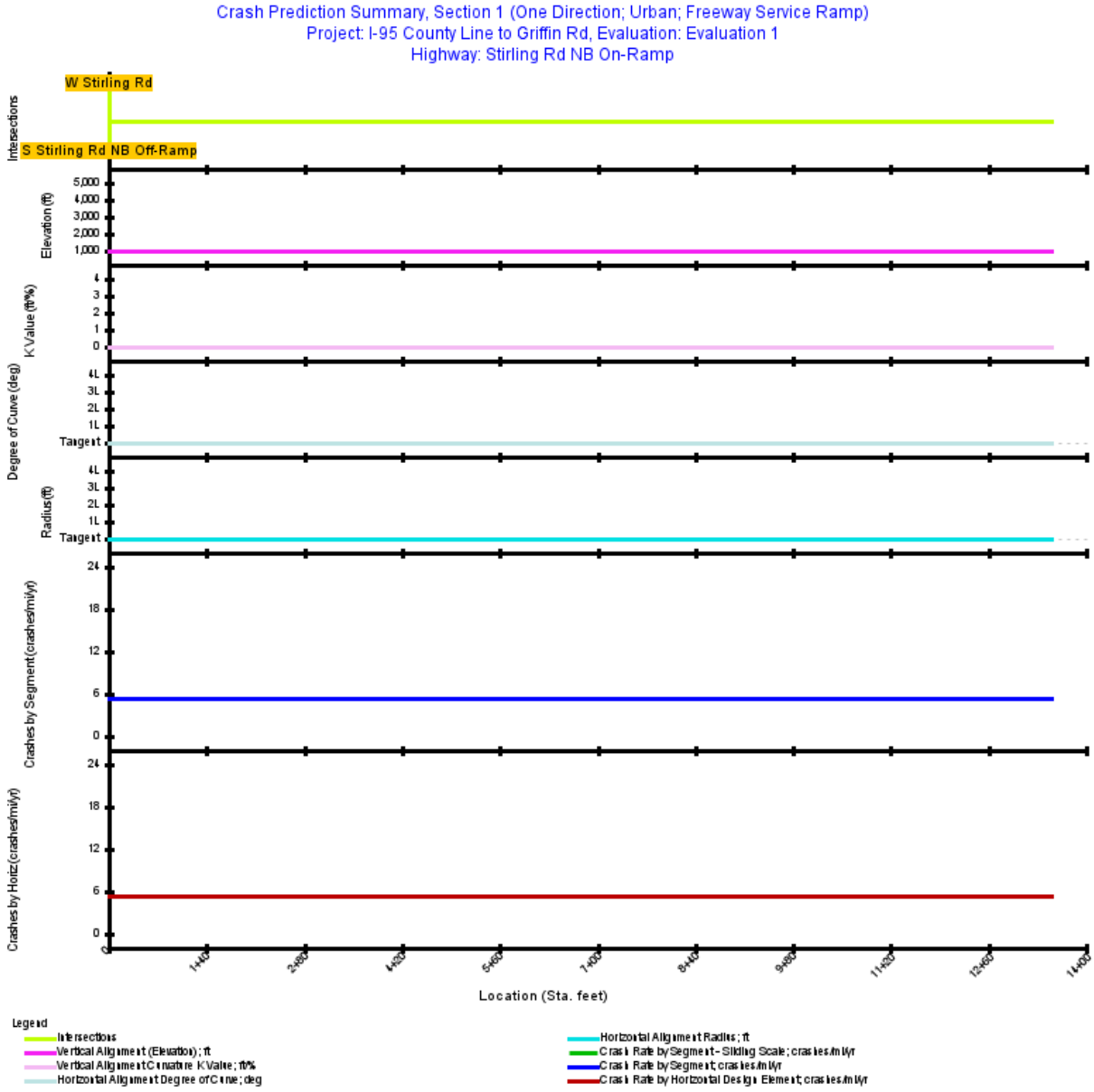

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	0.000	13+50.000	1,350.00	0.2557	2030: 16,500; 2031: 16,650; 2032: 16,800; 2033: 16,950; 2034: 17,100; 2035: 17,250; 2036: 17,400; 2037: 17,550; 2038: 17,700; 2039: 17,850; 2040: 18,000; 2041: 18,150; 2042: 18,300; 2043: 18,450; 2044: 18,600; 2045: 18,750; 2046: 18,900; 2047: 19,050; 2048: 19,200; 2049: 19,350; 2050: 19,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2557**
Average Future Road AADT (vpd)	**18,000**
Predicted Crashes	
Total Crashes	**28.65**
Fatal and Injury Crashes	**14.47**
Property-Damage-Only Crashes	**14.18**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.3355**
FI Crash Rate (crashes/mi/yr)	**2.6948**
PDO Crash Rate (crashes/mi/yr)	**2.6407**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**35.28**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	13+50.000	0.2557	28.648	1.3642	0.6890	0.6752	5.3355	0.81
Total			0.2557	28.648	1.3642	0.6890	0.6752	5.3355	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	13+50.000	0.2557	28.648	1.3642	0.6890	0.6752	5.3355	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.25	0.63	50.250	0.62	49.750
2031	1.26	0.64	50.270	0.63	49.730
2032	1.28	0.64	50.291	0.63	49.709
2033	1.29	0.65	50.313	0.64	49.687
2034	1.30	0.65	50.336	0.65	49.664
2035	1.31	0.66	50.359	0.65	49.641
2036	1.32	0.67	50.383	0.66	49.617
2037	1.33	0.67	50.408	0.66	49.592
2038	1.34	0.68	50.433	0.67	49.567
2039	1.35	0.68	50.459	0.67	49.541
2040	1.36	0.69	50.486	0.68	49.514
2041	1.38	0.69	50.514	0.68	49.486
2042	1.39	0.70	50.542	0.69	49.458
2043	1.40	0.71	50.571	0.69	49.429
2044	1.41	0.71	50.601	0.70	49.399
2045	1.42	0.72	50.632	0.70	49.368
2046	1.43	0.72	50.663	0.71	49.337
2047	1.44	0.73	50.694	0.71	49.306
2048	1.45	0.74	50.727	0.72	49.273
2049	1.47	0.74	50.760	0.72	49.240
2050	1.48	0.75	50.794	0.73	49.206
Total	28.65	14.47	50.508	14.18	49.492
Average	1.36	0.69	50.508	0.68	49.492

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.3086	0.9357	5.9568	7.2683	14.1786

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.04	0.1	0.19	0.7	0.23	0.8
Highway Segment	Collision with Fixed Object	7.29	25.5	6.23	21.8	13.53	47.2
Highway Segment	Collision with Other Object	0.52	1.8	1.21	4.2	1.73	6.0
Highway Segment	Other Single-vehicle Collision	2.10	7.3	0.93	3.3	3.03	10.6
Highway Segment	Collision with Parked Vehicle	0.15	0.5	0.14	0.5	0.29	1.0
Highway Segment	Total Single Vehicle Crashes	10.10	35.3	8.71	30.4	18.81	65.6
Highway Segment	Right-Angle Collision	0.14	0.5	0.10	0.3	0.23	0.8
Highway Segment	Head-on Collision	0.04	0.1	0.01	0.0	0.05	0.2
Highway Segment	Other Multi-vehicle Collision	0.14	0.5	0.13	0.5	0.27	0.9
Highway Segment	Rear-end Collision	3.28	11.4	3.78	13.2	7.05	24.6
Highway Segment	Sideswipe, Same Direction Collision	0.79	2.7	1.46	5.1	2.24	7.8
Highway Segment	Total Multiple Vehicle Crashes	4.37	15.3	5.47	19.1	9.84	34.4
Highway Segment	Total Highway Segment Crashes	14.47	50.5	14.18	49.5	28.65	100.0
	Total Crashes	14.47	50.5	14.18	49.5	28.65	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	13+50.000	Information: for segment #1 (0.000 to 13+50.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	13+50.000	Information: for segment #1 (0.000 to 13+50.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (18,150 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (18,300 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (18,450 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (18,600 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (18,750 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (18,900 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (19,050 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (19,200 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (19,350 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	13+50.000	Warning: for segment #1 (0.000 to 13+50.000), traffic volume (19,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:20 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:17:42 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Stirling Rd NB Off-Ramp
Highway Comment: Created Wed Jan 28 16:18:16 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:17:33 EST 2026

Minimum Location: 0.000
Maximum Location: 22+40.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

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Last Year of Analysis: 2050
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Freeway Ramp Evaluation

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Evaluation Start Location: 0.000
Evaluation End Location: 22+40.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

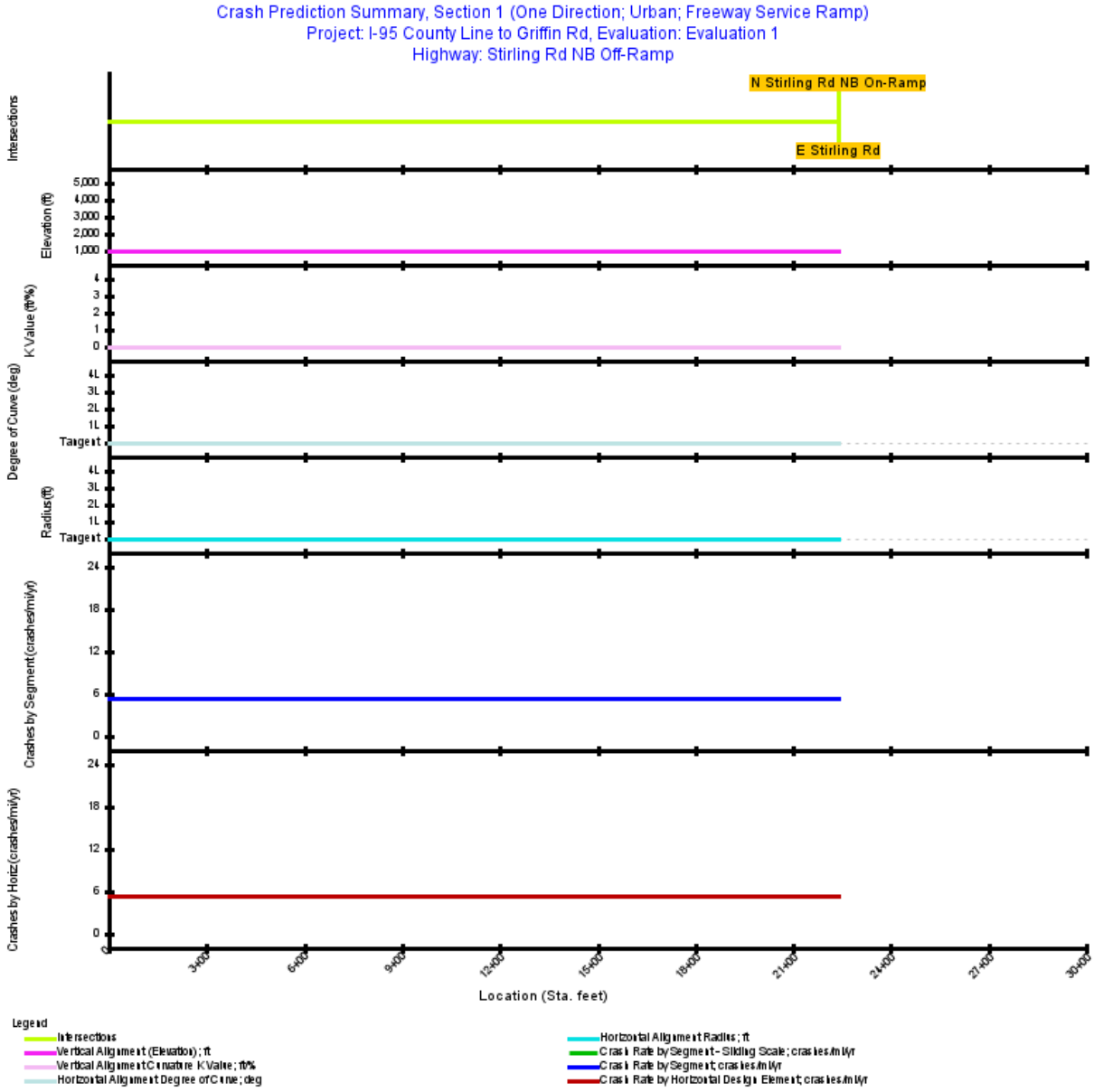

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Exit	Urban	0.000	22+40.000	2,240.00	0.4242	2030: 17,500; 2031: 17,650; 2032: 17,800; 2033: 17,950; 2034: 18,100; 2035: 18,250; 2036: 18,400; 2037: 18,550; 2038: 18,700; 2039: 18,850; 2040: 19,000; 2041: 19,150; 2042: 19,300; 2043: 19,450; 2044: 19,600; 2045: 19,750; 2046: 19,900; 2047: 20,050; 2048: 20,200; 2049: 20,350; 2050: 20,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.4242**
Average Future Road AADT (vpd)	**19,000**
Predicted Crashes	
Total Crashes	**47.77**
Fatal and Injury Crashes	**25.86**
Property-Damage-Only Crashes	**21.91**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**54**
Percent Property-Damage-Only Crashes (%)	**46**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.3618**
FI Crash Rate (crashes/mi/yr)	**2.9030**
PDO Crash Rate (crashes/mi/yr)	**2.4589**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**61.78**
Travel Crash Rate (crashes/million veh-mi)	**0.77**
Travel FI Crash Rate (crashes/million veh-mi)	**0.42**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.35**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	22+40.000	0.4242	47.769	2.2747	1.2316	1.0431	5.3618	0.77
Total			0.4242	47.769	2.2747	1.2316	1.0431	5.3618	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	22+40.000	0.4242	47.769	2.2747	1.2316	1.0431	5.3618	0.77

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	2.13	1.15	54.107	0.98	45.893
2031	2.15	1.16	54.109	0.98	45.891
2032	2.16	1.17	54.111	0.99	45.889
2033	2.17	1.18	54.114	1.00	45.886
2034	2.19	1.19	54.117	1.00	45.883
2035	2.20	1.19	54.120	1.01	45.880
2036	2.22	1.20	54.123	1.02	45.877
2037	2.23	1.21	54.126	1.02	45.874
2038	2.25	1.22	54.130	1.03	45.870
2039	2.26	1.22	54.133	1.04	45.867
2040	2.27	1.23	54.137	1.04	45.863
2041	2.29	1.24	54.141	1.05	45.859
2042	2.30	1.25	54.146	1.06	45.854
2043	2.32	1.25	54.150	1.06	45.850
2044	2.33	1.26	54.155	1.07	45.845
2045	2.35	1.27	54.159	1.07	45.841
2046	2.36	1.28	54.164	1.08	45.836
2047	2.37	1.29	54.169	1.09	45.831
2048	2.39	1.29	54.175	1.09	45.825
2049	2.40	1.30	54.180	1.10	45.820
2050	2.42	1.31	54.186	1.11	45.814
Total	47.77	25.86	54.142	21.91	45.858
Average	2.27	1.23	54.142	1.04	45.858

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.8076	2.4489	10.1823	12.4242	21.9061

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.10	0.2	0.41	0.8	0.50	1.1
Highway Segment	Collision with Fixed Object	17.34	36.3	13.21	27.6	30.55	63.9
Highway Segment	Collision with Other Object	1.23	2.6	2.56	5.4	3.79	7.9
Highway Segment	Other Single-vehicle Collision	5.00	10.5	1.97	4.1	6.97	14.6
Highway Segment	Collision with Parked Vehicle	0.36	0.8	0.29	0.6	0.66	1.4
Highway Segment	Total Single Vehicle Crashes	24.02	50.3	18.44	38.6	42.46	88.9
Highway Segment	Right-Angle Collision	0.06	0.1	0.06	0.1	0.12	0.2
Highway Segment	Head-on Collision	0.01	0.0	0.01	0.0	0.02	0.0
Highway Segment	Other Multi-vehicle Collision	0.06	0.1	0.08	0.2	0.14	0.3
Highway Segment	Rear-end Collision	1.39	2.9	2.39	5.0	3.77	7.9
Highway Segment	Sideswipe, Same Direction Collision	0.33	0.7	0.92	1.9	1.25	2.6
Highway Segment	Total Multiple Vehicle Crashes	1.85	3.9	3.46	7.2	5.31	11.1
Highway Segment	Total Highway Segment Crashes	25.86	54.1	21.91	45.9	47.77	100.0
	Total Crashes	25.86	54.1	21.91	45.9	47.77	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	22+40.000	Information: for segment #1 (0.000 to 22+40.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	22+40.000	Information: for segment #1 (0.000 to 22+40.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (18,100 vpd) for 2034 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (18,250 vpd) for 2035 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (18,400 vpd) for 2036 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (18,550 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (18,700 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (18,850 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (19,000 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (19,150 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (19,300 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (19,450 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (19,600 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (19,750 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (19,900 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (20,050 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (20,200 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (20,350 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	22+40.000	Warning: for segment #1 (0.000 to 22+40.000), traffic volume (20,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:27 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:22:39 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Stirling Rd SB Off-Ramp
Highway Comment: Created Thu Jan 29 16:48:23 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:22:32 EST 2026

Minimum Location: 0.000
Maximum Location: 19+30.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

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The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 19+30.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

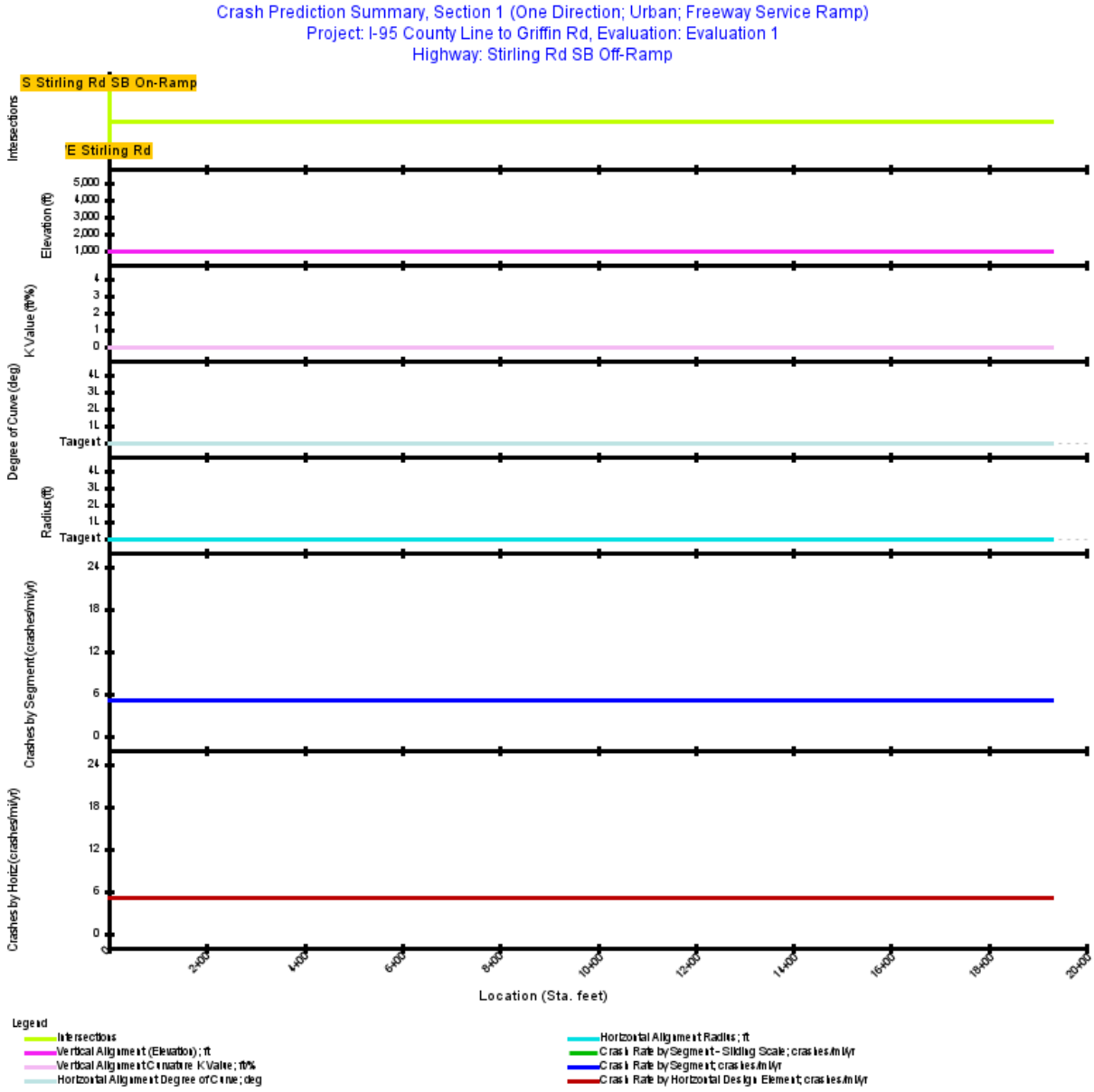

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Exit	Urban	0.000	19+30.000	1,930.00	0.3655	2030: 16,000; 2031: 16,150; 2032: 16,300; 2033: 16,450; 2034: 16,600; 2035: 16,750; 2036: 16,900; 2037: 17,050; 2038: 17,200; 2039: 17,350; 2040: 17,500; 2041: 17,650; 2042: 17,800; 2043: 17,950; 2044: 18,100; 2045: 18,250; 2046: 18,400; 2047: 18,550; 2048: 18,700; 2049: 18,850; 2050: 19,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.3655**
Average Future Road AADT (vpd)	**17,500**
Predicted Crashes	
Total Crashes	**38.58**
Fatal and Injury Crashes	**20.88**
Property-Damage-Only Crashes	**17.71**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**54**
Percent Property-Damage-Only Crashes (%)	**46**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.0264**
FI Crash Rate (crashes/mi/yr)	**2.7198**
PDO Crash Rate (crashes/mi/yr)	**2.3066**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**49.03**
Travel Crash Rate (crashes/million veh-mi)	**0.79**
Travel FI Crash Rate (crashes/million veh-mi)	**0.43**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.36**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	19+30.000	0.3655	38.584	1.8373	0.9942	0.8431	5.0264	0.79
Total			0.3655	38.584	1.8373	0.9942	0.8431	5.0264	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	19+30.000	0.3655	38.584	1.8373	0.9942	0.8431	5.0264	0.79

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.71	0.93	54.093	0.79	45.907
2031	1.73	0.93	54.094	0.79	45.906
2032	1.74	0.94	54.095	0.80	45.905
2033	1.75	0.95	54.096	0.80	45.904
2034	1.76	0.95	54.097	0.81	45.903
2035	1.78	0.96	54.098	0.81	45.902
2036	1.79	0.97	54.099	0.82	45.901
2037	1.80	0.97	54.101	0.83	45.899
2038	1.81	0.98	54.103	0.83	45.897
2039	1.82	0.99	54.105	0.84	45.895
2040	1.84	0.99	54.107	0.84	45.893
2041	1.85	1.00	54.109	0.85	45.891
2042	1.86	1.01	54.111	0.85	45.889
2043	1.87	1.01	54.114	0.86	45.886
2044	1.89	1.02	54.117	0.87	45.883
2045	1.90	1.03	54.120	0.87	45.880
2046	1.91	1.03	54.123	0.88	45.877
2047	1.92	1.04	54.126	0.88	45.874
2048	1.94	1.05	54.130	0.89	45.870
2049	1.95	1.05	54.133	0.89	45.867
2050	1.96	1.06	54.137	0.90	45.863
Total	38.58	20.88	54.110	17.71	45.890
Average	1.84	0.99	54.110	0.84	45.890

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.6519	1.9768	8.2196	10.0294	17.7059

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.08	0.2	0.33	0.9	0.41	1.1
Highway Segment	Collision with Fixed Object	14.08	36.5	10.75	27.9	24.83	64.4
Highway Segment	Collision with Other Object	0.99	2.6	2.09	5.4	3.08	8.0
Highway Segment	Other Single-vehicle Collision	4.06	10.5	1.61	4.2	5.66	14.7
Highway Segment	Collision with Parked Vehicle	0.29	0.8	0.24	0.6	0.53	1.4
Highway Segment	Total Single Vehicle Crashes	19.51	50.6	15.02	38.9	34.52	89.5
Highway Segment	Right-Angle Collision	0.04	0.1	0.05	0.1	0.09	0.2
Highway Segment	Head-on Collision	0.01	0.0	0.01	0.0	0.02	0.0
Highway Segment	Other Multi-vehicle Collision	0.04	0.1	0.07	0.2	0.11	0.3
Highway Segment	Rear-end Collision	1.03	2.7	1.86	4.8	2.88	7.5
Highway Segment	Sideswipe, Same Direction Collision	0.25	0.6	0.72	1.9	0.96	2.5
Highway Segment	Total Multiple Vehicle Crashes	1.37	3.6	2.69	7.0	4.06	10.5
Highway Segment	Total Highway Segment Crashes	20.88	54.1	17.71	45.9	38.58	100.0
	Total Crashes	20.88	54.1	17.71	45.9	38.58	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	19+30.000	Information: for segment #1 (0.000 to 19+30.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	19+30.000	Information: for segment #1 (0.000 to 19+30.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	19+30.000	Warning: for segment #1 (0.000 to 19+30.000), traffic volume (18,100 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	19+30.000	Warning: for segment #1 (0.000 to 19+30.000), traffic volume (18,250 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	19+30.000	Warning: for segment #1 (0.000 to 19+30.000), traffic volume (18,400 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	19+30.000	Warning: for segment #1 (0.000 to 19+30.000), traffic volume (18,550 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	19+30.000	Warning: for segment #1 (0.000 to 19+30.000), traffic volume (18,700 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	19+30.000	Warning: for segment #1 (0.000 to 19+30.000), traffic volume (18,850 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	19+30.000	Warning: for segment #1 (0.000 to 19+30.000), traffic volume (19,000 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:30 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:29:34 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Stirling Rd SB On-Ramp
Highway Comment: Created Wed Jan 28 16:24:18 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:29:24 EST 2026

Minimum Location: 0.000
Maximum Location: 16+10.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

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The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

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However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 16+10.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

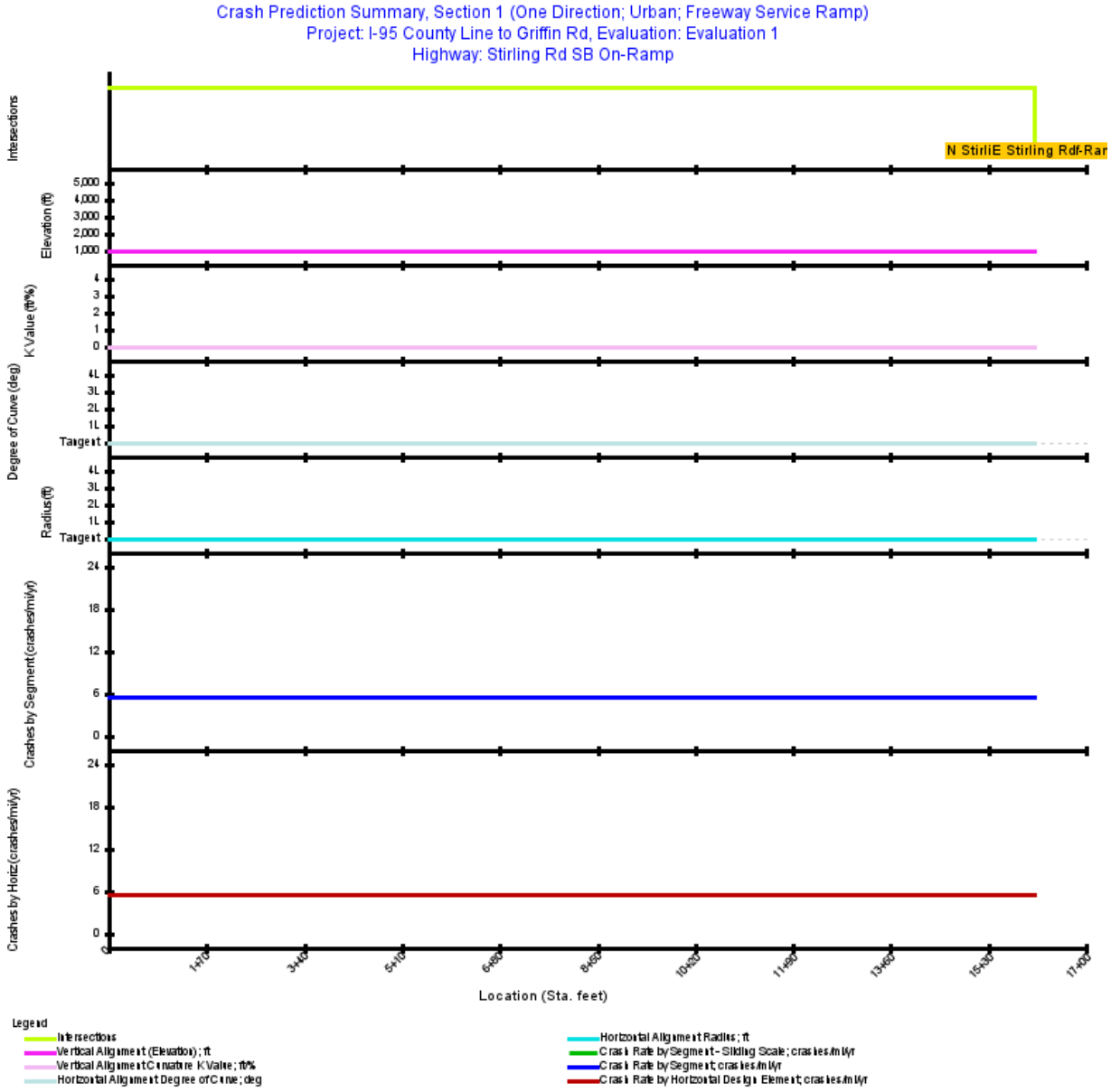

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	0.000	16+10.000	1,610.00	0.3049	2030: 16,500; 2031: 16,700; 2032: 16,900; 2033: 17,100; 2034: 17,300; 2035: 17,500; 2036: 17,700; 2037: 17,900; 2038: 18,100; 2039: 18,300; 2040: 18,500; 2041: 18,700; 2042: 18,900; 2043: 19,100; 2044: 19,300; 2045-2050: 19,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.3049**
Average Future Road AADT (vpd)	**18,357**
Predicted Crashes	
Total Crashes	**34.83**
Fatal and Injury Crashes	**17.62**
Property-Damage-Only Crashes	**17.21**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.4396**
FI Crash Rate (crashes/mi/yr)	**2.7514**
PDO Crash Rate (crashes/mi/yr)	**2.6882**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**42.91**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	16+10.000	0.3049	34.832	1.6587	0.8390	0.8197	5.4396	0.81
Total			0.3049	34.832	1.6587	0.8390	0.8197	5.4396	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	16+10.000	0.3049	34.832	1.6587	0.8390	0.8197	5.4396	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.50	0.75	50.250	0.74	49.750
2031	1.51	0.76	50.277	0.75	49.723
2032	1.53	0.77	50.306	0.76	49.694
2033	1.55	0.78	50.336	0.77	49.664
2034	1.56	0.79	50.367	0.78	49.633
2035	1.58	0.80	50.400	0.79	49.600
2036	1.60	0.81	50.433	0.79	49.567
2037	1.62	0.82	50.468	0.80	49.532
2038	1.64	0.83	50.505	0.81	49.495
2039	1.65	0.83	50.542	0.82	49.458
2040	1.67	0.84	50.581	0.83	49.419
2041	1.69	0.85	50.621	0.83	49.379
2042	1.71	0.86	50.663	0.84	49.337
2043	1.72	0.87	50.705	0.85	49.295
2044	1.74	0.88	50.749	0.86	49.251
2045	1.76	0.89	50.794	0.87	49.206
2046	1.76	0.89	50.794	0.87	49.206
2047	1.76	0.89	50.794	0.87	49.206
2048	1.76	0.89	50.794	0.87	49.206
2049	1.76	0.89	50.794	0.87	49.206
2050	1.76	0.89	50.794	0.87	49.206
Total	34.83	17.62	50.581	17.21	49.419
Average	1.66	0.84	50.581	0.82	49.419

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.3757	1.1393	7.2531	8.8501	17.2138

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.05	0.1	0.23	0.7	0.28	0.8
Highway Segment	Collision with Fixed Object	8.82	25.3	7.54	21.6	16.36	47.0
Highway Segment	Collision with Other Object	0.62	1.8	1.46	4.2	2.09	6.0
Highway Segment	Other Single-vehicle Collision	2.54	7.3	1.13	3.2	3.67	10.5
Highway Segment	Collision with Parked Vehicle	0.18	0.5	0.17	0.5	0.35	1.0
Highway Segment	Total Single Vehicle Crashes	12.21	35.1	10.52	30.2	22.74	65.3
Highway Segment	Right-Angle Collision	0.17	0.5	0.12	0.3	0.29	0.8
Highway Segment	Head-on Collision	0.04	0.1	0.01	0.0	0.06	0.2
Highway Segment	Other Multi-vehicle Collision	0.17	0.5	0.16	0.5	0.33	0.9
Highway Segment	Rear-end Collision	4.05	11.6	4.62	13.3	8.67	24.9
Highway Segment	Sideswipe, Same Direction Collision	0.97	2.8	1.78	5.1	2.75	7.9
Highway Segment	Total Multiple Vehicle Crashes	5.40	15.5	6.69	19.2	12.09	34.7
Highway Segment	Total Highway Segment Crashes	17.62	50.6	17.21	49.4	34.83	100.0
	Total Crashes	17.62	50.6	17.21	49.4	34.83	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	16+10.000	Information: for segment #1 (0.000 to 16+10.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	16+10.000	Information: for segment #1 (0.000 to 16+10.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (18,100 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (18,300 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (18,500 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (18,700 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (18,900 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (19,100 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (19,300 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (19,500 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (19,500 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (19,500 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (19,500 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (19,500 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	16+10.000	Warning: for segment #1 (0.000 to 16+10.000), traffic volume (19,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:36 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:35:36 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Griffin Rd NB On-Ramp
Highway Comment: Created Thu Jan 29 11:37:34 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:35:26 EST 2026

Minimum Location: 0.000
Maximum Location: 13+30.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

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However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

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Freeway Ramp Evaluation

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Evaluation Start Location: 0.000
Evaluation End Location: 13+30.000
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Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

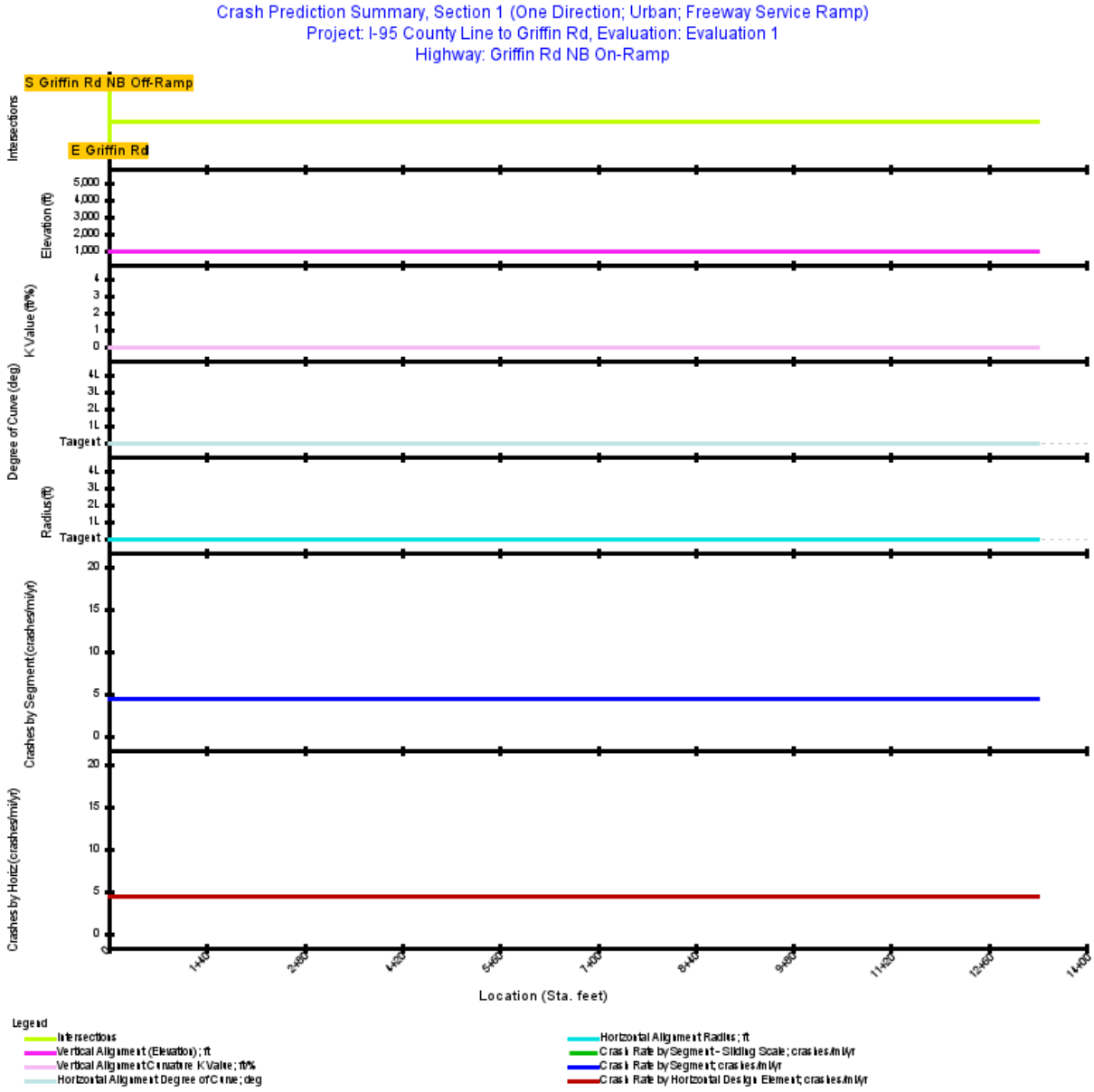

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	0.000	13+30.000	1,330.00	0.2519	2030: 12,500; 2031: 12,700; 2032: 12,900; 2033: 13,100; 2034: 13,300; 2035: 13,500; 2036: 13,700; 2037: 13,900; 2038: 14,100; 2039: 14,300; 2040: 14,500; 2041: 14,700; 2042: 14,900; 2043: 15,100; 2044: 15,300; 2045: 15,500; 2046: 15,700; 2047: 15,900; 2048: 16,100; 2049: 16,300; 2050: 16,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2519**
Average Future Road AADT (vpd)	**14,500**
Predicted Crashes	
Total Crashes	**23.03**
Fatal and Injury Crashes	**11.53**
Property-Damage-Only Crashes	**11.50**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**50**
Percent Property-Damage-Only Crashes (%)	**50**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**4.3542**
FI Crash Rate (crashes/mi/yr)	**2.1805**
PDO Crash Rate (crashes/mi/yr)	**2.1737**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**28.00**
Travel Crash Rate (crashes/million veh-mi)	**0.82**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.41**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	13+30.000	0.2519	23.033	1.0968	0.5492	0.5476	4.3542	0.82
Total			0.2519	23.033	1.0968	0.5492	0.5476	4.3542	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	13+30.000	0.2519	23.033	1.0968	0.5492	0.5476	4.3542	0.82

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	0.96	0.48	49.977	0.48	50.023
2031	0.97	0.49	49.978	0.49	50.022
2032	0.99	0.49	49.980	0.49	50.020
2033	1.00	0.50	49.983	0.50	50.017
2034	1.01	0.51	49.988	0.51	50.012
2035	1.03	0.51	49.995	0.51	50.005
2036	1.04	0.52	50.002	0.52	49.998
2037	1.05	0.53	50.011	0.53	49.989
2038	1.07	0.54	50.022	0.53	49.978
2039	1.08	0.54	50.033	0.54	49.967
2040	1.10	0.55	50.047	0.55	49.953
2041	1.11	0.56	50.061	0.55	49.939
2042	1.12	0.56	50.077	0.56	49.923
2043	1.14	0.57	50.094	0.57	49.906
2044	1.15	0.58	50.112	0.57	49.888
2045	1.17	0.58	50.132	0.58	49.868
2046	1.18	0.59	50.153	0.59	49.847
2047	1.19	0.60	50.175	0.59	49.825
2048	1.21	0.61	50.199	0.60	49.801
2049	1.22	0.61	50.223	0.61	49.777
2050	1.24	0.62	50.250	0.61	49.750
Total	23.03	11.53	50.077	11.50	49.923
Average	1.10	0.55	50.077	0.55	49.923

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.2460	0.7459	4.7484	5.7939	11.4986

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.03	0.1	0.16	0.7	0.20	0.9
Highway Segment	Collision with Fixed Object	6.15	26.7	5.29	23.0	11.44	49.7
Highway Segment	Collision with Other Object	0.43	1.9	1.03	4.5	1.46	6.3
Highway Segment	Other Single-vehicle Collision	1.77	7.7	0.79	3.4	2.56	11.1
Highway Segment	Collision with Parked Vehicle	0.13	0.6	0.12	0.5	0.25	1.1
Highway Segment	Total Single Vehicle Crashes	8.52	37.0	7.39	32.1	15.90	69.0
Highway Segment	Right-Angle Collision	0.09	0.4	0.07	0.3	0.17	0.7
Highway Segment	Head-on Collision	0.02	0.1	0.01	0.0	0.03	0.1
Highway Segment	Other Multi-vehicle Collision	0.09	0.4	0.10	0.4	0.19	0.8
Highway Segment	Rear-end Collision	2.26	9.8	2.84	12.3	5.10	22.1
Highway Segment	Sideswipe, Same Direction Collision	0.54	2.4	1.09	4.7	1.64	7.1
Highway Segment	Total Multiple Vehicle Crashes	3.02	13.1	4.11	17.9	7.13	31.0
Highway Segment	Total Highway Segment Crashes	11.53	50.1	11.50	49.9	23.03	100.0
	Total Crashes	11.53	50.1	11.50	49.9	23.03	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	13+30.000	Information: for segment #1 (0.000 to 13+30.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	13+30.000	Information: for segment #1 (0.000 to 13+30.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:37 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:36:43 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Griffin Rd NB Off-Ramp
Highway Comment: Created Thu Jan 29 10:02:07 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:36:36 EST 2026

Minimum Location: 0.000
Maximum Location: 17+30.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

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- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 17+30.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

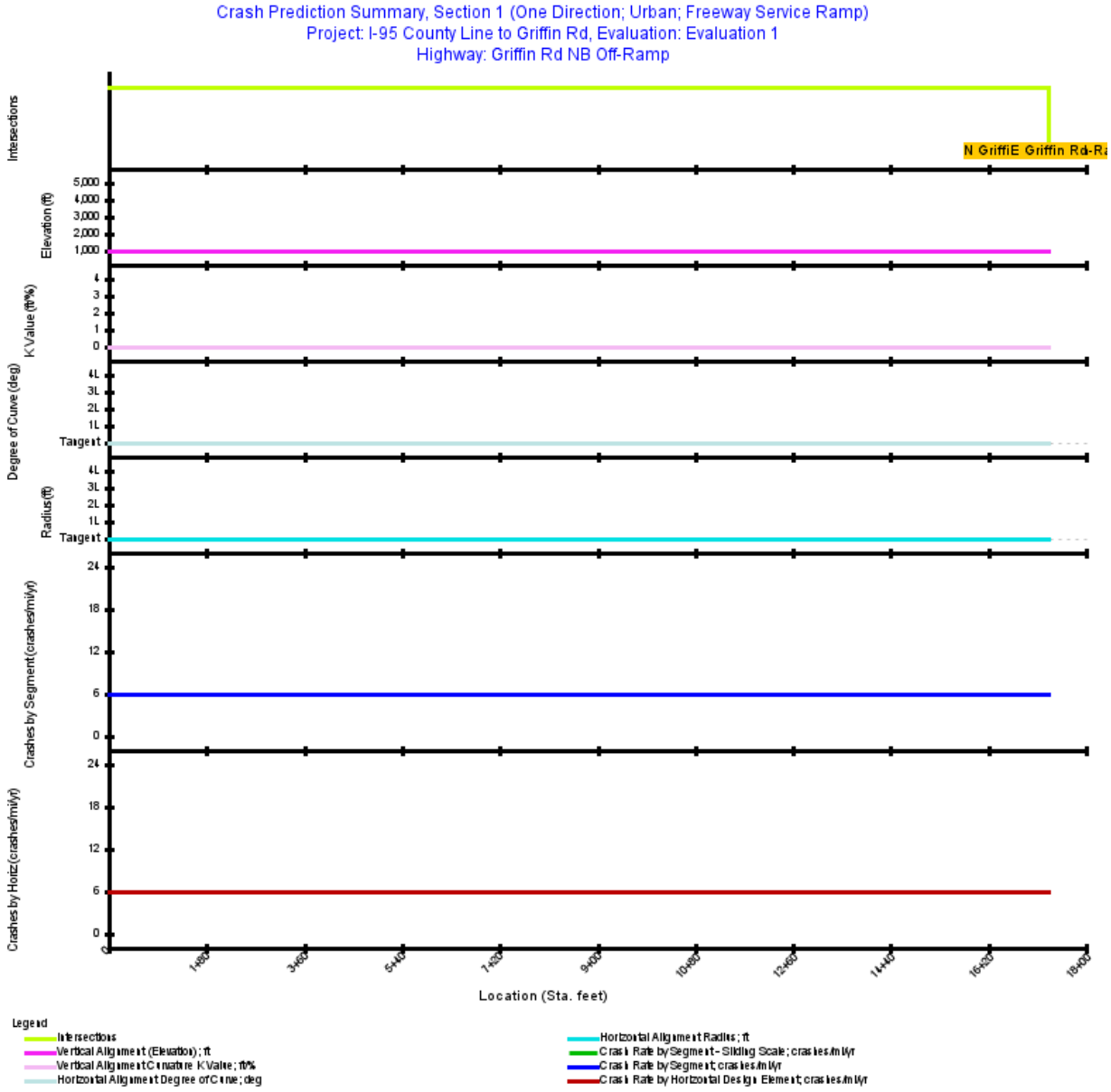

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Exit	Urban	0.000	17+30.000	1,730.00	0.3277	2030: 18,000; 2031: 18,300; 2032: 18,600; 2033: 18,900; 2034: 19,200; 2035: 19,500; 2036: 19,800; 2037: 20,100; 2038: 20,400; 2039: 20,700; 2040: 21,000; 2041: 21,300; 2042: 21,600; 2043: 21,900; 2044: 22,200; 2045: 22,500; 2046: 22,800; 2047: 23,100; 2048: 23,400; 2049: 23,700; 2050: 24,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.3277**
Average Future Road AADT (vpd)	**21,000**
Predicted Crashes	
Total Crashes	**39.95**
Fatal and Injury Crashes	**21.66**
Property-Damage-Only Crashes	**18.29**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**54**
Percent Property-Damage-Only Crashes (%)	**46**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.8065**
FI Crash Rate (crashes/mi/yr)	**3.1486**
PDO Crash Rate (crashes/mi/yr)	**2.6578**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**52.74**
Travel Crash Rate (crashes/million veh-mi)	**0.76**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.35**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	17+30.000	0.3277	39.952	1.9025	1.0317	0.8708	5.8065	0.76
Total			0.3277	39.952	1.9025	1.0317	0.8708	5.8065	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	17+30.000	0.3277	39.952	1.9025	1.0317	0.8708	5.8065	0.76

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.68	0.91	54.115	0.77	45.885
2031	1.71	0.92	54.121	0.78	45.879
2032	1.73	0.94	54.127	0.79	45.873
2033	1.75	0.95	54.135	0.80	45.865
2034	1.77	0.96	54.143	0.81	45.857
2035	1.79	0.97	54.151	0.82	45.849
2036	1.81	0.98	54.161	0.83	45.839
2037	1.84	0.99	54.171	0.84	45.829
2038	1.86	1.01	54.182	0.85	45.818
2039	1.88	1.02	54.194	0.86	45.806
2040	1.90	1.03	54.206	0.87	45.794
2041	1.92	1.04	54.220	0.88	45.780
2042	1.95	1.05	54.234	0.89	45.766
2043	1.97	1.07	54.249	0.90	45.751
2044	1.99	1.08	54.264	0.91	45.736
2045	2.01	1.09	54.281	0.92	45.719
2046	2.03	1.10	54.298	0.93	45.702
2047	2.06	1.12	54.317	0.94	45.683
2048	2.08	1.13	54.336	0.95	45.664
2049	2.10	1.14	54.356	0.96	45.644
2050	2.12	1.15	54.376	0.97	45.624
Total	39.95	21.66	54.226	18.29	45.774
Average	1.90	1.03	54.226	0.87	45.774

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.6765	2.0514	8.5294	10.4074	18.2877

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.08	0.2	0.34	0.8	0.41	1.0
Highway Segment	Collision with Fixed Object	14.38	36.0	10.92	27.3	25.30	63.3
Highway Segment	Collision with Other Object	1.02	2.5	2.12	5.3	3.14	7.8
Highway Segment	Other Single-vehicle Collision	4.14	10.4	1.63	4.1	5.78	14.5
Highway Segment	Collision with Parked Vehicle	0.30	0.7	0.24	0.6	0.54	1.4
Highway Segment	Total Single Vehicle Crashes	19.92	49.9	15.25	38.2	35.17	88.0
Highway Segment	Right-Angle Collision	0.05	0.1	0.06	0.1	0.11	0.3
Highway Segment	Head-on Collision	0.01	0.0	0.01	0.0	0.02	0.1
Highway Segment	Other Multi-vehicle Collision	0.05	0.1	0.07	0.2	0.13	0.3
Highway Segment	Rear-end Collision	1.31	3.3	2.09	5.2	3.40	8.5
Highway Segment	Sideswipe, Same Direction Collision	0.31	0.8	0.81	2.0	1.12	2.8
Highway Segment	Total Multiple Vehicle Crashes	1.75	4.4	3.03	7.6	4.78	12.0
Highway Segment	Total Highway Segment Crashes	21.66	54.2	18.29	45.8	39.95	100.0
	Total Crashes	21.66	54.2	18.29	45.8	39.95	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	17+30.000	Information: for segment #1 (0.000 to 17+30.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	17+30.000	Information: for segment #1 (0.000 to 17+30.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (18,300 vpd) for 2031 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (18,600 vpd) for 2032 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (18,900 vpd) for 2033 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (19,200 vpd) for 2034 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (19,500 vpd) for 2035 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (19,800 vpd) for 2036 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (20,100 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (20,400 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (20,700 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (21,000 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (21,300 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (21,600 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (21,900 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (22,200 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (22,500 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (22,800 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (23,100 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (23,400 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (23,700 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
0.000	17+30.000	Warning: for segment #1 (0.000 to 17+30.000), traffic volume (24,000 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Generated: Feb 3, 2026 9:41 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:40:38 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Griffin Rd SB Off-Ramp
Highway Comment: Created Thu Jan 29 14:41:37 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:40:30 EST 2026

Minimum Location: 0.000
Maximum Location: 25+60.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

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- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 25+60.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

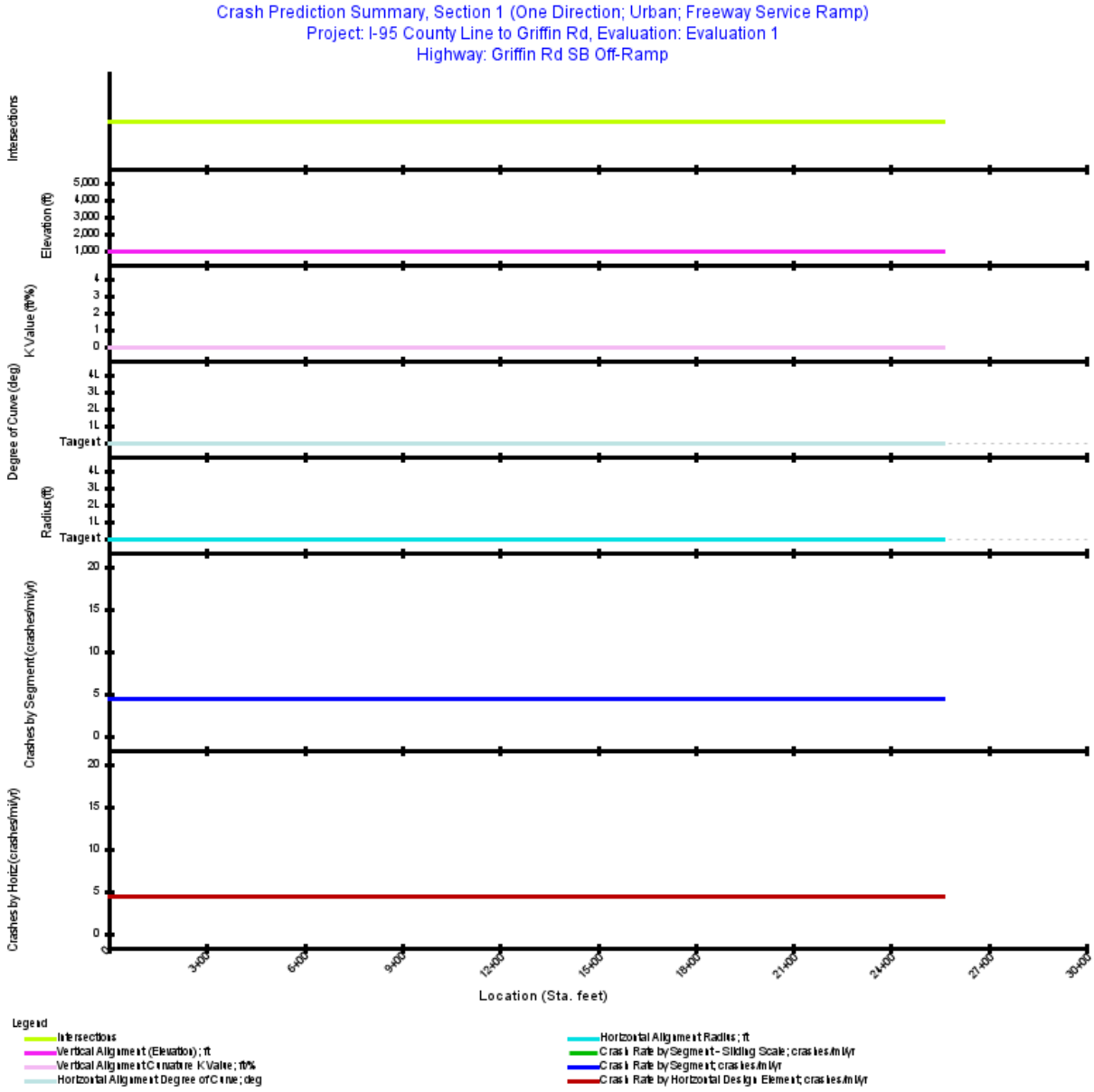

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Exit	Urban	0.000	25+60.000	2,560.00	0.4848	2030: 13,000; 2031: 13,200; 2032: 13,400; 2033: 13,600; 2034: 13,800; 2035: 14,000; 2036: 14,200; 2037: 14,400; 2038: 14,600; 2039: 14,800; 2040: 15,000; 2041: 15,200; 2042: 15,400; 2043: 15,600; 2044: 15,800; 2045: 16,000; 2046: 16,200; 2047: 16,400; 2048: 16,600; 2049: 16,800; 2050: 17,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.4848**
Average Future Road AADT (vpd)	**15,000**
Predicted Crashes	
Total Crashes	**45.41**
Fatal and Injury Crashes	**24.57**
Property-Damage-Only Crashes	**20.84**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**54**
Percent Property-Damage-Only Crashes (%)	**46**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**4.4601**
FI Crash Rate (crashes/mi/yr)	**2.4128**
PDO Crash Rate (crashes/mi/yr)	**2.0473**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**55.75**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.44**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.37**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	25+60.000	0.4848	45.412	2.1625	1.1698	0.9926	4.4601	0.81
Total			0.4848	45.412	2.1625	1.1698	0.9926	4.4601	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	25+60.000	0.4848	45.412	2.1625	1.1698	0.9926	4.4601	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.94	1.05	54.113	0.89	45.887
2031	1.96	1.06	54.110	0.90	45.890
2032	1.99	1.07	54.107	0.91	45.893
2033	2.01	1.09	54.105	0.92	45.895
2034	2.03	1.10	54.102	0.93	45.898
2035	2.05	1.11	54.100	0.94	45.900
2036	2.07	1.12	54.098	0.95	45.902
2037	2.10	1.13	54.096	0.96	45.904
2038	2.12	1.15	54.095	0.97	45.905
2039	2.14	1.16	54.094	0.98	45.906
2040	2.16	1.17	54.093	0.99	45.907
2041	2.19	1.18	54.093	1.00	45.907
2042	2.21	1.19	54.092	1.01	45.908
2043	2.23	1.21	54.092	1.02	45.908
2044	2.25	1.22	54.093	1.03	45.907
2045	2.27	1.23	54.093	1.04	45.907
2046	2.29	1.24	54.094	1.05	45.906
2047	2.32	1.25	54.095	1.06	45.905
2048	2.34	1.26	54.097	1.07	45.903
2049	2.36	1.28	54.098	1.08	45.902
2050	2.38	1.29	54.100	1.09	45.900
Total	45.41	24.57	54.098	20.84	45.902
Average	2.16	1.17	54.098	0.99	45.902

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.7671	2.3261	9.6719	11.8015	20.8449

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.09	0.2	0.39	0.9	0.49	1.1
Highway Segment	Collision with Fixed Object	16.72	36.8	12.82	28.2	29.54	65.0
Highway Segment	Collision with Other Object	1.18	2.6	2.49	5.5	3.67	8.1
Highway Segment	Other Single-vehicle Collision	4.82	10.6	1.92	4.2	6.73	14.8
Highway Segment	Collision with Parked Vehicle	0.35	0.8	0.29	0.6	0.63	1.4
Highway Segment	Total Single Vehicle Crashes	23.15	51.0	17.90	39.4	41.06	90.4
Highway Segment	Right-Angle Collision	0.04	0.1	0.05	0.1	0.10	0.2
Highway Segment	Head-on Collision	0.01	0.0	0.01	0.0	0.02	0.0
Highway Segment	Other Multi-vehicle Collision	0.04	0.1	0.07	0.2	0.11	0.3
Highway Segment	Rear-end Collision	1.06	2.3	2.03	4.5	3.09	6.8
Highway Segment	Sideswipe, Same Direction Collision	0.25	0.6	0.78	1.7	1.04	2.3
Highway Segment	Total Multiple Vehicle Crashes	1.41	3.1	2.94	6.5	4.36	9.6
Highway Segment	Total Highway Segment Crashes	24.57	54.1	20.84	45.9	45.41	100.0
	Total Crashes	24.57	54.1	20.84	45.9	45.41	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	25+60.000	Information: for segment #1 (0.000 to 25+60.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	25+60.000	Information: for segment #1 (0.000 to 25+60.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:43 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:42:32 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Griffin Rd SB On-Ramp
Highway Comment: Created Thu Jan 29 10:41:23 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:42:24 EST 2026

Minimum Location: 0.000
Maximum Location: 21+00.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

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Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 21+00.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

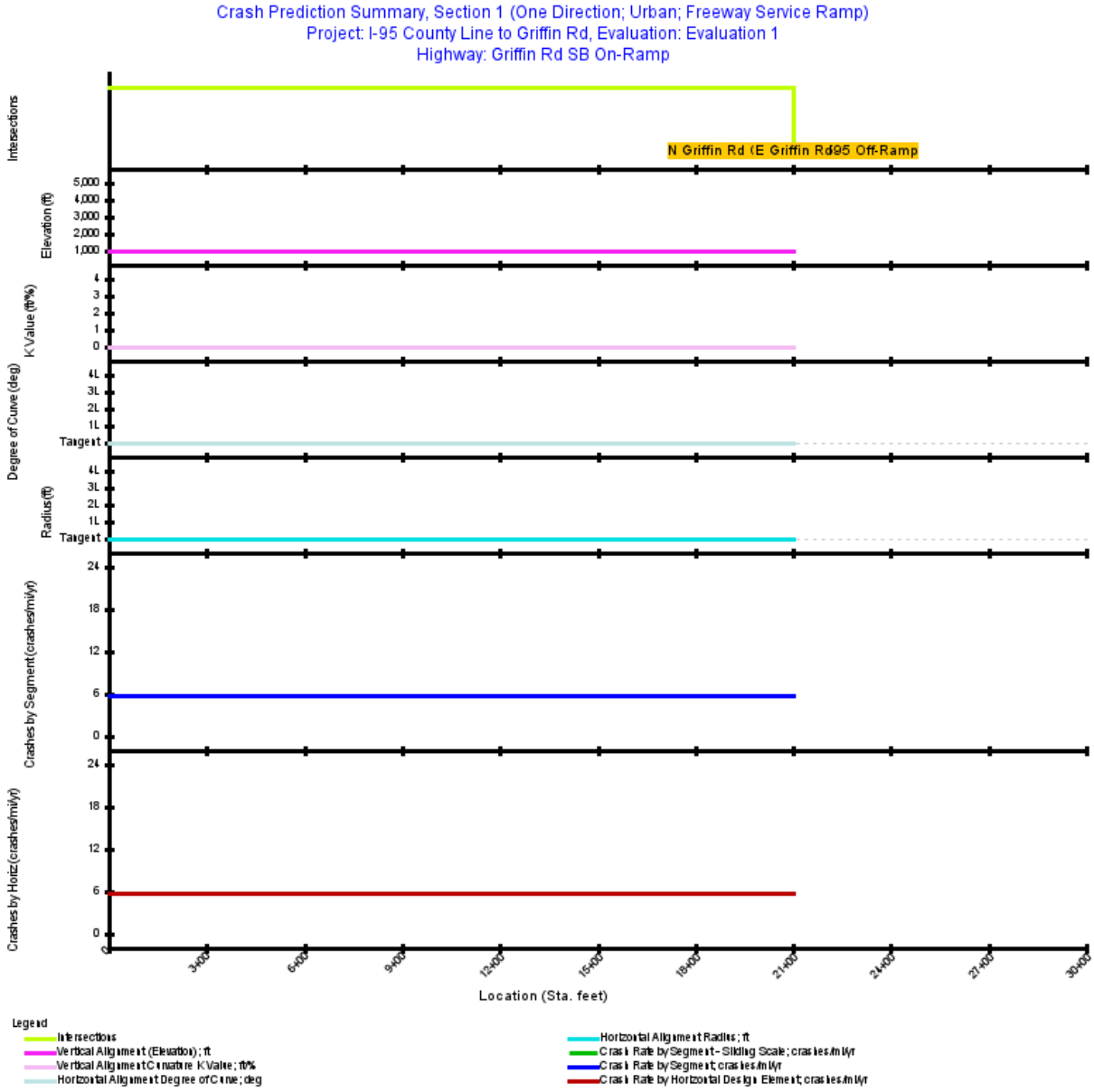

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	0.000	21+00.000	2,100.00	0.3977	2030: 16,500; 2031: 16,750; 2032: 17,000; 2033: 17,250; 2034: 17,500; 2035: 17,750; 2036: 18,000; 2037: 18,250; 2038: 18,500; 2039: 18,750; 2040: 19,000; 2041: 19,250; 2042: 19,500; 2043: 19,750; 2044: 20,000; 2045: 20,250; 2046: 20,500; 2047: 20,750; 2048: 21,000; 2049: 21,250; 2050: 21,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.3977**
Average Future Road AADT (vpd)	**19,000**
Predicted Crashes	
Total Crashes	**47.04**
Fatal and Injury Crashes	**23.87**
Property-Damage-Only Crashes	**23.17**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.6316**
FI Crash Rate (crashes/mi/yr)	**2.8578**
PDO Crash Rate (crashes/mi/yr)	**2.7738**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**57.92**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	21+00.000	0.3977	47.036	2.2398	1.1366	1.1032	5.6316	0.81
Total			0.3977	47.036	2.2398	1.1366	1.1032	5.6316	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	21+00.000	0.3977	47.036	2.2398	1.1366	1.1032	5.6316	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.95	0.98	50.250	0.97	49.750
2031	1.98	0.99	50.284	0.98	49.716
2032	2.01	1.01	50.321	1.00	49.679
2033	2.04	1.02	50.359	1.01	49.641
2034	2.06	1.04	50.400	1.02	49.600
2035	2.09	1.06	50.442	1.04	49.558
2036	2.12	1.07	50.486	1.05	49.514
2037	2.15	1.09	50.533	1.06	49.467
2038	2.18	1.10	50.581	1.08	49.419
2039	2.21	1.12	50.632	1.09	49.368
2040	2.24	1.13	50.684	1.10	49.316
2041	2.27	1.15	50.738	1.12	49.262
2042	2.30	1.17	50.794	1.13	49.206
2043	2.33	1.18	50.853	1.14	49.147
2044	2.35	1.20	50.913	1.16	49.087
2045	2.38	1.22	50.975	1.17	49.025
2046	2.42	1.23	51.039	1.18	48.961
2047	2.45	1.25	51.105	1.20	48.895
2048	2.48	1.27	51.173	1.21	48.827
2049	2.51	1.28	51.243	1.22	48.757
2050	2.54	1.30	51.315	1.24	48.685
Total	47.04	23.87	50.745	23.17	49.255
Average	2.24	1.14	50.745	1.10	49.255

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.5090	1.5435	9.8264	11.9900	23.1675

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.07	0.1	0.31	0.7	0.37	0.8
Highway Segment	Collision with Fixed Object	11.79	25.1	10.06	21.4	21.85	46.5
Highway Segment	Collision with Other Object	0.83	1.8	1.95	4.2	2.79	5.9
Highway Segment	Other Single-vehicle Collision	3.40	7.2	1.50	3.2	4.90	10.4
Highway Segment	Collision with Parked Vehicle	0.24	0.5	0.23	0.5	0.47	1.0
Highway Segment	Total Single Vehicle Crashes	16.33	34.7	14.05	29.9	30.38	64.6
Highway Segment	Right-Angle Collision	0.23	0.5	0.16	0.3	0.40	0.8
Highway Segment	Head-on Collision	0.06	0.1	0.02	0.0	0.08	0.2
Highway Segment	Other Multi-vehicle Collision	0.23	0.5	0.22	0.5	0.45	1.0
Highway Segment	Rear-end Collision	5.66	12.0	6.29	13.4	11.95	25.4
Highway Segment	Sideswipe, Same Direction Collision	1.36	2.9	2.42	5.2	3.78	8.0
Highway Segment	Total Multiple Vehicle Crashes	7.54	16.0	9.12	19.4	16.66	35.4
Highway Segment	Total Highway Segment Crashes	23.87	50.7	23.17	49.3	47.04	100.0
	Total Crashes	23.87	50.7	23.17	49.3	47.04	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	21+00.000	Information: for segment #1 (0.000 to 21+00.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	21+00.000	Information: for segment #1 (0.000 to 21+00.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (18,250 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (18,500 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (18,750 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (19,000 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (19,250 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (19,500 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (19,750 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (20,000 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (20,250 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (20,500 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (20,750 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (21,000 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (21,250 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
0.000	21+00.000	Warning: for segment #1 (0.000 to 21+00.000), traffic volume (21,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 9:48 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:47:58 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: I-595 NB Off-Ramp
Highway Comment: Created Thu Jan 29 14:08:01 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:47:49 EST 2026

Minimum Location: 0.000
Maximum Location: 13+80.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

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- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 13+80.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

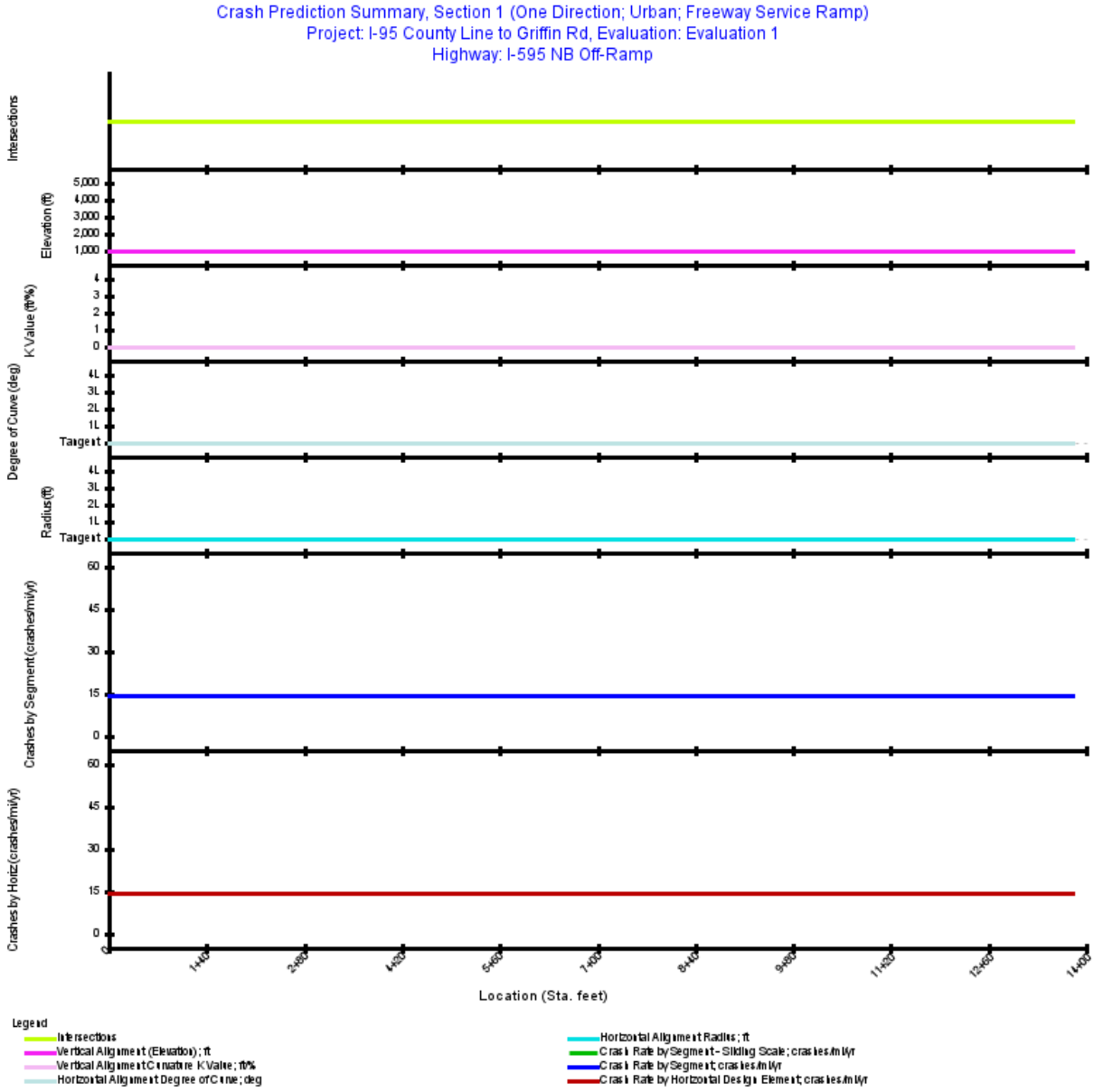

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Exit	Urban	0.000	13+80.000	1,380.00	0.2614	2030: 39,360; 2031: 39,556; 2032: 39,752; 2033: 39,948; 2034: 40,144; 2035: 40,340; 2036: 40,536; 2037: 40,732; 2038: 40,928; 2039: 41,124; 2040: 41,320; 2041: 41,516; 2042: 41,712; 2043: 41,908; 2044: 42,104; 2045: 42,300; 2046: 42,496; 2047: 42,692; 2048: 42,888; 2049: 43,084; 2050: 43,280

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2614**
Average Future Road AADT (vpd)	**41,320**
Predicted Crashes	
Total Crashes	**77.85**
Fatal and Injury Crashes	**38.20**
Property-Damage-Only Crashes	**39.65**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**49**
Percent Property-Damage-Only Crashes (%)	**51**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**14.1837**
FI Crash Rate (crashes/mi/yr)	**6.9597**
PDO Crash Rate (crashes/mi/yr)	**7.2240**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**82.78**
Travel Crash Rate (crashes/million veh-mi)	**0.94**
Travel FI Crash Rate (crashes/million veh-mi)	**0.46**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.48**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	13+80.000	0.2614	77.849	3.7071	1.8190	1.8881	14.1837	0.94
Total			0.2614	77.849	3.7071	1.8190	1.8881	14.1837	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	13+80.000	0.2614	77.849	3.7071	1.8190	1.8881	14.1837	0.94

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	3.49	1.68	48.167	1.81	51.833
2031	3.51	1.69	48.249	1.82	51.751
2032	3.53	1.71	48.332	1.82	51.668
2033	3.55	1.72	48.416	1.83	51.584
2034	3.58	1.73	48.500	1.84	51.500
2035	3.60	1.75	48.586	1.85	51.414
2036	3.62	1.76	48.673	1.86	51.327
2037	3.64	1.77	48.761	1.86	51.239
2038	3.66	1.79	48.849	1.87	51.151
2039	3.68	1.80	48.939	1.88	51.061
2040	3.70	1.82	49.030	1.89	50.970
2041	3.73	1.83	49.121	1.90	50.879
2042	3.75	1.84	49.214	1.90	50.786
2043	3.77	1.86	49.308	1.91	50.692
2044	3.79	1.87	49.403	1.92	50.597
2045	3.82	1.89	49.499	1.93	50.501
2046	3.84	1.90	49.596	1.94	50.404
2047	3.86	1.92	49.693	1.94	50.307
2048	3.89	1.94	49.792	1.95	50.208
2049	3.91	1.95	49.892	1.96	50.108
2050	3.93	1.97	49.993	1.97	50.007
Total	77.85	38.20	49.068	39.65	50.932
Average	3.71	1.82	49.068	1.89	50.932

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	1.1367	3.4467	11.6514	21.9645	39.6501

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.10	0.1	0.58	0.8	0.69	0.9
Highway Segment	Collision with Fixed Object	18.06	23.2	19.04	24.5	37.10	47.7
Highway Segment	Collision with Other Object	1.28	1.6	3.70	4.7	4.97	6.4
Highway Segment	Other Single-vehicle Collision	5.20	6.7	2.85	3.7	8.05	10.3
Highway Segment	Collision with Parked Vehicle	0.38	0.5	0.43	0.5	0.80	1.0
Highway Segment	Total Single Vehicle Crashes	25.01	32.1	26.60	34.2	51.61	66.3
Highway Segment	Right-Angle Collision	0.41	0.5	0.23	0.3	0.64	0.8
Highway Segment	Head-on Collision	0.11	0.1	0.03	0.0	0.13	0.2
Highway Segment	Other Multi-vehicle Collision	0.41	0.5	0.31	0.4	0.72	0.9
Highway Segment	Rear-end Collision	9.89	12.7	9.01	11.6	18.90	24.3
Highway Segment	Sideswipe, Same Direction Collision	2.37	3.0	3.47	4.5	5.85	7.5
Highway Segment	Total Multiple Vehicle Crashes	13.19	16.9	13.05	16.8	26.24	33.7
Highway Segment	Total Highway Segment Crashes	38.20	49.1	39.65	50.9	77.85	100.0
	Total Crashes	38.20	49.1	39.65	50.9	77.85	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	13+80.000	Information: for segment #1 (0.000 to 13+80.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	13+80.000	Information: for segment #1 (0.000 to 13+80.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (39,360 vpd) for 2030 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (39,556 vpd) for 2031 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (39,752 vpd) for 2032 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (39,948 vpd) for 2033 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,144 vpd) for 2034 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,340 vpd) for 2035 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,536 vpd) for 2036 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,732 vpd) for 2037 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,928 vpd) for 2038 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,124 vpd) for 2039 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,320 vpd) for 2040 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,516 vpd) for 2041 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,712 vpd) for 2042 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,908 vpd) for 2043 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,104 vpd) for 2044 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,300 vpd) for 2045 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,496 vpd) for 2046 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,692 vpd) for 2047 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,888 vpd) for 2048 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (43,084 vpd) for 2049 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (43,280 vpd) for 2050 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 10:07 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 09:49:50 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: I-595 SB On-Ramp
Highway Comment: Created Thu Jan 29 12:39:58 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 09:49:41 EST 2026

Minimum Location: 0.000
Maximum Location: 26+73.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

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- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 26+73.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

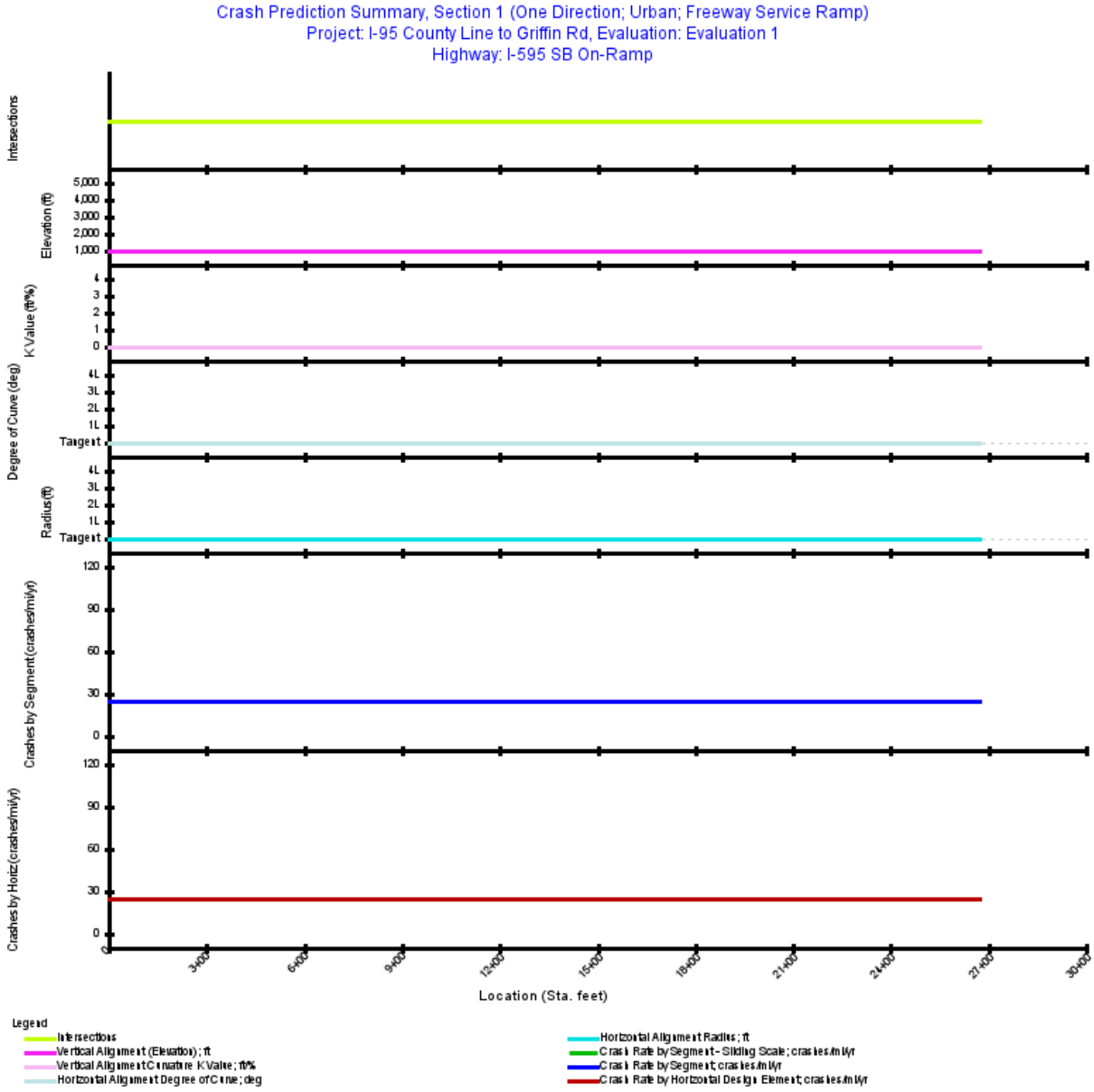

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Entrance	Urban	0.000	26+73.000	2,673.00	0.5062	2030: 39,600; 2031: 39,810; 2032: 40,020; 2033: 40,230; 2034: 40,440; 2035: 40,650; 2036: 40,860; 2037: 41,070; 2038: 41,280; 2039: 41,490; 2040: 41,700; 2041: 41,910; 2042: 42,120; 2043: 42,330; 2044: 42,540; 2045: 42,750; 2046: 42,960; 2047: 43,170; 2048: 43,380; 2049: 43,590; 2050: 43,800

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.5062**
Average Future Road AADT (vpd)	**41,700**
Predicted Crashes	
Total Crashes	**263.57**
Fatal and Injury Crashes	**149.63**
Property-Damage-Only Crashes	**113.93**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**57**
Percent Property-Damage-Only Crashes (%)	**43**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**24.7916**
FI Crash Rate (crashes/mi/yr)	**14.0748**
PDO Crash Rate (crashes/mi/yr)	**10.7168**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**161.81**
Travel Crash Rate (crashes/million veh-mi)	**1.63**
Travel FI Crash Rate (crashes/million veh-mi)	**0.93**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.70**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	26+73.000	0.5062	263.566	12.5507	7.1254	5.4254	24.7916	1.63
Total			0.5062	263.566	12.5507	7.1254	5.4254	24.7916	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	26+73.000	0.5062	263.566	12.5507	7.1254	5.4254	24.7916	1.63

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	11.31	6.17	54.561	5.14	45.439
2031	11.43	6.26	54.768	5.17	45.232
2032	11.54	6.35	54.976	5.20	45.024
2033	11.66	6.43	55.186	5.22	44.814
2034	11.78	6.53	55.396	5.25	44.604
2035	11.90	6.62	55.607	5.28	44.393
2036	12.02	6.71	55.819	5.31	44.181
2037	12.14	6.80	56.032	5.34	43.968
2038	12.27	6.90	56.246	5.37	43.754
2039	12.39	7.00	56.461	5.40	43.539
2040	12.52	7.10	56.676	5.42	43.324
2041	12.65	7.20	56.893	5.45	43.107
2042	12.78	7.30	57.110	5.48	42.890
2043	12.91	7.40	57.328	5.51	42.672
2044	13.05	7.51	57.547	5.54	42.453
2045	13.18	7.62	57.766	5.57	42.234
2046	13.32	7.72	57.986	5.60	42.014
2047	13.46	7.83	58.207	5.63	41.793
2048	13.60	7.95	58.429	5.65	41.571
2049	13.74	8.06	58.651	5.68	41.349
2050	13.89	8.18	58.874	5.71	41.126
Total	263.57	149.63	56.773	113.93	43.227
Average	12.55	7.12	56.773	5.42	43.227

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	3.0343	9.2008	47.6226	89.7752	113.9328

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.14	0.1	0.93	0.4	1.07	0.4
Highway Segment	Collision with Fixed Object	25.54	9.7	30.18	11.4	55.72	21.1
Highway Segment	Collision with Other Object	1.80	0.7	5.86	2.2	7.66	2.9
Highway Segment	Other Single-vehicle Collision	7.36	2.8	4.51	1.7	11.87	4.5
Highway Segment	Collision with Parked Vehicle	0.53	0.2	0.67	0.3	1.21	0.5
Highway Segment	Total Single Vehicle Crashes	35.38	13.4	42.15	16.0	77.52	29.4
Highway Segment	Right-Angle Collision	3.54	1.3	1.29	0.5	4.83	1.8
Highway Segment	Head-on Collision	0.91	0.3	0.14	0.1	1.06	0.4
Highway Segment	Other Multi-vehicle Collision	3.54	1.3	1.72	0.7	5.26	2.0
Highway Segment	Rear-end Collision	85.69	32.5	49.53	18.8	135.22	51.3
Highway Segment	Sideswipe, Same Direction Collision	20.57	7.8	19.09	7.2	39.66	15.0
Highway Segment	Total Multiple Vehicle Crashes	114.26	43.4	71.78	27.2	186.04	70.6
Highway Segment	Total Highway Segment Crashes	149.63	56.8	113.93	43.2	263.57	100.0
	Total Crashes	149.63	56.8	113.93	43.2	263.57	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	26+73.000	Information: for segment #1 (0.000 to 26+73.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	26+73.000	Information: for segment #1 (0.000 to 26+73.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (39,600 vpd) for 2030 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (39,810 vpd) for 2031 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,020 vpd) for 2032 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,230 vpd) for 2033 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,440 vpd) for 2034 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,650 vpd) for 2035 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,860 vpd) for 2036 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,070 vpd) for 2037 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,280 vpd) for 2038 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,490 vpd) for 2039 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,700 vpd) for 2040 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,910 vpd) for 2041 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,120 vpd) for 2042 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,330 vpd) for 2043 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,540 vpd) for 2044 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,750 vpd) for 2045 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,960 vpd) for 2046 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (43,170 vpd) for 2047 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (43,380 vpd) for 2048 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (43,590 vpd) for 2049 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (43,800 vpd) for 2050 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 3, 2026

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Report Overview

Report Generated: Feb 3, 2026 10:59 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 03 10:53:25 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Sheridan St
Highway Comment: Created Fri Jan 30 08:57:15 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 03 10:53:14 EST 2026

Minimum Location: 0.000
Maximum Location: 7+00.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

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Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 7+00.000
Area Type: Urban
Functional Class: Arterial
Type of Alignment: Divided, Multilane
Model Category: Urban/Suburban Arterial
Calibration Factor: 6D=1.0; RT_SG_FI=1.0; RT_SG_PDO=1.0;

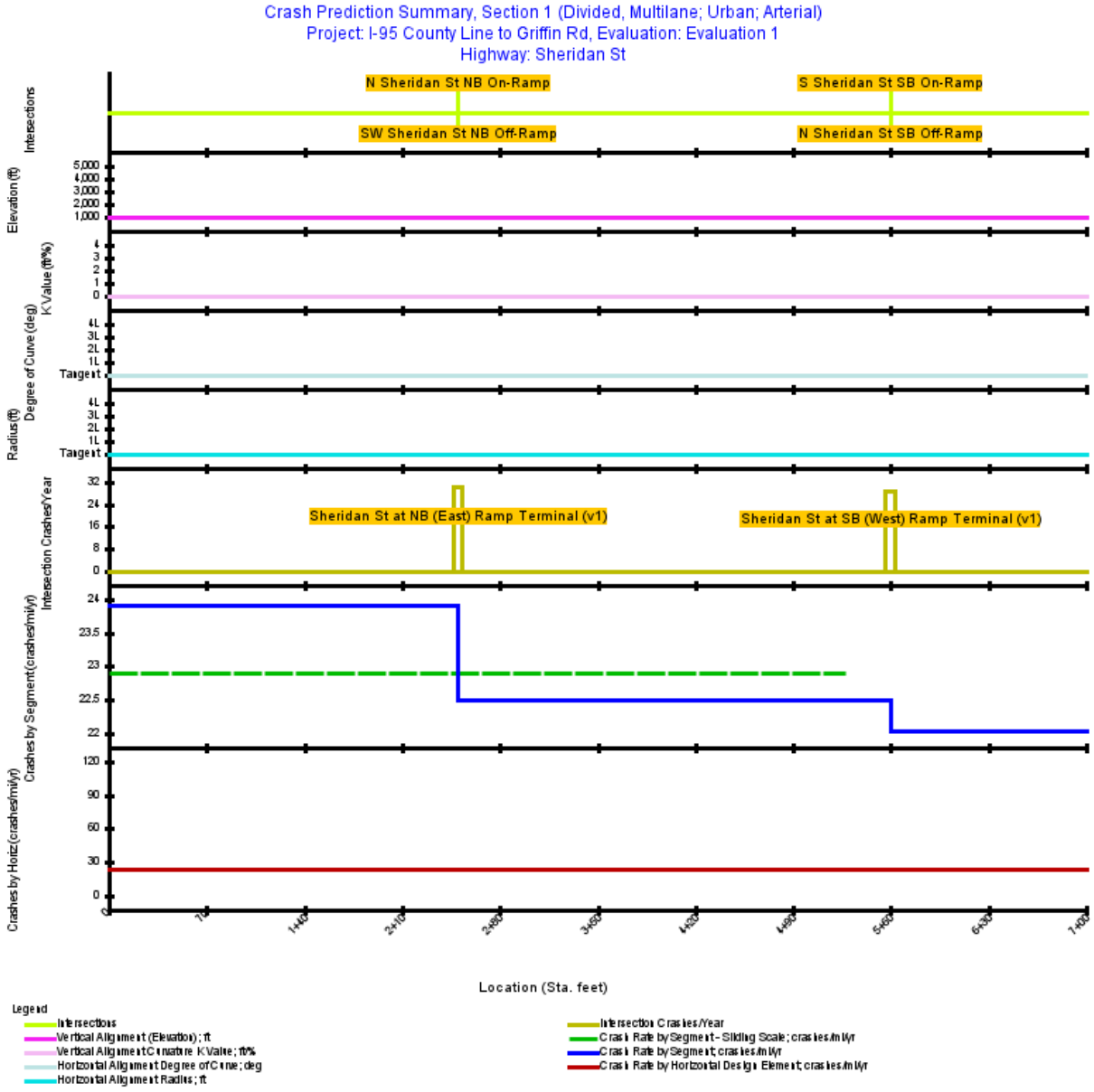

Figure 1. Crash Prediction Summary (Section 1)

Table 1. Evaluation Highway - Homogeneous Segments (Section 1)

Seg. No.	Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Number Major Commercial Driveways	Number Minor Commercial Driveways	Number Major Industial/Institutional	Number Minor Industial/Institutional	Number Major Residential Driveways	Number Minor Residential Driveways	Number Other Driveways	Lighting	Automated Speed Enforcement	Density (fixed objects/mi)	Median Width (ft)	Type	Effective Median Width (ft)	Speed Level	Number Rail Highway Crossings	Average Shoulder Width (ft)	Average Lane Width (ft)
1	Urban/Suburban Arterial Segment Six-lane Divided	0.000	2+50.000	250.00	0.0473	2030: 62,000; 2031: 62,600; 2032: 63,200; 2033: 63,800; 2034: 64,400; 2035: 65,000; 2036: 65,600; 2037: 66,200; 2038: 66,800; 2039: 67,400; 2040: 68,000; 2041: 68,600; 2042: 69,200; 2043: 69,800; 2044: 70,400; 2045: 71,000; 2046: 71,600; 2047: 72,200; 2048: 72,800; 2049: 73,400; 2050: 74,000	0	0	0	0	0	0	0	true	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
2	Urban/Suburban Arterial Segment Six-lane Divided	2+50.000	5+60.000	310.00	0.0587	2030: 58,500; 2031: 59,075; 2032: 59,650; 2033: 60,225; 2034: 60,800; 2035: 61,375; 2036: 61,950; 2037: 62,525; 2038: 63,100; 2039: 63,675; 2040: 64,250; 2041: 64,825; 2042: 65,400; 2043: 65,975; 2044: 66,550; 2045: 67,125; 2046: 67,700; 2047: 68,275; 2048: 68,850; 2049: 69,425; 2050: 70,000	0	0	0	0	0	0	0	true	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
3	Urban/Suburban Arterial Segment Six-lane Divided	5+60.000	7+00.000	140.00	0.0265	2030: 57,500; 2031: 58,050; 2032: 58,600; 2033: 59,150; 2034: 59,700; 2035: 60,250; 2036: 60,800; 2037: 61,350; 2038: 61,900; 2039: 62,450; 2040: 63,000; 2041: 63,550; 2042: 64,100; 2043: 64,650; 2044: 65,200; 2045: 65,750; 2046: 66,300; 2047: 66,850; 2048: 67,400; 2049: 67,950; 2050: 68,500	0	0	0	0	0	0	0	true	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00

Table 2. Evaluation Ramp Terminal - Site (Section 1)

Inter. No.	Title	Type	Area Type	Legs	Location (Sta. ft)	Traffic Control	AADT
1	Sheridan St at SB (West) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	5+60.000	Signalized	Inside: 2030: 58,500; 2031: 59,075; 2032: 59,650; 2033: 60,225; 2034: 60,800; 2035: 61,375; 2036: 61,950; 2037: 62,525; 2038: 63,100; 2039: 63,675; 2040: 64,250; 2041: 64,825; 2042: 65,400; 2043: 65,975; 2044: 66,550; 2045: 67,125; 2046: 67,700; 2047: 68,275; 2048: 68,850; 2049: 69,425; 2050: 70,000; Outside: 2030: 57,500; 2031: 58,050; 2032: 58,600; 2033: 59,150; 2034: 59,700; 2035: 60,250; 2036: 60,800; 2037: 61,350; 2038: 61,900; 2039: 62,450; 2040: 63,000; 2041: 63,550; 2042: 64,100; 2043: 64,650; 2044: 65,200; 2045: 65,750; 2046: 66,300; 2047: 66,850; 2048: 67,400; 2049: 67,950; 2050: 68,500 :: Entrance: 2030: 19,500; 2031: 19,600; 2032: 19,700; 2033: 19,800; 2034: 19,900; 2035: 20,000; 2036: 20,100; 2037: 20,200; 2038: 20,300; 2039: 20,400; 2040: 20,500; 2041: 20,600; 2042: 20,700; 2043: 20,800; 2044: 20,900; 2045: 21,000; 2046: 21,100; 2047: 21,200; 2048: 21,300; 2049: 21,400; 2050: 21,500; Exit: 2030: 16,900; 2031: 17,010; 2032: 17,120; 2033: 17,230; 2034: 17,340; 2035: 17,450; 2036: 17,560; 2037: 17,670; 2038: 17,780; 2039: 17,890; 2040: 18,000; 2041: 18,110; 2042: 18,220; 2043: 18,330; 2044: 18,440; 2045: 18,550; 2046: 18,660; 2047: 18,770; 2048: 18,880; 2049: 18,990; 2050: 19,100
2	Sheridan St at NB (East) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	2+50.000	Signalized	Inside: 2030: 58,500; 2031: 59,075; 2032: 59,650; 2033: 60,225; 2034: 60,800; 2035: 61,375; 2036: 61,950; 2037: 62,525; 2038: 63,100; 2039: 63,675; 2040: 64,250; 2041: 64,825; 2042: 65,400; 2043: 65,975; 2044: 66,550; 2045: 67,125; 2046: 67,700; 2047: 68,275; 2048: 68,850; 2049: 69,425; 2050: 70,000; Outside: 2030: 62,000; 2031: 62,600; 2032: 63,200; 2033: 63,800; 2034: 64,400; 2035: 65,000; 2036: 65,600; 2037: 66,200; 2038: 66,800; 2039: 67,400; 2040: 68,000; 2041: 68,600; 2042: 69,200; 2043: 69,800; 2044: 70,400; 2045: 71,000; 2046: 71,600; 2047: 72,200; 2048: 72,800; 2049: 73,400; 2050: 74,000 :: Entrance: 2030: 20,500; 2031: 20,600; 2032: 20,700; 2033: 20,800; 2034: 20,900; 2035: 21,000; 2036: 21,100; 2037: 21,200; 2038: 21,300; 2039: 21,400; 2040: 21,500; 2041: 21,600; 2042: 21,700; 2043: 21,800; 2044: 21,900; 2045: 22,000; 2046: 22,100; 2047: 22,200; 2048: 22,300; 2049: 22,400; 2050: 22,500; Exit: 2030: 17,500; 2031: 17,575; 2032: 17,650; 2033: 17,725; 2034: 17,800; 2035: 17,875; 2036: 17,950; 2037: 18,025; 2038: 18,100; 2039: 18,175; 2040: 18,250; 2041: 18,325; 2042: 18,400; 2043: 18,475; 2044: 18,550; 2045: 18,625; 2046: 18,700; 2047: 18,775; 2048: 18,850; 2049: 18,925; 2050: 19,000

Table 3. Predicted Highway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.1326**
Average Future Road AADT (vpd)	**65,339**
Predicted Crashes	
Total Crashes	**1,298.38**
Fatal and Injury Crashes	**622.32**
Property-Damage-Only Crashes	**676.07**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**48**
Percent Property-Damage-Only Crashes (%)	**52**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**466.3574**
FI Crash Rate (crashes/mi/yr)	**223.5259**
PDO Crash Rate (crashes/mi/yr)	**242.8315**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**66.40**
Travel Crash Rate (crashes/million veh-mi)	**19.55**
Travel FI Crash Rate (crashes/million veh-mi)	**9.37**
Travel PDO Crash Rate (crashes/million veh-mi)	**10.18**

Table 4. Predicted Crash Frequencies and Rates by Highway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)	Predicted Intersection Travel Crash Rate (crashes/million veh)
1	0.000	2+50.000	0.0473	23.763	1.1316	0.4867	0.6448	23.8987	0.96	
Sheridan St at NB (East) Ramp Terminal (v1)	2+50.000			635.110	30.2433	14.5823	15.6610			0.96
2	2+50.000	5+60.000	0.0587	27.729	1.3204	0.5651	0.7553	22.4896	0.96	
Sheridan St at SB (West) Ramp Terminal (v1)	5+60.000			599.518	28.5485	13.7505	14.7980			0.94
3	5+60.000	7+00.000	0.0265	12.262	0.5839	0.2495	0.3344	22.0217	0.96	
All Segments			0.1326	63.754	3.0359	1.3014	1.7345	22.8993	0.96	
All Intersections				1,234.628	58.7918	28.3327	30.4591			0.95
Total			0.1326	1,298.381	61.8277	29.6341	32.1936	466.3574		

Table 5. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	7+00.000	0.1326	63.754	3.0359	1.3014	1.7345	22.8993	0.96

Table 6. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	54.59	25.43	46.580	29.16	53.420
2031	55.27	25.82	46.703	29.46	53.297
2032	55.97	26.21	46.826	29.76	53.174
2033	56.66	26.60	46.951	30.06	53.049
2034	57.37	27.01	47.076	30.36	52.924
2035	58.08	27.41	47.203	30.66	52.797
2036	58.79	27.83	47.331	30.96	52.669
2037	59.51	28.24	47.459	31.27	52.541
2038	60.24	28.67	47.589	31.57	52.411
2039	60.97	29.10	47.720	31.88	52.280
2040	61.71	29.53	47.852	32.18	52.148
2041	62.46	29.97	47.985	32.49	52.015
2042	63.21	30.42	48.119	32.79	51.881
2043	63.97	30.87	48.255	33.10	51.745
2044	64.73	31.32	48.391	33.41	51.609
2045	65.51	31.79	48.528	33.72	51.472
2046	66.28	32.26	48.666	34.03	51.334
2047	67.07	32.73	48.806	34.34	51.194
2048	67.86	33.22	48.946	34.65	51.054
2049	68.66	33.71	49.088	34.96	50.912
2050	69.47	34.20	49.230	35.27	50.770
Total	1,298.38	622.32	47.930	676.07	52.070
Average	61.83	29.63	47.930	32.19	52.070

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 7. Predicted Crash Severity by Urban Arterial/Intersection (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	USASegment 6+ Lanes	0.1054	0.6907	2.6858	6.7394	13.5415
2	USASegment 6+ Lanes	0.1224	0.8020	3.1185	7.8252	15.8605
3	USASegment 6+ Lanes	0.0540	0.3540	1.3767	3.4545	7.0229
Total		0.2818	1.8468	7.1810	18.0192	36.4249

Table 8. Predicted Crash Severity by Ramp Terminal or Roundabout (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
2	FRERampTerminal	0.2811	7.0200	46.0179	252.9089	328.8820
1	FRERampTerminal	0.2651	6.6196	43.3928	238.4822	310.7581

Table 9. Predicted Five Lane or Fewer Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Ramp Terminal	Collision with Animal	0.00	0.0	0.00	0.0	0.00	0.0
Ramp Terminal	Collision with Fixed Object	19.64	1.6	31.98	2.6	51.62	4.2
Ramp Terminal	Collision with Other Object	0.59	0.0	1.28	0.1	1.87	0.2
Ramp Terminal	Other Single-vehicle Collision	10.71	0.9	4.48	0.4	15.19	1.2
Ramp Terminal	Collision with Parked Vehicle	0.59	0.0	1.28	0.1	1.87	0.2
Ramp Terminal	Total Single Vehicle Crashes	31.53	2.6	39.02	3.2	70.55	5.7
Ramp Terminal	Angle Collision	154.70	12.5	140.72	11.4	295.42	23.9
Ramp Terminal	Head-on Collision	6.54	0.5	4.48	0.4	11.02	0.9
Ramp Terminal	Other Multiple-vehicle Collision	5.36	0.4	12.79	1.0	18.15	1.5
Ramp Terminal	Rear-end Collision	371.87	30.1	347.32	28.1	719.19	58.3
Ramp Terminal	Sideswipe, Same Direction Collision	24.99	2.0	95.31	7.7	120.30	9.7
Ramp Terminal	Total Multiple Vehicle Crashes	563.45	45.6	600.62	48.6	1,164.08	94.3
Ramp Terminal	Total Ramp Terminal Crashes	594.99	48.2	639.64	51.8	1,234.63	100.0
	Total Crashes	594.99	48.2	639.64	51.8	1,234.63	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 10. Predicted Six Lane or Greater Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Angle Collision	2.12	3.3	2.69	4.2	4.82	7.6
Highway Segment	Head-on Collision	0.28	0.4	0.40	0.6	0.68	1.1
Highway Segment	Other Multi-vehicle Collision	0.70	1.1	1.10	1.7	1.80	2.8
Highway Segment	Rear-end Collision	17.95	28.2	19.65	30.8	37.61	59.0
Highway Segment	Sideswipe, Opposite Direction Collision	0.26	0.4	0.67	1.0	0.92	1.4
Highway Segment	Sideswipe, Same Direction Collision	2.03	3.2	8.71	13.7	10.74	16.9
Highway Segment	Total Segment Multiple Vehicle Crashes	23.35	36.6	33.22	52.1	56.57	88.8
Highway Segment	Collision with Bicycle	0.50	0.8	0.00	0.0	0.50	0.8
Highway Segment	Collision with Fixed Object Left Side	0.76	1.2	1.12	1.8	1.87	2.9
Highway Segment	Collision with Fixed Object Right Side	0.85	1.3	1.26	2.0	2.10	3.3
Highway Segment	Collision with Other Object	0.08	0.1	0.23	0.4	0.31	0.5
Highway Segment	Other Single-vehicle Collision	0.86	1.4	0.56	0.9	1.43	2.2
Highway Segment	Collision with Pedestrian	0.94	1.5	0.00	0.0	0.94	1.5
Highway Segment	Total Segment Single Vehicle Six Lanes or More Crashes	3.98	6.2	3.17	5.0	7.15	11.2
Highway Segment	Total Highway Segment Crashes	27.33	42.9	36.39	57.1	63.72	100.0
	Total Crashes	27.33	42.9	36.39	57.1	63.72	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 11. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2030 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (59,075 vpd) for 2031 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (59,650 vpd) for 2032 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (60,225 vpd) for 2033 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (60,800 vpd) for 2034 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (61,375 vpd) for 2035 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (61,950 vpd) for 2036 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (62,525 vpd) for 2037 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (63,100 vpd) for 2038 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (63,675 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (64,250 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (64,825 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (65,400 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (65,975 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (66,550 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (67,125 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (67,700 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (68,275 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Start Location (Sta. ft)	End Location (Sta. ft)	Message
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (68,850 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (69,425 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (70,000 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2030 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (59,075 vpd) for 2031 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (59,650 vpd) for 2032 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (60,225 vpd) for 2033 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (60,800 vpd) for 2034 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (61,375 vpd) for 2035 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (61,950 vpd) for 2036 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (62,525 vpd) for 2037 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (63,100 vpd) for 2038 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (63,675 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (64,250 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (64,825 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (65,400 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (65,975 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (66,550 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (67,125 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (67,700 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Start Location (Sta. ft)	End Location (Sta. ft)	Message
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (68,275 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (68,850 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (69,425 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (70,000 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 4, 2026

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Report Overview

Report Generated: Feb 4, 2026 9:41 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Wed Feb 04 21:40:41 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
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Project Title: I-95 County Line to Griffin Rd No Build
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Stirling Rd
Highway Comment: Created Fri Jan 30 09:58:13 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Wed Feb 04 21:40:02 EST 2026

Minimum Location: 0.000
Maximum Location: 7+20.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 7+20.000
Area Type: Urban
Functional Class: Arterial
Type of Alignment: Divided, Multilane
Model Category: Urban/Suburban Arterial
Calibration Factor: 6D=1.0; RT_SG_FI=1.0; RT_SG_PDO=1.0;

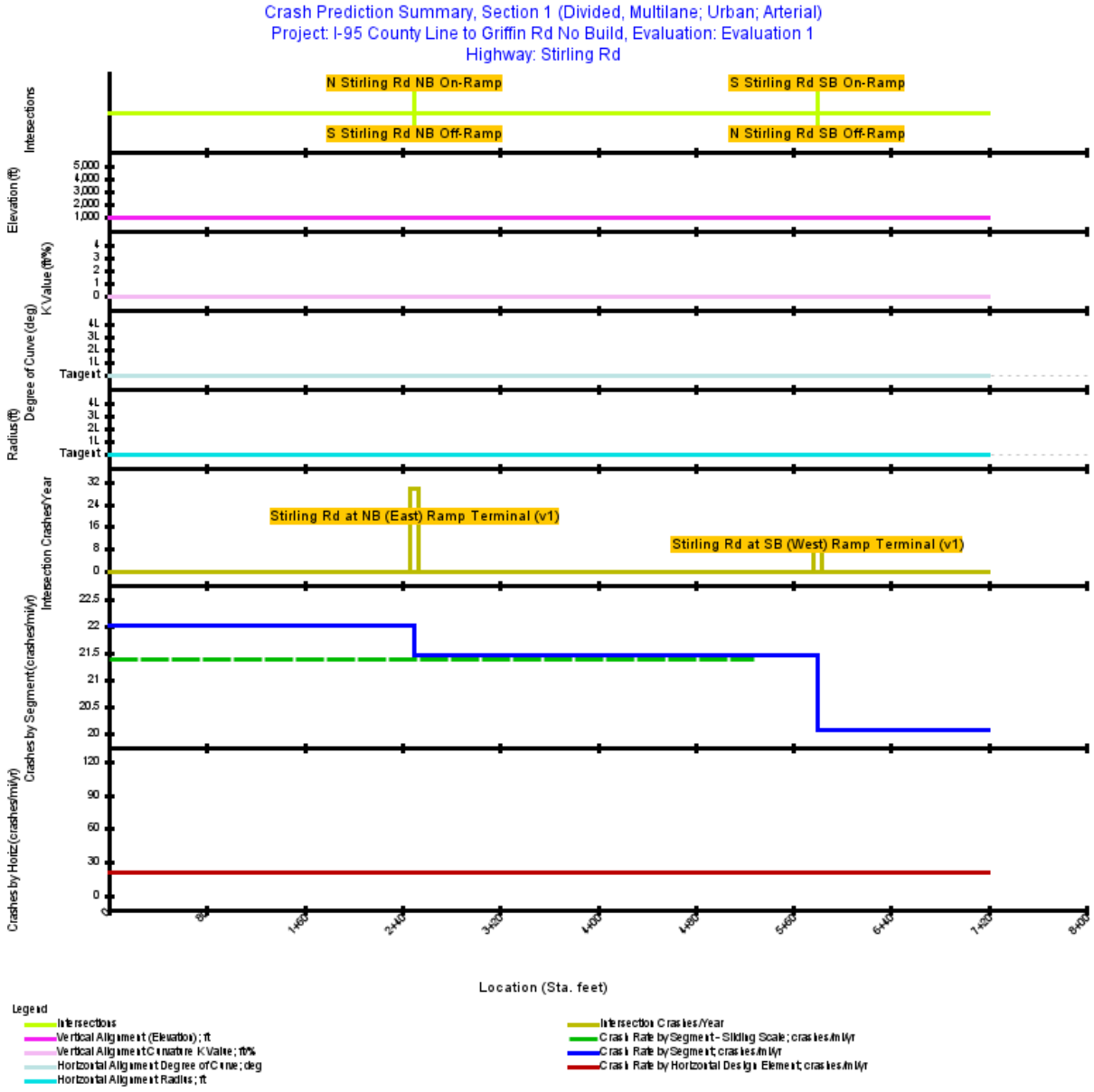

Figure 1. Crash Prediction Summary (Section 1)

Table 1. Evaluation Highway - Homogeneous Segments (Section 1)

Seg. No.	Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Number Major Commercial Driveways	Number Minor Commercial Driveways	Number Major Industial/Institutional	Number Minor Industial/Institutional	Number Major Residential Driveways	Number Minor Residential Driveways	Number Other Driveways	Lighting	Automated Speed Enforcement	Density (fixed objects/mi)	Median Width (ft)	Type	Effective Median Width (ft)	Speed Level	Number Rail Highway Crossings	Average Shoulder Width (ft)	Average Lane Width (ft)
1	Urban/Suburban Arterial Segment Six-lane Divided	0.000	2+50.000	250.00	0.0473	2030: 57,500; 2031: 58,050; 2032: 58,600; 2033: 59,150; 2034: 59,700; 2035: 60,250; 2036: 60,800; 2037: 61,350; 2038: 61,900; 2039: 62,450; 2040: 63,000; 2041: 63,550; 2042: 64,100; 2043: 64,650; 2044: 65,200; 2045: 65,750; 2046: 66,300; 2047: 66,850; 2048: 67,400; 2049: 67,950; 2050: 68,500	0	0	0	0	0	0	0	true	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
2	Urban/Suburban Arterial Segment Six-lane Divided	2+50.000	5+80.000	330.00	0.0625	2030: 56,000; 2031: 56,550; 2032: 57,100; 2033: 57,650; 2034: 58,200; 2035: 58,750; 2036: 59,300; 2037: 59,850; 2038: 60,400; 2039: 60,950; 2040: 61,500; 2041: 62,050; 2042: 62,600; 2043: 63,150; 2044: 63,700; 2045: 64,250; 2046: 64,800; 2047: 65,350; 2048: 65,900; 2049: 66,450; 2050: 67,000	0	0	0	0	0	0	0	true	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
3	Urban/Suburban Arterial Segment Six-lane Divided	5+80.000	7+20.000	140.00	0.0265	2030: 52,500; 2031: 53,025; 2032: 53,550; 2033: 54,075; 2034: 54,600; 2035: 55,125; 2036: 55,650; 2037: 56,175; 2038: 56,700; 2039: 57,225; 2040: 57,750; 2041: 58,275; 2042: 58,800; 2043: 59,325; 2044: 59,850; 2045: 60,375; 2046: 60,900; 2047: 61,425; 2048: 61,950; 2049: 62,475; 2050: 63,000	0	0	0	0	0	0	0	true	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00

Table 2. Evaluation Ramp Terminal - Site (Section 1)

Inter. No.	Title	Type	Area Type	Legs	Location (Sta. ft)	Traffic Control	AADT
1	Stirling Rd at SB (West) Ramp Terminal (v1)	Freeway Ramp Terminal A4 - Four-Leg at Four-Quadrant Parclo A	Urban	4	5+80.000	Signalized	Inside: 2030: 56,000; 2031: 56,550; 2032: 57,100; 2033: 57,650; 2034: 58,200; 2035: 58,750; 2036: 59,300; 2037: 59,850; 2038: 60,400; 2039: 60,950; 2040: 61,500; 2041: 62,050; 2042: 62,600; 2043: 63,150; 2044: 63,700; 2045: 64,250; 2046: 64,800; 2047: 65,350; 2048: 65,900; 2049: 66,450; 2050: 67,000; Outside: 2030: 52,500; 2031: 53,025; 2032: 53,550; 2033: 54,075; 2034: 54,600; 2035: 55,125; 2036: 55,650; 2037: 56,175; 2038: 56,700; 2039: 57,225; 2040: 57,750; 2041: 58,275; 2042: 58,800; 2043: 59,325; 2044: 59,850; 2045: 60,375; 2046: 60,900; 2047: 61,425; 2048: 61,950; 2049: 62,475; 2050: 63,000 :: Entrance: 2030: 16,000; 2031: 16,150; 2032: 16,300; 2033: 16,450; 2034: 16,600; 2035: 16,750; 2036: 16,900; 2037: 17,050; 2038: 17,200; 2039: 17,350; 2040: 17,500; 2041: 17,650; 2042: 17,800; 2043: 17,950; 2044: 18,100; 2045: 18,250; 2046: 18,400; 2047: 18,550; 2048: 18,700; 2049: 18,850; 2050: 19,000; Exit: 2030: 16,500; 2031: 16,700; 2032: 16,900; 2033: 17,100; 2034: 17,300; 2035: 17,500; 2036: 17,700; 2037: 17,900; 2038: 18,100; 2039: 18,300; 2040: 18,500; 2041: 18,700; 2042: 18,900; 2043: 19,100; 2044: 19,300; 2045-2050: 19,500
2	Stirling Rd at NB (East) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	2+50.000	Signalized	Inside: 2030: 56,000; 2031: 56,550; 2032: 57,100; 2033: 57,650; 2034: 58,200; 2035: 58,750; 2036: 59,300; 2037: 59,850; 2038: 60,400; 2039: 60,950; 2040: 61,500; 2041: 62,050; 2042: 62,600; 2043: 63,150; 2044: 63,700; 2045: 64,250; 2046: 64,800; 2047: 65,350; 2048: 65,900; 2049: 66,450; 2050: 67,000; Outside: 2030: 57,500; 2031: 58,050; 2032: 58,600; 2033: 59,150; 2034: 59,700; 2035: 60,250; 2036: 60,800; 2037: 61,350; 2038: 61,900; 2039: 62,450; 2040: 63,000; 2041: 63,550; 2042: 64,100; 2043: 64,650; 2044: 65,200; 2045: 65,750; 2046: 66,300; 2047: 66,850; 2048: 67,400; 2049: 67,950; 2050: 68,500 :: Entrance: 2030: 16,500; 2031: 16,650; 2032: 16,800; 2033: 16,950; 2034: 17,100; 2035: 17,250; 2036: 17,400; 2037: 17,550; 2038: 17,700; 2039: 17,850; 2040: 18,000; 2041: 18,150; 2042: 18,300; 2043: 18,450; 2044: 18,600; 2045: 18,750; 2046: 18,900; 2047: 19,050; 2048: 19,200; 2049: 19,350; 2050: 19,500; Exit: 2030: 17,500; 2031: 17,650; 2032: 17,800; 2033: 17,950; 2034: 18,100; 2035: 18,250; 2036: 18,400; 2037: 18,550; 2038: 18,700; 2039: 18,850; 2040: 19,000; 2041: 19,150; 2042: 19,300; 2043: 19,450; 2044: 19,600; 2045: 19,750; 2046: 19,900; 2047: 20,050; 2048: 20,200; 2049: 20,350; 2050: 20,500

Table 3. Predicted Highway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.1364**
Average Future Road AADT (vpd)	**61,292**
Predicted Crashes	
Total Crashes	**905.48**
Fatal and Injury Crashes	**449.70**
Property-Damage-Only Crashes	**455.78**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**50**
Percent Property-Damage-Only Crashes (%)	**50**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**316.1984**
FI Crash Rate (crashes/mi/yr)	**157.0370**
PDO Crash Rate (crashes/mi/yr)	**159.1614**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**64.06**
Travel Crash Rate (crashes/million veh-mi)	**14.13**
Travel FI Crash Rate (crashes/million veh-mi)	**7.02**
Travel PDO Crash Rate (crashes/million veh-mi)	**7.11**

Table 4. Predicted Crash Frequencies and Rates by Highway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)	Predicted Intersection Travel Crash Rate (crashes/million veh)
1	0.000	2+50.000	0.0473	21.897	1.0427	0.4455	0.5972	22.0217	0.96	
Stirling Rd at NB (East) Ramp Terminal (v1)	2+50.000			627.605	29.8859	15.4027	14.4833			1.01
2	2+50.000	5+80.000	0.0625	28.169	1.3414	0.5719	0.7694	21.4621	0.96	
Stirling Rd at SB (West) Ramp Terminal (v1)	5+80.000			216.632	10.3158	4.7684	5.5475			0.36
3	5+80.000	7+20.000	0.0265	11.175	0.5321	0.2257	0.3065	20.0695	0.95	
All Segments			0.1364	61.241	2.9162	1.2431	1.6731	21.3857	0.96	
All Intersections				844.237	40.2017	20.1710	20.0307			0.70
Total			0.1364	905.477	43.1180	21.4141	21.7038	316.1984		

Table 5. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	7+20.000	0.1364	61.241	2.9162	1.2431	1.6731	21.3857	0.96

Table 6. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	36.20	16.95	46.842	19.24	53.158
2031	36.83	17.34	47.097	19.48	52.903
2032	37.47	17.75	47.355	19.73	52.645
2033	38.13	18.15	47.616	19.97	52.384
2034	38.79	18.57	47.881	20.22	52.119
2035	39.47	19.00	48.149	20.46	51.851
2036	40.15	19.44	48.421	20.71	51.579
2037	40.85	19.89	48.696	20.96	51.304
2038	41.56	20.35	48.974	21.21	51.026
2039	42.28	20.82	49.255	21.45	50.745
2040	43.01	21.31	49.539	21.70	50.461
2041	43.76	21.80	49.827	21.95	50.173
2042	44.52	22.31	50.118	22.21	49.882
2043	45.29	22.83	50.412	22.46	49.588
2044	46.07	23.36	50.709	22.71	49.291
2045	46.87	23.91	51.009	22.96	48.991
2046	47.52	24.32	51.178	23.20	48.822
2047	48.17	24.74	51.353	23.43	48.647
2048	48.84	25.17	51.532	23.67	48.468
2049	49.51	25.61	51.716	23.91	48.284
2050	50.20	26.06	51.905	24.14	48.095
Total	905.48	449.70	49.664	455.78	50.336
Average	43.12	21.41	49.664	21.70	50.336

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 7. Predicted Crash Severity by Urban Arterial/Intersection (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	USASegment 6+ Lanes	0.1199	0.6306	2.4521	6.1531	12.5408
2	USASegment 6+ Lanes	0.1539	0.8096	3.1480	7.8992	16.1583
3	USASegment 6+ Lanes	0.0607	0.3194	1.2421	3.1167	6.4362
Total		0.3346	1.7596	6.8422	17.1690	35.1353

Table 8. Predicted Crash Severity by Ramp Terminal or Roundabout (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
2	FRERampTerminal	0.2969	7.4150	48.6068	267.1373	304.1486
1	FRERampTerminal	0.0919	2.2955	15.0477	82.7003	116.4965

Table 9. Predicted Five Lane or Fewer Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Ramp Terminal	Collision with Animal	0.00	0.0	0.00	0.0	0.00	0.0
Ramp Terminal	Collision with Fixed Object	13.98	1.7	21.03	2.5	35.01	4.1
Ramp Terminal	Collision with Other Object	0.42	0.1	0.84	0.1	1.26	0.1
Ramp Terminal	Other Single-vehicle Collision	7.62	0.9	2.94	0.3	10.57	1.3
Ramp Terminal	Collision with Parked Vehicle	0.42	0.1	0.84	0.1	1.26	0.1
Ramp Terminal	Total Single Vehicle Crashes	22.45	2.7	25.66	3.0	48.11	5.7
Ramp Terminal	Angle Collision	110.13	13.0	92.54	11.0	202.68	24.0
Ramp Terminal	Head-on Collision	4.66	0.6	2.94	0.3	7.60	0.9
Ramp Terminal	Other Multiple-vehicle Collision	3.81	0.5	8.41	1.0	12.22	1.4
Ramp Terminal	Rear-end Collision	264.75	31.4	228.41	27.1	493.15	58.4
Ramp Terminal	Sideswipe, Same Direction Collision	17.79	2.1	62.68	7.4	80.47	9.5
Ramp Terminal	Total Multiple Vehicle Crashes	401.14	47.5	394.99	46.8	796.13	94.3
Ramp Terminal	Total Ramp Terminal Crashes	423.59	50.2	420.64	49.8	844.24	100.0
	Total Crashes	423.59	50.2	420.64	49.8	844.24	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 10. Predicted Six Lane or Greater Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Angle Collision	2.02	3.3	2.59	4.2	4.61	7.5
Highway Segment	Head-on Collision	0.27	0.4	0.38	0.6	0.65	1.1
Highway Segment	Other Multi-vehicle Collision	0.67	1.1	1.05	1.7	1.72	2.8
Highway Segment	Rear-end Collision	17.06	27.9	18.89	30.9	35.95	58.7
Highway Segment	Sideswipe, Opposite Direction Collision	0.24	0.4	0.64	1.0	0.88	1.4
Highway Segment	Sideswipe, Same Direction Collision	1.93	3.2	8.38	13.7	10.30	16.8
Highway Segment	Total Segment Multiple Vehicle Crashes	22.18	36.2	31.93	52.2	54.12	88.4
Highway Segment	Collision with Bicycle	0.48	0.8	0.00	0.0	0.48	0.8
Highway Segment	Collision with Fixed Object Left Side	0.75	1.2	1.12	1.8	1.87	3.1
Highway Segment	Collision with Fixed Object Right Side	0.84	1.4	1.26	2.1	2.10	3.4
Highway Segment	Collision with Other Object	0.08	0.1	0.23	0.4	0.31	0.5
Highway Segment	Other Single-vehicle Collision	0.86	1.4	0.56	0.9	1.42	2.3
Highway Segment	Collision with Pedestrian	0.90	1.5	0.00	0.0	0.90	1.5
Highway Segment	Total Segment Single Vehicle Six Lanes or More Crashes	3.92	6.4	3.17	5.2	7.09	11.6
Highway Segment	Total Highway Segment Crashes	26.10	42.6	35.10	57.4	61.21	100.0
	Total Crashes	26.10	42.6	35.10	57.4	61.21	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 11. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (56,000 vpd) for 2030 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (56,550 vpd) for 2031 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (57,100 vpd) for 2032 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (57,650 vpd) for 2033 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,200 vpd) for 2034 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,750 vpd) for 2035 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (59,300 vpd) for 2036 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (59,850 vpd) for 2037 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (60,400 vpd) for 2038 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (60,950 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (61,500 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (62,050 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (62,600 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (63,150 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (63,700 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (64,250 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (64,800 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (65,350 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Start Location (Sta. ft)	End Location (Sta. ft)	Message
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (65,900 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (66,450 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (67,000 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 4, 2026

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Report Overview

Report Generated: Feb 4, 2026 9:50 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Wed Feb 04 21:50:08 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd No Build
Project Comment: Created Fri Jan 16 12:42:42 EST 2026
Project Unit System: U.S. Customary

Highway Title: Griffin Rd
Highway Comment: Created Fri Jan 30 10:04:53 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Wed Feb 04 21:49:46 EST 2026

Minimum Location: 0.000
Maximum Location: 7+30.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 7+30.000
Area Type: Urban
Functional Class: Arterial
Type of Alignment: Divided, Multilane
Model Category: Urban/Suburban Arterial
Calibration Factor: 6D=1.0; RT_SG_FI=1.0; RT_SG_PDO=1.0;

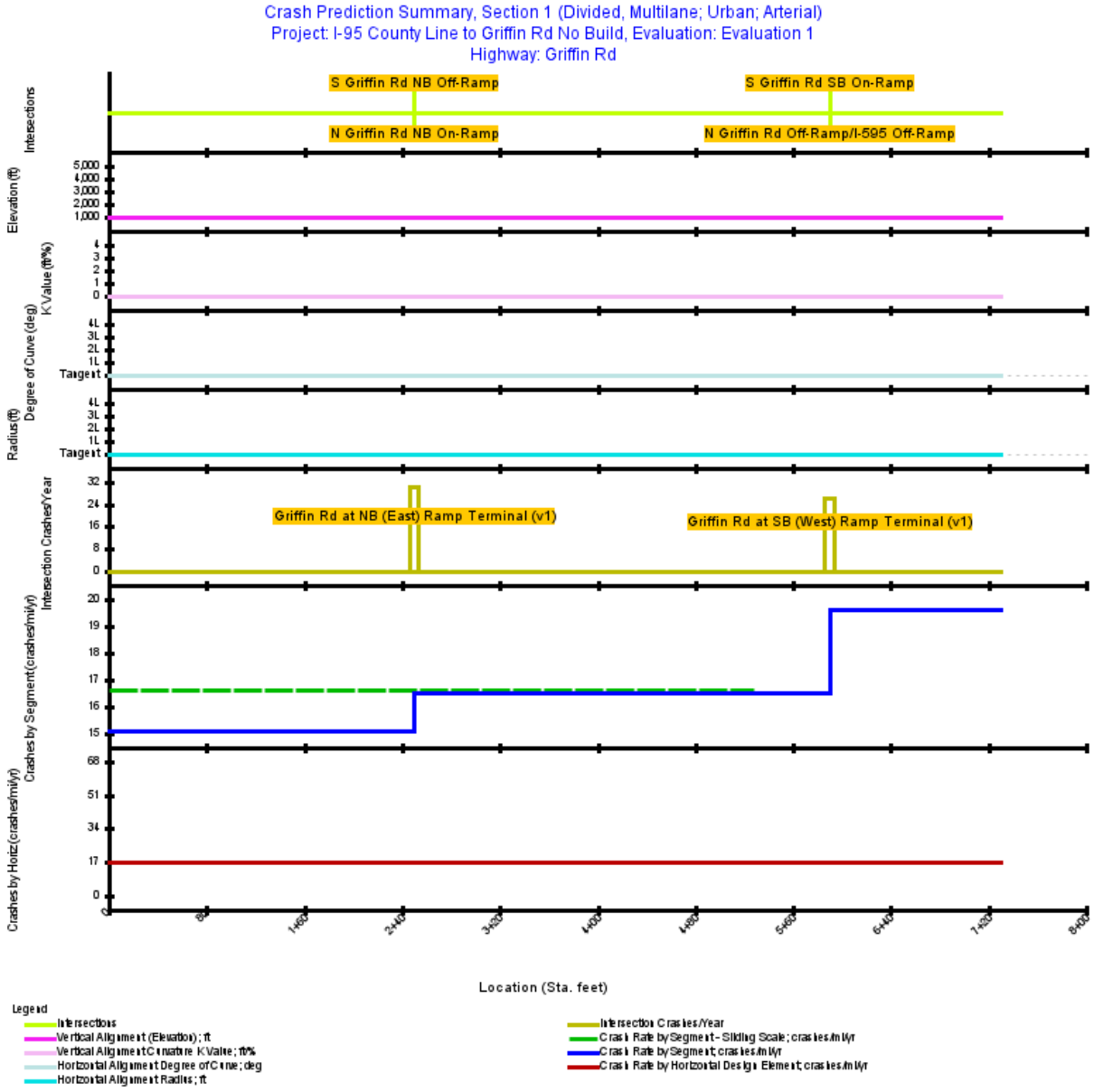

Figure 1. Crash Prediction Summary (Section 1)

Table 1. Evaluation Highway - Homogeneous Segments (Section 1)

Seg. No.	Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Number Major Commercial Driveways	Number Minor Commercial Driveways	Number Major Industial/Institutional	Number Minor Industial/Institutional	Number Major Residential Driveways	Number Minor Residential Driveways	Number Other Driveways	Lighting	Automated Speed Enforcement	Density (fixed objects/mi)	Median Width (ft)	Type	Effective Median Width (ft)	Speed Level	Number Rail Highway Crossings	Average Shoulder Width (ft)	Average Lane Width (ft)
1	Urban/Suburban Arterial Segment Six-lane Divided	0.000	2+50.000	250.00	0.0473	2030: 38,000; 2031: 38,600; 2032: 39,200; 2033: 39,800; 2034: 40,400; 2035: 41,000; 2036: 41,600; 2037: 42,200; 2038: 42,800; 2039: 43,400; 2040: 44,000; 2041: 44,600; 2042: 45,200; 2043: 45,800; 2044: 46,400; 2045: 47,000; 2046: 47,600; 2047: 48,200; 2048: 48,800; 2049: 49,400; 2050: 50,000	0	0	0	0	0	0	0	true	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
2	Urban/Suburban Arterial Segment Six-lane Divided	2+50.000	5+90.000	340.00	0.0644	2030: 41,500; 2031: 42,150; 2032: 42,800; 2033: 43,450; 2034: 44,100; 2035: 44,750; 2036: 45,400; 2037: 46,050; 2038: 46,700; 2039: 47,350; 2040: 48,000; 2041: 48,650; 2042: 49,300; 2043: 49,950; 2044: 50,600; 2045: 51,250; 2046: 51,900; 2047: 52,550; 2048: 53,200; 2049: 53,850; 2050: 54,500	0	0	0	0	0	0	0	true	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
3	Urban/Suburban Arterial Segment Six-lane Divided	5+90.000	7+30.000	140.00	0.0265	2030: 48,500; 2031: 49,300; 2032: 50,100; 2033: 50,900; 2034: 51,700; 2035: 52,500; 2036: 53,300; 2037: 54,100; 2038: 54,900; 2039: 55,700; 2040: 56,500; 2041: 57,300; 2042: 58,100; 2043: 58,900; 2044: 59,700; 2045: 60,500; 2046: 61,300; 2047: 62,100; 2048: 62,900; 2049: 63,700; 2050: 64,500	0	0	0	0	0	0	0	true	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00

Table 2. Evaluation Ramp Terminal - Site (Section 1)

Inter. No.	Title	Type	Area Type	Legs	Location (Sta. ft)	Traffic Control	AADT
1	Griffin Rd at NB (East) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	2+50.000	Signalized	Inside: 2030: 41,500; 2031: 42,150; 2032: 42,800; 2033: 43,450; 2034: 44,100; 2035: 44,750; 2036: 45,400; 2037: 46,050; 2038: 46,700; 2039: 47,350; 2040: 48,000; 2041: 48,650; 2042: 49,300; 2043: 49,950; 2044: 50,600; 2045: 51,250; 2046: 51,900; 2047: 52,550; 2048: 53,200; 2049: 53,850; 2050: 54,500; Outside: 2030: 38,000; 2031: 38,600; 2032: 39,200; 2033: 39,800; 2034: 40,400; 2035: 41,000; 2036: 41,600; 2037: 42,200; 2038: 42,800; 2039: 43,400; 2040: 44,000; 2041: 44,600; 2042: 45,200; 2043: 45,800; 2044: 46,400; 2045: 47,000; 2046: 47,600; 2047: 48,200; 2048: 48,800; 2049: 49,400; 2050: 50,000 :: Entrance: 2030: 12,500; 2031: 12,700; 2032: 12,900; 2033: 13,100; 2034: 13,300; 2035: 13,500; 2036: 13,700; 2037: 13,900; 2038: 14,100; 2039: 14,300; 2040: 14,500; 2041: 14,700; 2042: 14,900; 2043: 15,100; 2044: 15,300; 2045: 15,500; 2046: 15,700; 2047: 15,900; 2048: 16,100; 2049: 16,300; 2050: 16,500; Exit: 2030: 18,000; 2031: 18,300; 2032: 18,600; 2033: 18,900; 2034: 19,200; 2035: 19,500; 2036: 19,800; 2037: 20,100; 2038: 20,400; 2039: 20,700; 2040: 21,000; 2041: 21,300; 2042: 21,600; 2043: 21,900; 2044: 22,200; 2045: 22,500; 2046: 22,800; 2047: 23,100; 2048: 23,400; 2049: 23,700; 2050: 24,000
2	Griffin Rd at SB (West) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	5+90.000	Signalized	Inside: 2030: 41,500; 2031: 42,150; 2032: 42,800; 2033: 43,450; 2034: 44,100; 2035: 44,750; 2036: 45,400; 2037: 46,050; 2038: 46,700; 2039: 47,350; 2040: 48,000; 2041: 48,650; 2042: 49,300; 2043: 49,950; 2044: 50,600; 2045: 51,250; 2046: 51,900; 2047: 52,550; 2048: 53,200; 2049: 53,850; 2050: 54,500; Outside: 2030: 48,500; 2031: 49,300; 2032: 50,100; 2033: 50,900; 2034: 51,700; 2035: 52,500; 2036: 53,300; 2037: 54,100; 2038: 54,900; 2039: 55,700; 2040: 56,500; 2041: 57,300; 2042: 58,100; 2043: 58,900; 2044: 59,700; 2045: 60,500; 2046: 61,300; 2047: 62,100; 2048: 62,900; 2049: 63,700; 2050: 64,500 :: Entrance: 2030: 13,000; 2031: 13,200; 2032: 13,400; 2033: 13,600; 2034: 13,800; 2035: 14,000; 2036: 14,200; 2037: 14,400; 2038: 14,600; 2039: 14,800; 2040: 15,000; 2041: 15,200; 2042: 15,400; 2043: 15,600; 2044: 15,800; 2045: 16,000; 2046: 16,200; 2047: 16,400; 2048: 16,600; 2049: 16,800; 2050: 17,000; Exit: 2030: 16,500; 2031: 16,750; 2032: 17,000; 2033: 17,250; 2034: 17,500; 2035: 17,750; 2036: 18,000; 2037: 18,250; 2038: 18,500; 2039: 18,750; 2040: 19,000; 2041: 19,250; 2042: 19,500; 2043: 19,750; 2044: 20,000; 2045: 20,250; 2046: 20,500; 2047: 20,750; 2048: 21,000; 2049: 21,250; 2050: 21,500

Table 3. Predicted Highway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.1383**
Average Future Road AADT (vpd)	**48,260**
Predicted Crashes	
Total Crashes	**1,234.91**
Fatal and Injury Crashes	**711.29**
Property-Damage-Only Crashes	**523.63**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**58**
Percent Property-Damage-Only Crashes (%)	**42**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**425.3319**
FI Crash Rate (crashes/mi/yr)	**244.9832**
PDO Crash Rate (crashes/mi/yr)	**180.3488**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**51.14**
Travel Crash Rate (crashes/million veh-mi)	**24.15**
Travel FI Crash Rate (crashes/million veh-mi)	**13.91**
Travel PDO Crash Rate (crashes/million veh-mi)	**10.24**

Table 4. Predicted Crash Frequencies and Rates by Highway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)	Predicted Intersection Travel Crash Rate (crashes/million veh)
1	0.000	2+50.000	0.0473	14.970	0.7129	0.2954	0.4174	15.0555	0.94	
Griffin Rd at NB (East) Ramp Terminal (v1)	2+50.000			634.714	30.2245	18.6544	11.5701			1.30
2	2+50.000	5+90.000	0.0644	22.312	1.0625	0.4436	0.6189	16.5000	0.94	
Griffin Rd at SB (West) Ramp Terminal (v1)	5+90.000			551.996	26.2855	14.2572	12.0283			1.04
3	5+90.000	7+30.000	0.0265	10.921	0.5200	0.2202	0.2999	19.6125	0.95	
All Segments			0.1383	48.203	2.2954	0.9592	1.3362	16.6022	0.94	
All Intersections				1,186.710	56.5100	32.9116	23.5984			1.16
Total			0.1383	1,234.913	58.8054	33.8708	24.9346	425.3319		

Table 5. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	7+30.000	0.1383	48.203	2.2954	0.9592	1.3362	16.6022	0.94

Table 6. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	41.26	21.00	50.907	20.25	49.093
2031	42.65	21.95	51.455	20.71	48.545
2032	44.09	22.93	52.012	21.16	47.988
2033	45.58	23.96	52.577	21.61	47.423
2034	47.12	25.04	53.150	22.07	46.850
2035	48.71	26.17	53.731	22.54	46.269
2036	50.35	27.35	54.319	23.00	45.681
2037	52.05	28.58	54.915	23.47	45.085
2038	53.81	29.88	55.517	23.94	44.483
2039	55.64	31.23	56.127	24.41	43.873
2040	57.53	32.64	56.742	24.89	43.258
2041	59.49	34.12	57.363	25.36	42.637
2042	61.52	35.67	57.989	25.84	42.011
2043	63.62	37.30	58.620	26.33	41.380
2044	65.81	39.00	59.256	26.81	40.744
2045	68.08	40.78	59.896	27.30	40.104
2046	70.43	42.64	60.540	27.79	39.460
2047	72.88	44.59	61.187	28.29	38.813
2048	75.42	46.64	61.837	28.78	38.163
2049	78.06	48.78	62.489	29.28	37.511
2050	80.81	51.02	63.143	29.78	36.857
Total	1,234.91	711.29	57.598	523.63	42.402
Average	58.80	33.87	57.598	24.93	42.402

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 7. Predicted Crash Severity by Urban Arterial/Intersection (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	USASegment 6+ Lanes	0.0795	0.4182	1.6261	4.0803	8.7658
2	USASegment 6+ Lanes	0.1194	0.6279	2.4415	6.1263	12.9974
3	USASegment 6+ Lanes	0.0593	0.3116	1.2118	3.0407	6.2972
Total		0.2582	1.3577	5.2793	13.2474	28.0605

Table 8. Predicted Crash Severity by Ramp Terminal or Roundabout (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	FRERampTerminal	0.3596	8.9804	58.8684	323.5339	242.9716
2	FRERampTerminal	0.2748	6.8635	44.9920	247.2711	252.5942

Table 9. Predicted Five Lane or Fewer Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Ramp Terminal	Collision with Animal	0.00	0.0	0.00	0.0	0.00	0.0
Ramp Terminal	Collision with Fixed Object	22.81	1.9	24.78	2.1	47.59	4.0
Ramp Terminal	Collision with Other Object	0.69	0.1	0.99	0.1	1.68	0.1
Ramp Terminal	Other Single-vehicle Collision	12.44	1.0	3.47	0.3	15.91	1.3
Ramp Terminal	Collision with Parked Vehicle	0.69	0.1	0.99	0.1	1.68	0.1
Ramp Terminal	Total Single Vehicle Crashes	36.63	3.1	30.23	2.5	66.86	5.6
Ramp Terminal	Angle Collision	179.70	15.1	109.02	9.2	288.72	24.3
Ramp Terminal	Head-on Collision	7.60	0.6	3.47	0.3	11.07	0.9
Ramp Terminal	Other Multiple-vehicle Collision	6.22	0.5	9.91	0.8	16.13	1.4
Ramp Terminal	Rear-end Collision	431.96	36.4	269.09	22.7	701.06	59.1
Ramp Terminal	Sideswipe, Same Direction Collision	29.03	2.4	73.84	6.2	102.87	8.7
Ramp Terminal	Total Multiple Vehicle Crashes	654.51	55.2	465.34	39.2	1,119.85	94.4
Ramp Terminal	Total Ramp Terminal Crashes	691.14	58.2	495.57	41.8	1,186.71	100.0
	Total Crashes	691.14	58.2	495.57	41.8	1,186.71	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 10. Predicted Six Lane or Greater Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Angle Collision	1.52	3.2	2.04	4.2	3.56	7.4
Highway Segment	Head-on Collision	0.20	0.4	0.30	0.6	0.50	1.0
Highway Segment	Other Multi-vehicle Collision	0.50	1.0	0.83	1.7	1.33	2.8
Highway Segment	Rear-end Collision	12.88	26.7	14.87	30.9	27.75	57.6
Highway Segment	Sideswipe, Opposite Direction Collision	0.18	0.4	0.50	1.0	0.69	1.4
Highway Segment	Sideswipe, Same Direction Collision	1.46	3.0	6.59	13.7	8.05	16.7
Highway Segment	Total Segment Multiple Vehicle Crashes	16.75	34.8	25.14	52.2	41.89	86.9
Highway Segment	Collision with Bicycle	0.38	0.8	0.00	0.0	0.38	0.8
Highway Segment	Collision with Fixed Object Left Side	0.68	1.4	1.02	2.1	1.71	3.5
Highway Segment	Collision with Fixed Object Right Side	0.77	1.6	1.15	2.4	1.92	4.0
Highway Segment	Collision with Other Object	0.07	0.2	0.21	0.4	0.28	0.6
Highway Segment	Other Single-vehicle Collision	0.78	1.6	0.51	1.1	1.30	2.7
Highway Segment	Collision with Pedestrian	0.71	1.5	0.00	0.0	0.71	1.5
Highway Segment	Total Segment Single Vehicle Six Lanes or More Crashes	3.39	7.0	2.90	6.0	6.29	13.1
Highway Segment	Total Highway Segment Crashes	20.14	41.8	28.04	58.2	48.18	100.0
	Total Crashes	20.14	41.8	28.04	58.2	48.18	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 11. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (47,350 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (48,000 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (48,650 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (49,300 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (49,950 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (50,600 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (51,250 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (51,900 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (52,550 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (53,200 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (53,850 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (54,500 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (48,500 vpd) for 2030 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (49,300 vpd) for 2031 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (50,100 vpd) for 2032 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (50,900 vpd) for 2033 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (51,700 vpd) for 2034 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (52,500 vpd) for 2035 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Start Location (Sta. ft)	End Location (Sta. ft)	Message
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (53,300 vpd) for 2036 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (54,100 vpd) for 2037 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (54,900 vpd) for 2038 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (47,350 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (48,000 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (48,650 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (49,300 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (49,950 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (50,600 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (51,250 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (51,900 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (52,550 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (53,200 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (53,850 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (54,500 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Build

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 18, 2026

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Report Overview

Report Generated: Feb 18, 2026 12:54 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Wed Feb 18 12:21:34 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build-T2
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: B-I-95
Highway Comment: Created Wed Feb 04 09:57:43 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Wed Feb 18 12:21:11 EST 2026

Minimum Location: 340+00.000
Maximum Location: 585+00.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 340+00.000
Evaluation End Location: 585+00.000
Functional Class: Freeway
Type of Alignment: Divided, Multilane
Model Category: Freeway Segment
Calibration Factor: FI_MV=1.0; FI_SV=1.0; PDO_MV=1.0; PDO_SV=1.0;

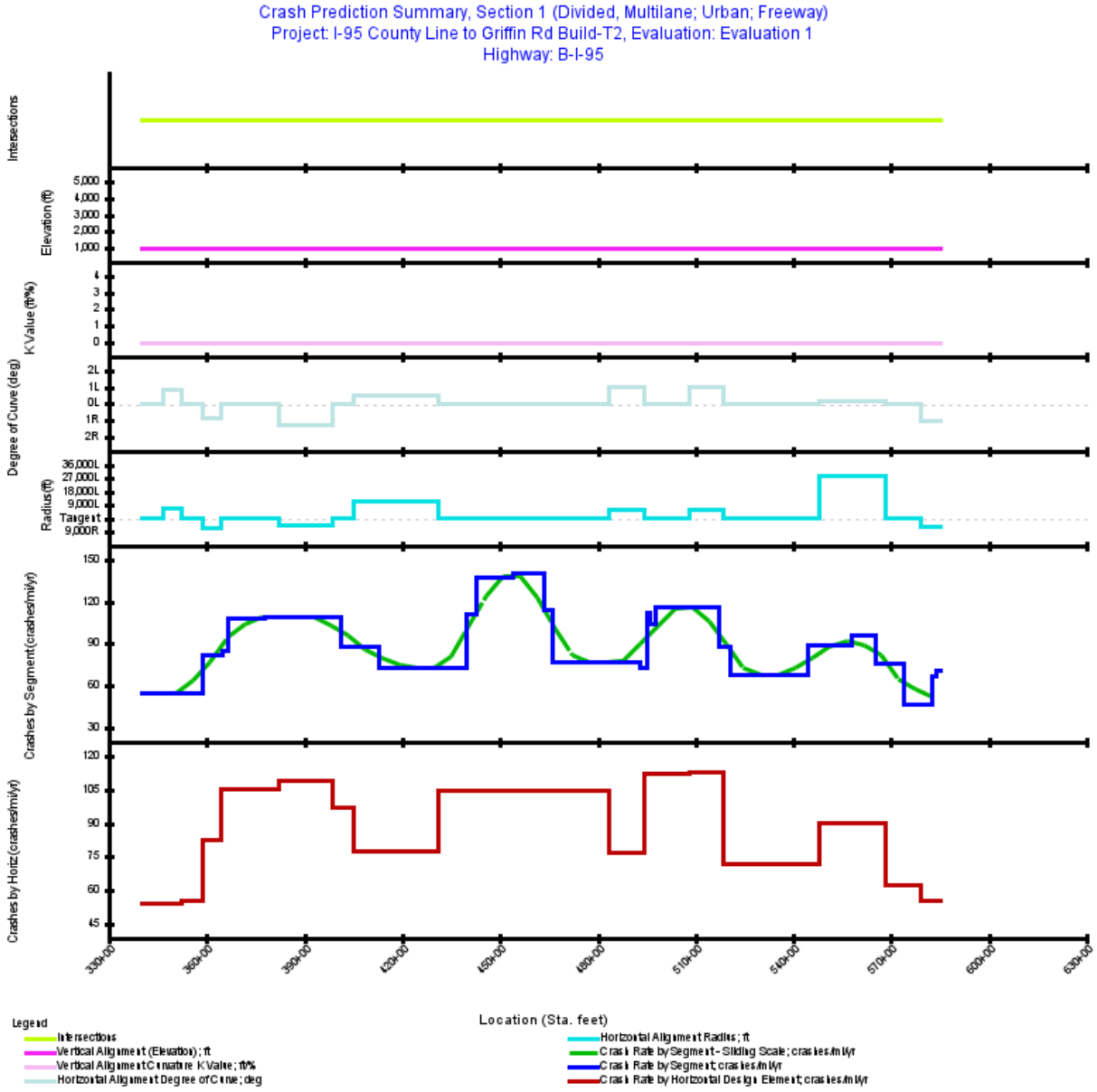

Figure 1. Crash Prediction Summary (Section 1)

Table 1. Evaluation Freeway - Homogeneous Segments (Section 1)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
1	Eight-lane Freeway	Urban	340+00.000	358+60.000	1,860.00	0.3523	2030: 174,600; 2031: 175,215; 2032: 175,830; 2033: 176,445; 2034: 177,060; 2035: 177,675; 2036: 178,290; 2037: 178,905; 2038: 179,520; 2039: 180,135; 2040: 180,750; 2041: 181,365; 2042: 181,980; 2043: 182,595; 2044: 183,210; 2045: 183,825; 2046: 184,440; 2047: 185,055; 2048: 185,670; 2049: 186,285; 2050: 186,900	90.00	Non-Traversable Median	94.00
2	Nine-lane Freeway	Urban	358+60.000	365+00.000	640.00	0.1212	2030: 213,100; 2031: 214,090; 2032: 215,080; 2033: 216,070; 2034: 217,060; 2035: 218,050; 2036: 219,040; 2037: 220,030; 2038: 221,020; 2039: 222,010; 2040: 223,000; 2041: 223,990; 2042: 224,980; 2043: 225,970; 2044: 226,960; 2045: 227,950; 2046: 228,940; 2047: 229,930; 2048: 230,920; 2049: 231,910; 2050: 232,900	90.00	Non-Traversable Median	94.00
3	Eight-lane Freeway	Urban	365+00.000	366+60.000	160.00	0.0303	2030: 213,100; 2031: 214,090; 2032: 215,080; 2033: 216,070; 2034: 217,060; 2035: 218,050; 2036: 219,040; 2037: 220,030; 2038: 221,020; 2039: 222,010; 2040: 223,000; 2041: 223,990; 2042: 224,980; 2043: 225,970; 2044: 226,960; 2045: 227,950; 2046: 228,940; 2047: 229,930; 2048: 230,920; 2049: 231,910; 2050: 232,900	90.00	Non-Traversable Median	94.00
4	Nine-lane Freeway	Urban	366+60.000	378+00.000	1,140.00	0.2159	2030: 254,100; 2031: 255,490; 2032: 256,880; 2033: 258,270; 2034: 259,660; 2035: 261,050; 2036: 262,440; 2037: 263,830; 2038: 265,220; 2039: 266,610; 2040: 268,000; 2041: 269,390; 2042: 270,780; 2043: 272,170; 2044: 273,560; 2045: 274,950; 2046: 276,340; 2047: 277,730; 2048: 279,120; 2049: 280,510; 2050: 281,900	90.00	Non-Traversable Median	94.00
5	Nine-lane Freeway	Urban	378+00.000	401+20.000	2,320.00	0.4394	2030: 254,100; 2031: 255,490; 2032: 256,880; 2033: 258,270; 2034: 259,660; 2035: 261,050; 2036: 262,440; 2037: 263,830; 2038: 265,220; 2039: 266,610; 2040: 268,000; 2041: 269,390; 2042: 270,780; 2043: 272,170; 2044: 273,560; 2045: 274,950; 2046: 276,340; 2047: 277,730; 2048: 279,120; 2049: 280,510; 2050: 281,900	70.00	Non-Traversable Median	74.00
6	Nine-lane Freeway	Urban	401+20.000	413+00.000	1,180.00	0.2235	2030: 236,600; 2031: 237,915; 2032: 239,230; 2033: 240,545; 2034: 241,860; 2035: 243,175; 2036: 244,490; 2037: 245,805; 2038: 247,120; 2039: 248,435; 2040: 249,750; 2041: 251,065; 2042: 252,380; 2043: 253,695; 2044: 255,010; 2045: 256,325; 2046: 257,640; 2047: 258,955; 2048: 260,270; 2049: 261,585; 2050: 262,900	70.00	Non-Traversable Median	74.00
7	Nine-lane Freeway	Urban	413+00.000	425+00.000	1,200.00	0.2273	2030: 219,700; 2031: 220,905; 2032: 222,110; 2033: 223,315; 2034: 224,520; 2035: 225,725; 2036: 226,930; 2037: 228,135; 2038: 229,340; 2039: 230,545; 2040: 231,750; 2041: 232,955; 2042: 234,160; 2043: 235,365; 2044: 236,570; 2045: 237,775; 2046: 238,980; 2047: 240,185; 2048: 241,390; 2049: 242,595; 2050: 243,800	70.00	Non-Traversable Median	74.00
8	Ten-lane Freeway	Urban	425+00.000	439+80.000	1,480.00	0.2803	2030: 233,800; 2031: 235,080; 2032: 236,360; 2033: 237,640; 2034: 238,920; 2035: 240,200; 2036: 241,480; 2037: 242,760; 2038: 244,040; 2039: 245,320; 2040: 246,600; 2041: 247,880; 2042: 249,160; 2043: 250,440; 2044: 251,720; 2045: 253,000; 2046: 254,280; 2047: 255,560; 2048: 256,840; 2049: 258,120; 2050: 259,400	70.00	Non-Traversable Median	74.00
9	Ten-lane Freeway	Urban	439+80.000	442+60.000	280.00	0.0530	2030: 254,300; 2031: 255,680; 2032: 257,060; 2033: 258,440; 2034: 259,820; 2035: 261,200; 2036: 262,580; 2037: 263,960; 2038: 265,340; 2039: 266,720; 2040: 268,100; 2041: 269,480; 2042: 270,860; 2043: 272,240; 2044: 273,620; 2045: 275,000; 2046: 276,380; 2047: 277,760; 2048: 279,140; 2049: 280,520; 2050: 281,900	70.00	Non-Traversable Median	74.00
10	Ten-lane Freeway	Urban	442+60.000	454+00.000	1,140.00	0.2159	2030: 273,800; 2031: 275,280; 2032: 276,760; 2033: 278,240; 2034: 279,720; 2035: 281,200; 2036: 282,680; 2037: 284,160; 2038: 285,640; 2039: 287,120; 2040: 288,600; 2041: 290,080; 2042: 291,560; 2043: 293,040; 2044: 294,520; 2045: 296,000; 2046: 297,480; 2047: 298,960; 2048: 300,440; 2049: 301,920; 2050: 303,400	70.00	Non-Traversable Median	74.00
11	Ten-lane Freeway	Urban	454+00.000	463+40.000	940.00	0.1780	2030: 273,800; 2031: 275,280; 2032: 276,760; 2033: 278,240; 2034: 279,720; 2035: 281,200; 2036: 282,680; 2037: 284,160; 2038: 285,640; 2039: 287,120; 2040: 288,600; 2041: 290,080; 2042: 291,560; 2043: 293,040; 2044: 294,520; 2045: 296,000; 2046: 297,480; 2047: 298,960; 2048: 300,440; 2049: 301,920; 2050: 303,400	78.00	Non-Traversable Median	82.00
12	Ten-lane Freeway	Urban	463+40.000	466+20.000	280.00	0.0530	2030: 256,300; 2031: 257,630; 2032: 258,960; 2033: 260,290; 2034: 261,620; 2035: 262,950; 2036: 264,280; 2037: 265,610; 2038: 266,940; 2039: 268,270; 2040: 269,600; 2041: 270,930; 2042: 272,260; 2043: 273,590; 2044: 274,920; 2045: 276,250; 2046: 277,580; 2047: 278,910; 2048: 280,240; 2049: 281,570; 2050: 282,900	78.00	Non-Traversable Median	82.00
13	Ten-lane Freeway	Urban	466+20.000	492+80.000	2,660.00	0.5038	2030: 239,800; 2031: 240,980; 2032: 242,160; 2033: 243,340; 2034: 244,520; 2035: 245,700; 2036: 246,880; 2037: 248,060; 2038: 249,240; 2039: 250,420; 2040: 251,600; 2041: 252,780; 2042: 253,960; 2043: 255,140; 2044: 256,320; 2045: 257,500; 2046: 258,680; 2047: 259,860; 2048: 261,040; 2049: 262,220; 2050: 263,400	78.00	Non-Traversable Median	82.00
14	Ten-lane Freeway	Urban	492+80.000	495+00.000	220.00	0.0417	2030: 233,800; 2031: 234,945; 2032: 236,090; 2033: 237,235; 2034: 238,380; 2035: 239,525; 2036: 240,670; 2037: 241,815; 2038: 242,960; 2039: 244,105; 2040: 245,250; 2041: 246,395; 2042: 247,540; 2043: 248,685; 2044: 249,830; 2045: 250,975; 2046: 252,120; 2047: 253,265; 2048: 254,410; 2049: 255,555; 2050: 256,700	78.00	Non-Traversable Median	82.00
15	Ten-lane Freeway	Urban	495+00.000	496+20.000	120.00	0.0227	2030: 250,300; 2031: 251,595; 2032: 252,890; 2033: 254,185; 2034: 255,480; 2035: 256,775; 2036: 258,070; 2037: 259,365; 2038: 260,660; 2039: 261,955; 2040: 263,250; 2041: 264,545; 2042: 265,840; 2043: 267,135; 2044: 268,430; 2045: 269,725; 2046: 271,020; 2047: 272,315; 2048: 273,610; 2049: 274,905; 2050: 276,200	78.00	Non-Traversable Median	82.00
16	Ten-lane Freeway	Urban	496+20.000	497+60.000	140.00	0.0265	2030: 245,100; 2031: 246,370; 2032: 247,640; 2033: 248,910; 2034: 250,180; 2035: 251,450; 2036: 252,720; 2037: 253,990; 2038: 255,260; 2039: 256,530; 2040: 257,800; 2041: 259,070; 2042: 260,340; 2043: 261,610; 2044: 262,880; 2045: 264,150; 2046: 265,420; 2047: 266,690; 2048: 267,960; 2049: 269,230; 2050: 270,500	78.00	Non-Traversable Median	82.00
17	Ten-lane Freeway	Urban	497+60.000	517+20.000	1,960.00	0.3712	2030: 261,100; 2031: 262,520; 2032: 263,940; 2033: 265,360; 2034: 266,780; 2035: 268,200; 2036: 269,620; 2037: 271,040; 2038: 272,460; 2039: 273,880; 2040: 275,300; 2041: 276,720; 2042: 278,140; 2043: 279,560; 2044: 280,980; 2045: 282,400; 2046: 283,820; 2047: 285,240; 2048: 286,660; 2049: 288,080; 2050: 289,500	78.00	Non-Traversable Median	82.00
18	Ten-lane Freeway	Urban	517+20.000	520+80.000	360.00	0.0682	2030: 243,100; 2031: 244,220; 2032: 245,340; 2033: 246,460; 2034: 247,580; 2035: 248,700; 2036: 249,820; 2037: 250,940; 2038: 252,060; 2039: 253,180; 2040: 254,300; 2041: 255,420; 2042: 256,540; 2043: 257,660; 2044: 258,780; 2045: 259,900; 2046: 261,020; 2047: 262,140; 2048: 263,260; 2049: 264,380; 2050: 265,500	78.00	Non-Traversable Median	82.00
19	Ten-lane Freeway	Urban	520+80.000	544+60.000	2,380.00	0.4508	2030: 226,600; 2031: 227,470; 2032: 228,340; 2033: 229,210; 2034: 230,080; 2035: 230,950; 2036: 231,820; 2037: 232,690; 2038: 233,560; 2039: 234,430; 2040: 235,300; 2041: 236,170; 2042: 237,040; 2043: 237,910; 2044: 238,780; 2045: 239,650; 2046: 240,520; 2047: 241,390; 2048: 242,260; 2049: 243,130; 2050: 244,000	78.00	Non-Traversable Median	82.00

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Median Width (ft)	Type	Effective Median Width (ft)
20	Ten-lane Freeway	Urban	544+60.000	558+00.000	1,340.00	0.2538	2030: 239,100; 2031: 240,170; 2032: 241,240; 2033: 242,310; 2034: 243,380; 2035: 244,450; 2036: 245,520; 2037: 246,590; 2038: 247,660; 2039: 248,730; 2040: 249,800; 2041: 250,870; 2042: 251,940; 2043: 253,010; 2044: 254,080; 2045: 255,150; 2046: 256,220; 2047: 257,290; 2048: 258,360; 2049: 259,430; 2050: 260,500	78.00	Non-Traversable Median	82.00
21	Ten-lane Freeway	Urban	558+00.000	565+20.000	720.00	0.1364	2030: 239,100; 2031: 240,170; 2032: 241,240; 2033: 242,310; 2034: 243,380; 2035: 244,450; 2036: 245,520; 2037: 246,590; 2038: 247,660; 2039: 248,730; 2040: 249,800; 2041: 250,870; 2042: 251,940; 2043: 253,010; 2044: 254,080; 2045: 255,150; 2046: 256,220; 2047: 257,290; 2048: 258,360; 2049: 259,430; 2050: 260,500	78.00	Non-Traversable Median	80.00
22	Nine-lane Freeway	Urban	565+20.000	574+00.000	880.00	0.1667	2030: 199,500; 2031: 200,360; 2032: 201,220; 2033: 202,080; 2034: 202,940; 2035: 203,800; 2036: 204,660; 2037: 205,520; 2038: 206,380; 2039: 207,240; 2040: 208,100; 2041: 208,960; 2042: 209,820; 2043: 210,680; 2044: 211,540; 2045: 212,400; 2046: 213,260; 2047: 214,120; 2048: 214,980; 2049: 215,840; 2050: 216,700	78.00	Non-Traversable Median	80.00
23	Nine-lane Freeway	Urban	574+00.000	582+60.000	860.00	0.1629	2030: 160,140; 2031: 160,804; 2032: 161,468; 2033: 162,132; 2034: 162,796; 2035: 163,460; 2036: 164,124; 2037: 164,788; 2038: 165,452; 2039: 166,116; 2040: 166,780; 2041: 167,444; 2042: 168,108; 2043: 168,772; 2044: 169,436; 2045: 170,100; 2046: 170,764; 2047: 171,428; 2048: 172,092; 2049: 172,756; 2050: 173,420	78.00	Non-Traversable Median	80.00
24	Nine-lane Freeway	Urban	582+60.000	584+00.000	140.00	0.0265	2030: 183,140; 2031: 183,504; 2032: 183,868; 2033: 184,232; 2034: 184,596; 2035: 184,960; 2036: 185,324; 2037: 185,688; 2038: 186,052; 2039: 186,416; 2040: 186,780; 2041: 187,144; 2042: 187,508; 2043: 187,872; 2044: 188,236; 2045: 188,600; 2046: 188,964; 2047: 189,328; 2048: 189,692; 2049: 190,056; 2050: 190,420	78.00	Non-Traversable Median	80.00
25	Eight-lane Freeway	Urban	584+00.000	585+00.000	100.00	0.0189	2030: 183,140; 2031: 183,504; 2032: 183,868; 2033: 184,232; 2034: 184,596; 2035: 184,960; 2036: 185,324; 2037: 185,688; 2038: 186,052; 2039: 186,416; 2040: 186,780; 2041: 187,144; 2042: 187,508; 2043: 187,872; 2044: 188,236; 2045: 188,600; 2046: 188,964; 2047: 189,328; 2048: 189,692; 2049: 190,056; 2050: 190,420	78.00	Non-Traversable Median	80.00

Table 2. Predicted Freeway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Effective Length (mi)	**4.6402**
Average Future Road AADT (vpd)	**244,837**
Predicted Crashes	
Total Crashes	**8,658.07**
Fatal and Injury Crashes	**2,634.62**
Property-Damage-Only Crashes	**6,023.45**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**30**
Percent Property-Damage-Only Crashes (%)	**70**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**88.8525**
FI Crash Rate (crashes/mi/yr)	**27.0375**
PDO Crash Rate (crashes/mi/yr)	**61.8151**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**8,708.06**
Travel Crash Rate (crashes/million veh-mi)	**0.99**
Travel FI Crash Rate (crashes/million veh-mi)	**0.30**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.69**

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present.
Note: *Total Travel and Crash Rates/Million Vehicle Miles* for *Speed Change Lanes* reflect AADTs that are **half of the Freeway Segment AADTs** based on the assumption of 50/50 directional distribution.

Table 3. Predicted Crash Frequencies and Rates by Freeway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Effective Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	340+00.000	358+60.000	0.3523	401.917	19.1389	6.0955	13.0434	54.3297	0.82
2	358+60.000	365+00.000	0.1212	209.615	9.9817	3.0946	6.8870	82.3488	1.01
3	365+00.000	366+60.000	0.0303	53.796	2.5617	0.7778	1.7839	84.5361	1.04
4	366+60.000	378+00.000	0.2159	491.163	23.3887	6.8734	16.5153	108.3266	1.11
5	378+00.000	401+20.000	0.4394	1,007.789	47.9900	13.8510	34.1390	109.2185	1.12
6	401+20.000	413+00.000	0.2235	414.756	19.7503	5.7650	13.9853	88.3742	0.97
7	413+00.000	425+00.000	0.2273	347.534	16.5492	4.9574	11.5918	72.8166	0.86
8	425+00.000	439+80.000	0.2803	426.460	20.3076	6.1105	14.1972	72.4488	0.81
9	439+80.000	442+60.000	0.0530	124.055	5.9074	1.7854	4.1220	111.3964	1.14
10	442+60.000	454+00.000	0.2159	623.747	29.7022	8.9975	20.7048	137.5683	0.00
11	454+00.000	463+40.000	0.1780	524.429	24.9728	7.6567	17.3161	140.2729	0.00
12	463+40.000	466+20.000	0.0530	126.913	6.0435	1.8502	4.1933	113.9624	1.16
13	466+20.000	492+80.000	0.5038	815.033	38.8111	11.8020	27.0091	77.0385	0.84
14	492+80.000	495+00.000	0.0417	63.746	3.0355	0.9204	2.1152	72.8531	0.81
15	495+00.000	496+20.000	0.0227	53.332	2.5396	0.7814	1.7582	111.7435	1.16
16	496+20.000	497+60.000	0.0265	58.081	2.7658	0.8612	1.9046	104.3090	1.11
17	497+60.000	517+20.000	0.3712	909.690	43.3186	13.1792	30.1394	116.6949	1.16
18	517+20.000	520+80.000	0.0682	125.638	5.9828	1.7936	4.1892	87.7474	0.94
19	520+80.000	544+60.000	0.4508	639.141	30.4353	9.3630	21.0723	67.5204	0.79
20	544+60.000	558+00.000	0.2538	475.653	22.6501	6.9860	15.6641	89.2483	0.98
21	558+00.000	565+20.000	0.1364	275.969	13.1414	4.1669	8.9745	96.3703	1.06
22	565+20.000	574+00.000	0.1667	265.499	12.6428	4.1780	8.4648	75.8569	1.00
23	574+00.000	582+60.000	0.1629	158.666	7.5555	2.6099	4.9457	46.3874	0.76
24	582+60.000	584+00.000	0.0265	37.354	1.7787	0.5785	1.2003	67.0842	0.98
25	584+00.000	585+00.000	0.0189	28.096	1.3379	0.4231	0.9148	70.6408	1.04
Total			4.6402	8,658.073	412.2892	125.4580	286.8312	88.8525	1.23

Note: *Effective Length* is the *segment length* minus the length of the *speed change lanes* if present. This may create Freeway segments with zero effective length and zero crashes.

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	340+00.000	346+71.572	0.1272	145.116	6.9103	2.2008	4.7094	54.3297	0.82
Simple Curve 1	346+71.572	352+40.496	0.1078	122.936	5.8541	1.8644	3.9896	54.3297	0.82
Tangent	352+40.496	358+78.491	0.1208	139.921	6.6629	2.1196	4.5433	55.1418	0.83
Simple Curve 2	358+78.491	364+39.505	0.1063	183.745	8.7498	2.7127	6.0371	82.3488	1.01
Tangent	364+39.505	382+08.711	0.3351	742.313	35.3482	10.3838	24.9645	105.4929	1.10
Simple Curve 3	382+08.711	398+73.471	0.3153	723.158	34.4361	9.9390	24.4971	109.2185	1.12
Tangent	398+73.471	404+91.814	0.1171	237.778	11.3228	3.2884	8.0344	96.6847	1.03
Simple Curve 4	404+91.814	431+20.149	0.4978	810.297	38.5856	11.4663	27.1193	77.5136	0.88
Tangent	431+20.149	483+41.890	0.9890	2,174.502	103.5477	31.4795	72.0682	104.7030	0.53
Simple Curve 5	483+41.890	494+11.817	0.2026	325.635	15.5064	4.7137	10.7927	76.5229	0.84
Tangent	494+11.817	507+93.756	0.2617	616.760	29.3695	8.9626	20.4069	112.2126	1.13
Simple Curve 6	507+93.756	518+67.169	0.2033	481.257	22.9170	6.9614	15.9556	112.7261	1.13
Tangent	518+67.169	548+10.506	0.5575	837.836	39.8969	12.2507	27.6462	71.5704	0.82
Simple Curve 7	548+10.506	568+14.395	0.3795	716.025	34.0964	10.7233	23.3732	89.8399	1.01
Tangent	568+14.395	578+91.759	0.2040	267.406	12.7336	4.2727	8.4610	62.4057	0.89
Simple Curve 8	578+91.759	585+00.000	0.1152	133.388	6.3518	2.1191	4.2328	55.1387	0.86

Table 5. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	379.10	117.12	30.894	261.98	69.106
2031	382.32	117.93	30.847	264.38	69.153
2032	385.55	118.75	30.801	266.80	69.199
2033	388.80	119.58	30.755	269.23	69.245
2034	392.07	120.40	30.709	271.67	69.291
2035	395.35	121.23	30.663	274.12	69.337
2036	398.65	122.06	30.618	276.59	69.382
2037	401.96	122.89	30.573	279.07	69.427
2038	405.29	123.73	30.528	281.56	69.472
2039	408.63	124.56	30.483	284.07	69.517
2040	411.99	125.41	30.439	286.58	69.561
2041	415.37	126.25	30.395	289.12	69.605
2042	418.76	127.10	30.351	291.67	69.649
2043	422.18	127.95	30.307	294.23	69.693
2044	425.60	128.80	30.263	296.80	69.737
2045	429.04	129.66	30.220	299.39	69.780
2046	432.50	130.51	30.177	301.99	69.823
2047	435.98	131.38	30.134	304.60	69.866
2048	439.47	132.24	30.091	307.23	69.909
2049	442.97	133.11	30.049	309.87	69.951
2050	446.50	133.98	30.006	312.52	69.994
Total	8,658.07	2,634.62	30.430	6,023.45	69.570
Average	412.29	125.46	30.430	286.83	69.570

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Freeway Segment (Section 1)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	1.7376	4.1651	28.4606	93.6422	273.9111
2	0.9180	2.2877	14.6097	47.1719	144.6279
3	0.2017	0.4804	3.3932	12.2579	37.4625
4	1.6482	4.0090	28.1939	110.4897	346.8220
5	3.7570	9.3704	60.8106	216.9329	716.9183
6	1.5885	3.9489	25.7358	89.7916	293.6912
7	1.4791	3.7077	23.3428	75.5764	243.4278
8	1.6645	4.1284	27.6955	94.8312	298.1405
9	0.4379	1.0739	7.5435	28.4376	86.5623
10	2.1530	5.2932	37.1576	144.3429	434.8002
11	1.8322	4.5045	31.6209	122.8336	363.6381
12	0.4530	1.1111	7.8047	29.4846	88.0593
13	3.1516	7.8059	52.7439	184.1408	567.1905
14	0.2838	0.7015	4.6242	13.7180	44.4191
15	0.2008	0.4902	3.4477	12.2717	36.9218
16	0.2144	0.5250	3.6894	13.6561	39.9963
17	3.4730	8.6674	57.7311	206.8918	632.9268
18	0.4580	1.1980	7.9684	28.0415	87.9725
19	2.1954	5.9442	41.0472	147.4359	442.5188
20	1.8086	5.0387	32.0092	107.8492	328.9470
21	1.1272	3.1692	19.5520	63.6565	188.4645
22	1.0457	2.8622	19.0419	64.7883	177.7612
23	0.7530	2.0406	13.4821	38.5315	103.8587
24	0.1710	0.4764	2.9462	8.5542	25.2059
25	0.1251	0.3484	2.1548	6.2563	19.2112
Total	32.8783	83.3480	556.8071	1,961.5843	6,023.4553

Table 7. Predicted Freeway Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	2.34	0.0	17.90	0.2	20.24	0.2
Highway Segment	Collision with Fixed Object	421.95	4.9	582.70	6.7	1,004.65	11.6
Highway Segment	Collision with Other Object	29.81	0.3	113.12	1.3	142.93	1.7
Highway Segment	Other Single-vehicle Collision	121.56	1.4	87.08	1.0	208.64	2.4
Highway Segment	Collision with Parked Vehicle	8.77	0.1	13.02	0.1	21.79	0.3
Highway Segment	Total Single Vehicle Crashes	584.42	6.8	813.83	9.4	1,398.25	16.1
Highway Segment	Right-Angle Collision	63.56	0.7	93.77	1.1	157.33	1.8
Highway Segment	Head-on Collision	16.40	0.2	10.42	0.1	26.82	0.3
Highway Segment	Other Multi-vehicle Collision	63.56	0.7	125.03	1.4	188.59	2.2
Highway Segment	Rear-end Collision	1,537.64	17.8	3,594.64	41.5	5,132.29	59.3
Highway Segment	Sideswipe, Same Direction Collision	369.04	4.3	1,385.76	16.0	1,754.80	20.3
Highway Segment	Total Multiple Vehicle Crashes	2,050.19	23.7	5,209.63	60.2	7,259.82	83.8
Highway Segment	Total Highway Segment Crashes	2,634.62	30.4	6,023.45	69.6	8,658.07	100.0
	Total Crashes	2,634.62	30.4	6,023.45	69.6	8,658.07	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
340+00.000	358+60.000	Information: for segment #1 (340+00.000 to 358+60.000), Effective median width (94.00 feet) is greater than specified boundaries (90.00 feet); adjusted in CMF calculations.
358+60.000	365+00.000	Information: for segment #2 (358+60.000 to 365+00.000), Effective median width (94.00 feet) is greater than specified boundaries (90.00 feet); adjusted in CMF calculations.
365+00.000	366+60.000	Information: for segment #3 (365+00.000 to 366+60.000), Effective median width (94.00 feet) is greater than specified boundaries (90.00 feet); adjusted in CMF calculations.
366+60.000	378+00.000	Information: for segment #4 (366+60.000 to 378+00.000), Effective median width (94.00 feet) is greater than specified boundaries (90.00 feet); adjusted in CMF calculations.
558+00.000	565+20.000	Information: for segment #21 (558+00.000 to 565+20.000), Inside shoulder width (1.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
565+20.000	574+00.000	Information: for segment #22 (565+20.000 to 574+00.000), Inside shoulder width (1.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
574+00.000	582+60.000	Information: for segment #23 (574+00.000 to 582+60.000), Inside shoulder width (1.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
582+60.000	584+00.000	Information: for segment #24 (582+60.000 to 584+00.000), Inside shoulder width (1.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
584+00.000	585+00.000	Information: for segment #25 (584+00.000 to 585+00.000), Inside shoulder width (1.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
358+60.000	365+00.000	Information: for segment #2 (358+60.000 to 365+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
366+60.000	378+00.000	Warning: for segment #4 (366+60.000 to 378+00.000), traffic volume (270,780 vpd) for 2042 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
366+60.000	378+00.000	Warning: for segment #4 (366+60.000 to 378+00.000), traffic volume (272,170 vpd) for 2043 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
366+60.000	378+00.000	Warning: for segment #4 (366+60.000 to 378+00.000), traffic volume (273,560 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
366+60.000	378+00.000	Warning: for segment #4 (366+60.000 to 378+00.000), traffic volume (274,950 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
366+60.000	378+00.000	Warning: for segment #4 (366+60.000 to 378+00.000), traffic volume (276,340 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
366+60.000	378+00.000	Warning: for segment #4 (366+60.000 to 378+00.000), traffic volume (277,730 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
366+60.000	378+00.000	Warning: for segment #4 (366+60.000 to 378+00.000), traffic volume (279,120 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
366+60.000	378+00.000	Warning: for segment #4 (366+60.000 to 378+00.000), traffic volume (280,510 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F

Start Location (Sta. ft)	End Location (Sta. ft)	Message
366+60.000	378+00.000	Warning: for segment #4 (366+60.000 to 378+00.000), traffic volume (281,900 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
366+60.000	378+00.000	Information: for segment #4 (366+60.000 to 378+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
378+00.000	401+20.000	Warning: for segment #5 (378+00.000 to 401+20.000), traffic volume (270,780 vpd) for 2042 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	401+20.000	Warning: for segment #5 (378+00.000 to 401+20.000), traffic volume (272,170 vpd) for 2043 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	401+20.000	Warning: for segment #5 (378+00.000 to 401+20.000), traffic volume (273,560 vpd) for 2044 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	401+20.000	Warning: for segment #5 (378+00.000 to 401+20.000), traffic volume (274,950 vpd) for 2045 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	401+20.000	Warning: for segment #5 (378+00.000 to 401+20.000), traffic volume (276,340 vpd) for 2046 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	401+20.000	Warning: for segment #5 (378+00.000 to 401+20.000), traffic volume (277,730 vpd) for 2047 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	401+20.000	Warning: for segment #5 (378+00.000 to 401+20.000), traffic volume (279,120 vpd) for 2048 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	401+20.000	Warning: for segment #5 (378+00.000 to 401+20.000), traffic volume (280,510 vpd) for 2049 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	401+20.000	Warning: for segment #5 (378+00.000 to 401+20.000), traffic volume (281,900 vpd) for 2050 is not within the model limit (270,000 vpd) for reliable results for segment type 8F
378+00.000	401+20.000	Information: for segment #5 (378+00.000 to 401+20.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
401+20.000	413+00.000	Information: for segment #6 (401+20.000 to 413+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
413+00.000	425+00.000	Information: for segment #7 (413+00.000 to 425+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
565+20.000	574+00.000	Information: for segment #22 (565+20.000 to 574+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
574+00.000	582+60.000	Information: for segment #23 (574+00.000 to 582+60.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway
582+60.000	584+00.000	Information: for segment #24 (582+60.000 to 584+00.000), Freeway Segment of type Nine-lane Freeway is using unbalanced lane processing with types Eight-lane Freeway and Ten-lane Freeway

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 10, 2026

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Report Overview

Report Generated: Feb 10, 2026 7:52 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 10 07:51:58 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build-T1
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: B-Hollywood Blvd NB On-Ramp
Highway Comment: Created Wed Feb 04 10:29:11 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 10 07:51:50 EST 2026

Minimum Location: 342+80.000
Maximum Location: 358+60.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 342+80.000
Evaluation End Location: 358+60.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

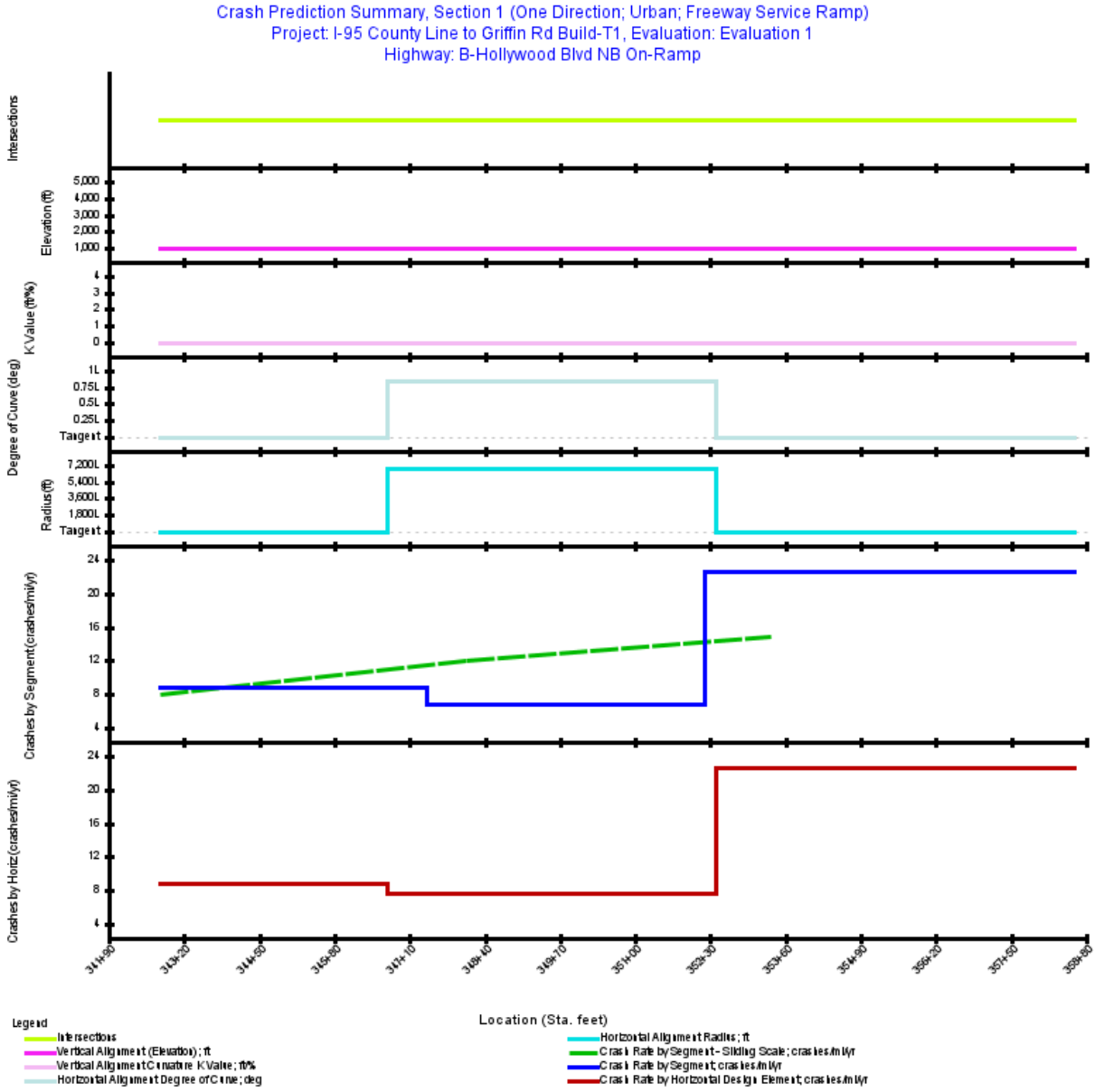

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Entrance	Urban	342+80.000	347+40.000	460.00	0.0871	2030: 19,000; 2031: 19,125; 2032: 19,250; 2033: 19,375; 2034: 19,500; 2035: 19,625; 2036: 19,750; 2037: 19,875; 2038: 20,000; 2039: 20,125; 2040: 20,250; 2041: 20,375; 2042: 20,500; 2043: 20,625; 2044: 20,750; 2045: 20,875; 2046: 21,000; 2047: 21,125; 2048: 21,250; 2049: 21,375; 2050: 21,500
2	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	347+40.000	352+20.000	480.00	0.0909	2030: 19,000; 2031: 19,125; 2032: 19,250; 2033: 19,375; 2034: 19,500; 2035: 19,625; 2036: 19,750; 2037: 19,875; 2038: 20,000; 2039: 20,125; 2040: 20,250; 2041: 20,375; 2042: 20,500; 2043: 20,625; 2044: 20,750; 2045: 20,875; 2046: 21,000; 2047: 21,125; 2048: 21,250; 2049: 21,375; 2050: 21,500
3	Freeway Ramp and C-D Road Two-lane Ramp Entrance	Urban	352+20.000	358+60.000	640.00	0.1212	2030: 38,500; 2031: 38,875; 2032: 39,250; 2033: 39,625; 2034: 40,000; 2035: 40,375; 2036: 40,750; 2037: 41,125; 2038: 41,500; 2039: 41,875; 2040: 42,250; 2041: 42,625; 2042: 43,000; 2043: 43,375; 2044: 43,750; 2045: 44,125; 2046: 44,500; 2047: 44,875; 2048: 45,250; 2049: 45,625; 2050: 46,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2992**
Average Future Road AADT (vpd)	**29,161**
Predicted Crashes	
Total Crashes	**86.51**
Fatal and Injury Crashes	**43.79**
Property-Damage-Only Crashes	**42.71**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**13.7658**
FI Crash Rate (crashes/mi/yr)	**6.9689**
PDO Crash Rate (crashes/mi/yr)	**6.7970**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**66.89**
Travel Crash Rate (crashes/million veh-mi)	**1.29**
Travel FI Crash Rate (crashes/million veh-mi)	**0.66**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.64**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	342+80.000	347+40.000	0.0871	16.029	0.7633	0.3155	0.4478	8.7614	1.19
2	347+40.000	352+20.000	0.0909	13.044	0.6211	0.3522	0.2689	6.8326	0.92
3	352+20.000	358+60.000	0.1212	57.432	2.7349	1.4176	1.3173	22.5627	1.46

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Total			0.2992	86.506	4.1193	2.0854	2.0339	13.7658	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	342+80.000	346+71.572	0.0742	13.645	0.6498	0.2686	0.3812	8.7614	1.19
Simple Curve 1	346+71.572	352+40.496	0.1078	17.268	0.8223	0.4446	0.3777	7.6313	0.97
Tangent	352+40.496	358+60.000	0.1173	55.593	2.6473	1.3722	1.2751	22.5627	1.46

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	3.58	1.71	47.785	1.87	52.215
2031	3.63	1.74	48.027	1.89	51.973
2032	3.68	1.77	48.274	1.90	51.726
2033	3.73	1.81	48.525	1.92	51.475
2034	3.78	1.84	48.781	1.94	51.219
2035	3.83	1.88	49.041	1.95	50.959
2036	3.88	1.91	49.305	1.97	50.695
2037	3.94	1.95	49.574	1.98	50.426
2038	3.99	1.99	49.847	2.00	50.153
2039	4.04	2.03	50.124	2.02	49.876
2040	4.10	2.07	50.405	2.03	49.595
2041	4.16	2.11	50.690	2.05	49.310
2042	4.22	2.15	50.980	2.07	49.020
2043	4.28	2.19	51.273	2.08	48.727
2044	4.34	2.24	51.571	2.10	48.429
2045	4.40	2.28	51.872	2.12	48.128
2046	4.46	2.33	52.178	2.13	47.822
2047	4.52	2.38	52.487	2.15	47.513
2048	4.59	2.42	52.800	2.17	47.200
2049	4.66	2.47	53.117	2.18	46.883
2050	4.72	2.52	53.438	2.20	46.562
Total	86.51	43.79	50.624	42.71	49.376
Average	4.12	2.08	50.624	2.03	49.376

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.1344	0.4075	2.1090	3.9757	9.4029
2	0.1578	0.4783	3.0453	3.7158	5.6468
3	0.6037	1.8305	9.4745	17.8607	27.6630
Total	0.8958	2.7163	14.6288	25.5522	42.7127

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.06	0.1	0.40	0.5	0.46	0.5
Highway Segment	Collision with Fixed Object	11.10	12.8	12.88	14.9	23.98	27.7
Highway Segment	Collision with Other Object	0.78	0.9	2.50	2.9	3.28	3.8
Highway Segment	Other Single-vehicle Collision	3.20	3.7	1.93	2.2	5.12	5.9
Highway Segment	Collision with Parked Vehicle	0.23	0.3	0.29	0.3	0.52	0.6
Highway Segment	Total Single Vehicle Crashes	15.37	17.8	17.99	20.8	33.36	38.6
Highway Segment	Right-Angle Collision	0.88	1.0	0.45	0.5	1.33	1.5
Highway Segment	Head-on Collision	0.23	0.3	0.05	0.1	0.28	0.3
Highway Segment	Other Multi-vehicle Collision	0.88	1.0	0.59	0.7	1.47	1.7
Highway Segment	Rear-end Collision	21.32	24.6	17.06	19.7	38.38	44.4
Highway Segment	Sideswipe, Same Direction Collision	5.12	5.9	6.58	7.6	11.69	13.5
Highway Segment	Total Multiple Vehicle Crashes	28.42	32.9	24.73	28.6	53.15	61.4
Highway Segment	Total Highway Segment Crashes	43.79	50.6	42.71	49.4	86.51	100.0
	Total Crashes	43.79	50.6	42.71	49.4	86.51	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
342+80.000	347+40.000	Information: for segment #1 (342+80.000 to 347+40.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
342+80.000	347+40.000	Information: for segment #1 (342+80.000 to 347+40.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
347+40.000	352+20.000	Information: for segment #2 (347+40.000 to 352+20.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
347+40.000	352+20.000	Information: for segment #2 (347+40.000 to 352+20.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
352+20.000	358+60.000	Information: for segment #3 (352+20.000 to 358+60.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
352+20.000	358+60.000	Information: for segment #3 (352+20.000 to 358+60.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,000 vpd) for 2030 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,125 vpd) for 2031 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,250 vpd) for 2032 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,375 vpd) for 2033 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,500 vpd) for 2034 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,625 vpd) for 2035 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,750 vpd) for 2036 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (19,875 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,000 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,125 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,250 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,375 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Start Location (Sta. ft)	End Location (Sta. ft)	Message
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,500 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,625 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,750 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (20,875 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,000 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,125 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,250 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,375 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
347+40.000	352+20.000	Warning: for segment #2 (347+40.000 to 352+20.000), traffic volume (21,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (38,500 vpd) for 2030 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (38,875 vpd) for 2031 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (39,250 vpd) for 2032 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (39,625 vpd) for 2033 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (40,000 vpd) for 2034 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (40,375 vpd) for 2035 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (40,750 vpd) for 2036 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (41,125 vpd) for 2037 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (41,500 vpd) for 2038 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (41,875 vpd) for 2039 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (42,250 vpd) for 2040 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN

Start Location (Sta. ft)	End Location (Sta. ft)	Message
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (42,625 vpd) for 2041 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (43,000 vpd) for 2042 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (43,375 vpd) for 2043 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (43,750 vpd) for 2044 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (44,125 vpd) for 2045 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (44,500 vpd) for 2046 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (44,875 vpd) for 2047 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (45,250 vpd) for 2048 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (45,625 vpd) for 2049 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
352+20.000	358+60.000	Warning: for segment #3 (352+20.000 to 358+60.000), traffic volume (46,000 vpd) for 2050 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 12:32 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 12:32:19 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Hollywood Blvd SB Off-Ramp
Highway Comment: Created Wed Feb 04 11:08:56 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 12:32:03 EST 2026

Minimum Location: 342+80.000
Maximum Location: 366+60.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 342+80.000
Evaluation End Location: 366+60.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

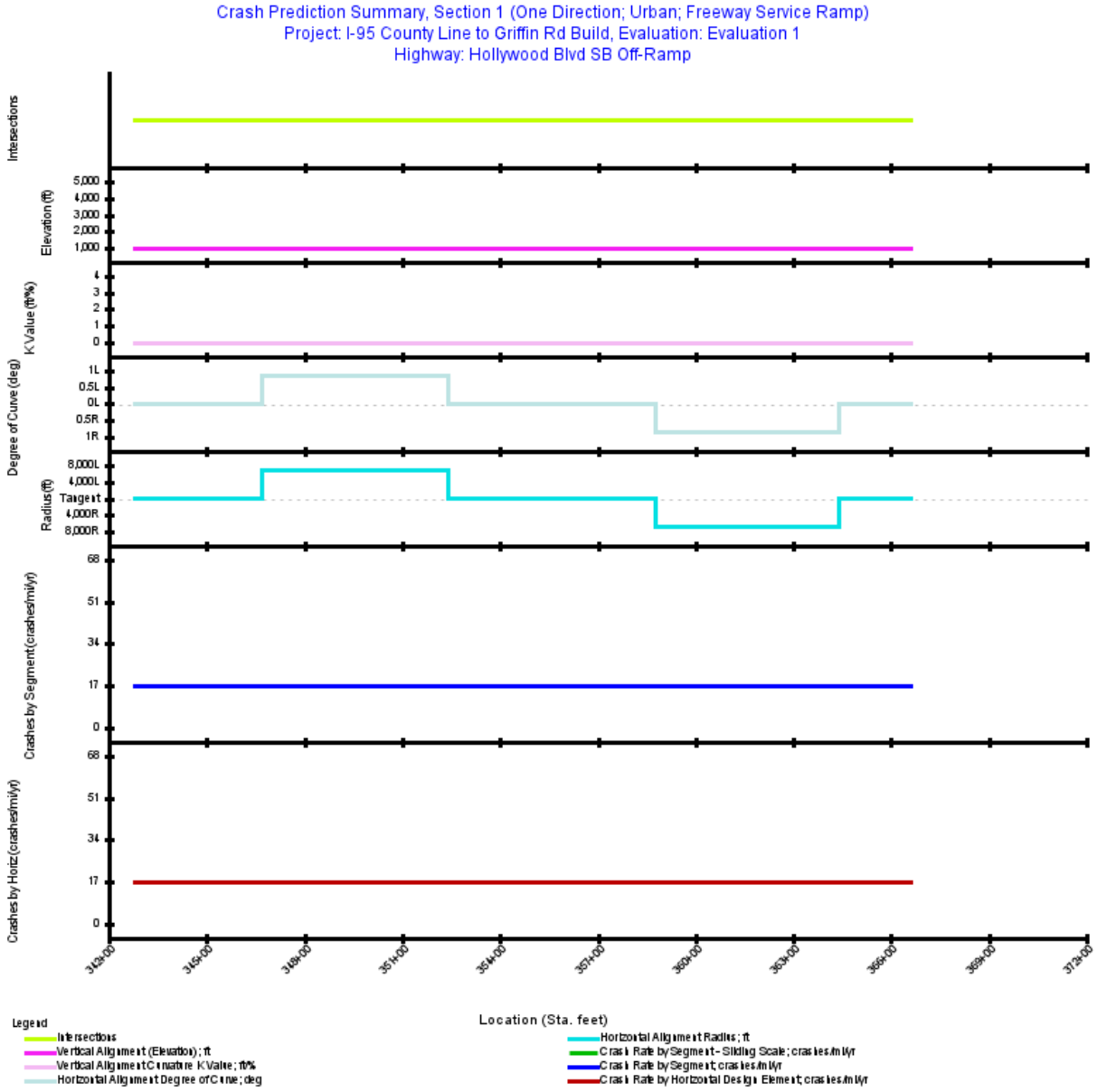

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Exit	Urban	342+80.000	366+60.000	2,380.00	0.4508	2030: 41,000; 2031: 41,800; 2032: 42,600; 2033: 43,400; 2034: 44,200; 2035: 45,000; 2036: 45,800; 2037: 46,600; 2038: 47,400; 2039: 48,200; 2040-2050: 49,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.4508**
Average Future Road AADT (vpd)	**46,905**
Predicted Crashes	
Total Crashes	**160.65**
Fatal and Injury Crashes	**83.96**
Property-Damage-Only Crashes	**76.68**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**52**
Percent Property-Damage-Only Crashes (%)	**48**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**16.9710**
FI Crash Rate (crashes/mi/yr)	**8.8699**
PDO Crash Rate (crashes/mi/yr)	**8.1011**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**162.06**
Travel Crash Rate (crashes/million veh-mi)	**0.99**
Travel FI Crash Rate (crashes/million veh-mi)	**0.52**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.47**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	342+80.000	366+60.000	0.4508	160.645	7.6498	3.9982	3.6516	16.9710	0.99
Total			0.4508	160.645	7.6498	3.9982	3.6516	16.9710	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	342+80.000	346+71.572	0.0742	26.430	1.2586	0.6578	0.6008	16.9710	0.99
Simple Curve 1	346+71.572	352+40.496	0.1078	38.401	1.8286	0.9557	0.8729	16.9710	0.99
Tangent	352+40.496	358+78.491	0.1208	43.063	2.0506	1.0718	0.9789	16.9710	0.99
Simple Curve 2	358+78.491	364+39.505	0.1063	37.867	1.8032	0.9424	0.8608	16.9710	0.99
Tangent	364+39.505	366+60.000	0.0418	14.883	0.7087	0.3704	0.3383	16.9710	0.99

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	6.34	3.10	48.867	3.24	51.133
2031	6.50	3.20	49.241	3.30	50.759
2032	6.66	3.31	49.632	3.35	50.368
2033	6.83	3.42	50.040	3.41	49.960
2034	7.00	3.53	50.465	3.46	49.535
2035	7.17	3.65	50.908	3.52	49.092
2036	7.35	3.78	51.369	3.58	48.631
2037	7.54	3.91	51.847	3.63	48.153
2038	7.73	4.05	52.343	3.69	47.657
2039	7.93	4.19	52.857	3.74	47.143
2040	8.14	4.35	53.389	3.80	46.611
2041	8.14	4.35	53.389	3.80	46.611
2042	8.14	4.35	53.389	3.80	46.611
2043	8.14	4.35	53.389	3.80	46.611
2044	8.14	4.35	53.389	3.80	46.611
2045	8.14	4.35	53.389	3.80	46.611
2046	8.14	4.35	53.389	3.80	46.611
2047	8.14	4.35	53.389	3.80	46.611
2048	8.14	4.35	53.389	3.80	46.611
2049	8.14	4.35	53.389	3.80	46.611
2050	8.14	4.35	53.389	3.80	46.611
Total	160.65	83.96	52.265	76.68	47.735
Average	7.65	4.00	52.265	3.65	47.735

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	2.4984	7.5757	25.6096	48.2776	76.6842

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.19	0.1	1.11	0.7	1.29	0.8
Highway Segment	Collision with Fixed Object	34.21	21.3	35.98	22.4	70.20	43.7
Highway Segment	Collision with Other Object	2.42	1.5	6.99	4.3	9.40	5.9
Highway Segment	Other Single-vehicle Collision	9.86	6.1	5.38	3.3	15.23	9.5
Highway Segment	Collision with Parked Vehicle	0.71	0.4	0.80	0.5	1.51	0.9
Highway Segment	Total Single Vehicle Crashes	47.39	29.5	50.26	31.3	97.64	60.8
Highway Segment	Right-Angle Collision	1.13	0.7	0.48	0.3	1.61	1.0
Highway Segment	Head-on Collision	0.29	0.2	0.05	0.0	0.34	0.2
Highway Segment	Other Multi-vehicle Collision	1.13	0.7	0.63	0.4	1.77	1.1
Highway Segment	Rear-end Collision	27.43	17.1	18.23	11.4	45.66	28.4
Highway Segment	Sideswipe, Same Direction Collision	6.58	4.1	7.03	4.4	13.61	8.5
Highway Segment	Total Multiple Vehicle Crashes	36.57	22.8	26.43	16.5	63.00	39.2
Highway Segment	Total Highway Segment Crashes	83.96	52.3	76.68	47.7	160.65	100.0
	Total Crashes	83.96	52.3	76.68	47.7	160.65	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
342+80.000	366+60.000	Information: for segment #1 (342+80.000 to 366+60.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
342+80.000	366+60.000	Information: for segment #1 (342+80.000 to 366+60.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (41,000 vpd) for 2030 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (41,800 vpd) for 2031 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (42,600 vpd) for 2032 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (43,400 vpd) for 2033 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (44,200 vpd) for 2034 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (45,000 vpd) for 2035 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (45,800 vpd) for 2036 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (46,600 vpd) for 2037 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (47,400 vpd) for 2038 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (48,200 vpd) for 2039 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2040 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2041 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2042 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2043 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2044 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2045 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX

Start Location (Sta. ft)	End Location (Sta. ft)	Message
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2046 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2047 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2048 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2049 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
342+80.000	366+60.000	Warning: for segment #1 (342+80.000 to 366+60.000), traffic volume (49,000 vpd) for 2050 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX

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February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 12:35 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 12:34:34 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Sheridan St NB On-Ramp
Highway Comment: Created Wed Feb 04 11:44:40 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 12:34:17 EST 2026

Minimum Location: 425+80.000
Maximum Location: 439+80.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

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However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

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The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 425+80.000
Evaluation End Location: 439+80.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

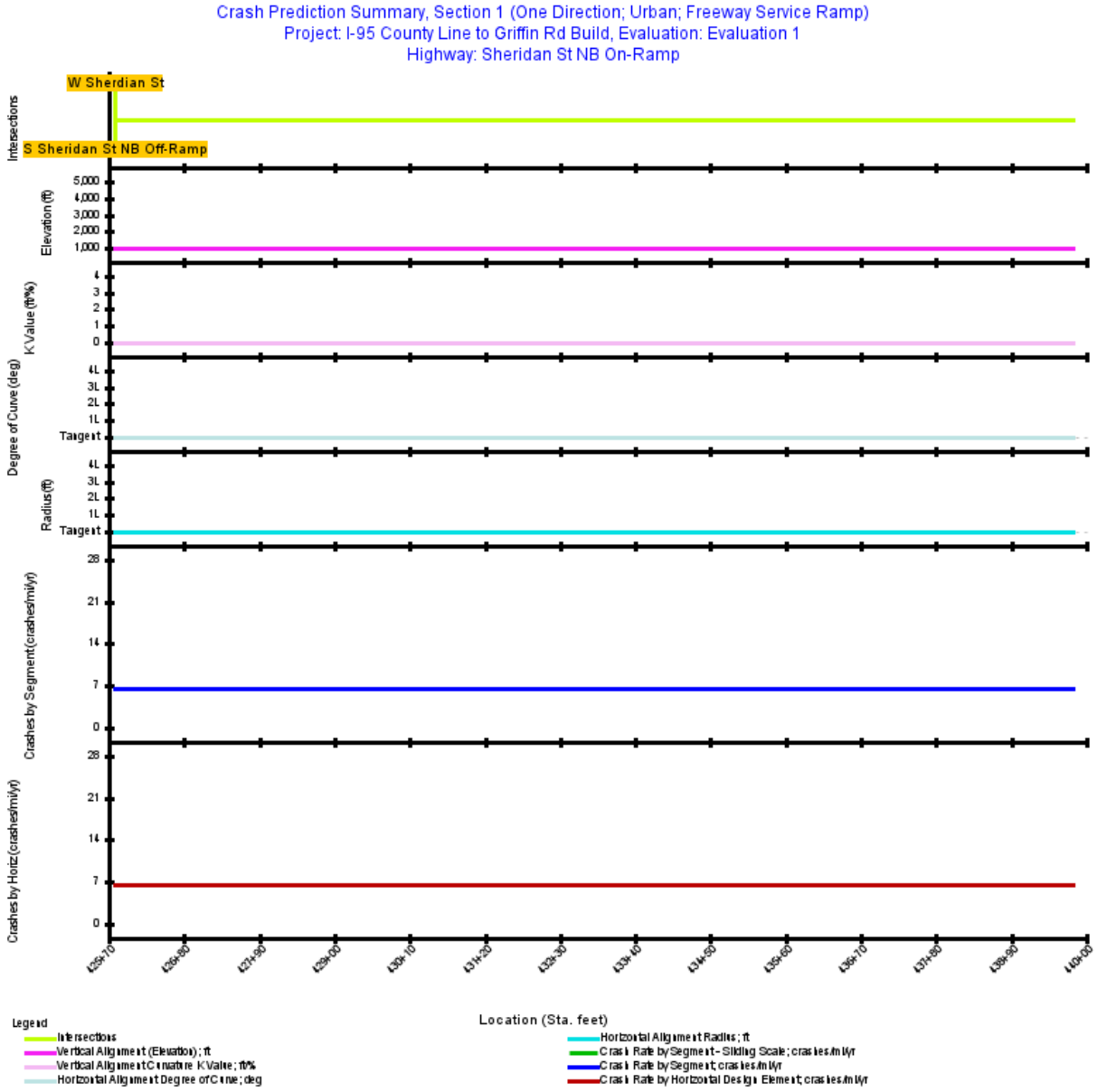

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	425+80.000	439+80.000	1,400.00	0.2652	2030: 20,500; 2031: 20,600; 2032: 20,700; 2033: 20,800; 2034: 20,900; 2035: 21,000; 2036: 21,100; 2037: 21,200; 2038: 21,300; 2039: 21,400; 2040: 21,500; 2041: 21,600; 2042: 21,700; 2043: 21,800; 2044: 21,900; 2045: 22,000; 2046: 22,100; 2047: 22,200; 2048: 22,300; 2049: 22,400; 2050: 22,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2652**
Average Future Road AADT (vpd)	**21,500**
Predicted Crashes	
Total Crashes	**35.54**
Fatal and Injury Crashes	**18.24**
Property-Damage-Only Crashes	**17.30**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**6.3825**
FI Crash Rate (crashes/mi/yr)	**3.2759**
PDO Crash Rate (crashes/mi/yr)	**3.1066**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**43.70**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.42**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	425+80.000	439+80.000	0.2652	35.539	1.6923	0.8686	0.8237	6.3825	0.81
Total			0.2652	35.539	1.6923	0.8686	0.8237	6.3825	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	425+80.000	439+80.000	0.2652	35.539	1.6923	0.8686	0.8237	6.3825	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.61	0.82	51.039	0.79	48.961
2031	1.62	0.83	51.065	0.79	48.935
2032	1.63	0.83	51.092	0.80	48.908
2033	1.64	0.84	51.119	0.80	48.881
2034	1.64	0.84	51.146	0.80	48.854
2035	1.65	0.84	51.173	0.81	48.827
2036	1.66	0.85	51.201	0.81	48.799
2037	1.67	0.85	51.229	0.81	48.771
2038	1.68	0.86	51.257	0.82	48.743
2039	1.68	0.86	51.286	0.82	48.714
2040	1.69	0.87	51.315	0.82	48.685
2041	1.70	0.87	51.344	0.83	48.656
2042	1.71	0.88	51.374	0.83	48.626
2043	1.72	0.88	51.404	0.83	48.596
2044	1.73	0.89	51.434	0.84	48.566
2045	1.73	0.89	51.465	0.84	48.535
2046	1.74	0.90	51.496	0.84	48.504
2047	1.75	0.90	51.527	0.85	48.473
2048	1.76	0.91	51.559	0.85	48.441
2049	1.77	0.91	51.590	0.86	48.410
2050	1.78	0.92	51.622	0.86	48.378
Total	35.54	18.24	51.326	17.30	48.674
Average	1.69	0.87	51.326	0.82	48.674

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.3890	1.1796	7.5094	9.1629	17.2983

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.05	0.1	0.23	0.6	0.27	0.8
Highway Segment	Collision with Fixed Object	8.59	24.2	7.31	20.6	15.90	44.7
Highway Segment	Collision with Other Object	0.61	1.7	1.42	4.0	2.03	5.7
Highway Segment	Other Single-vehicle Collision	2.48	7.0	1.09	3.1	3.57	10.0
Highway Segment	Collision with Parked Vehicle	0.18	0.5	0.16	0.5	0.34	1.0
Highway Segment	Total Single Vehicle Crashes	11.90	33.5	10.21	28.7	22.11	62.2
Highway Segment	Right-Angle Collision	0.20	0.6	0.13	0.4	0.32	0.9
Highway Segment	Head-on Collision	0.05	0.1	0.01	0.0	0.07	0.2
Highway Segment	Other Multi-vehicle Collision	0.20	0.6	0.17	0.5	0.37	1.0
Highway Segment	Rear-end Collision	4.75	13.4	4.89	13.8	9.65	27.1
Highway Segment	Sideswipe, Same Direction Collision	1.14	3.2	1.89	5.3	3.03	8.5
Highway Segment	Total Multiple Vehicle Crashes	6.34	17.8	7.09	20.0	13.43	37.8
Highway Segment	Total Highway Segment Crashes	18.24	51.3	17.30	48.7	35.54	100.0
	Total Crashes	18.24	51.3	17.30	48.7	35.54	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
425+80.000	439+80.000	Information: for segment #1 (425+80.000 to 439+80.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
425+80.000	439+80.000	Information: for segment #1 (425+80.000 to 439+80.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (20,500 vpd) for 2030 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (20,600 vpd) for 2031 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (20,700 vpd) for 2032 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (20,800 vpd) for 2033 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (20,900 vpd) for 2034 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,000 vpd) for 2035 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,100 vpd) for 2036 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,200 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,300 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,400 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,500 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,600 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,700 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,800 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (21,900 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (22,000 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Start Location (Sta. ft)	End Location (Sta. ft)	Message
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (22,100 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (22,200 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (22,300 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (22,400 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
425+80.000	439+80.000	Warning: for segment #1 (425+80.000 to 439+80.000), traffic volume (22,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

Disclaimer

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Report Overview

Report Generated: Feb 6, 2026 12:37 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 12:36:47 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Sheridan St NB Off-Ramp
Highway Comment: Created Wed Feb 04 11:17:55 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 12:36:39 EST 2026

Minimum Location: 401+20.000
Maximum Location: 424+00.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

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However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

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Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 401+20.000
Evaluation End Location: 424+00.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

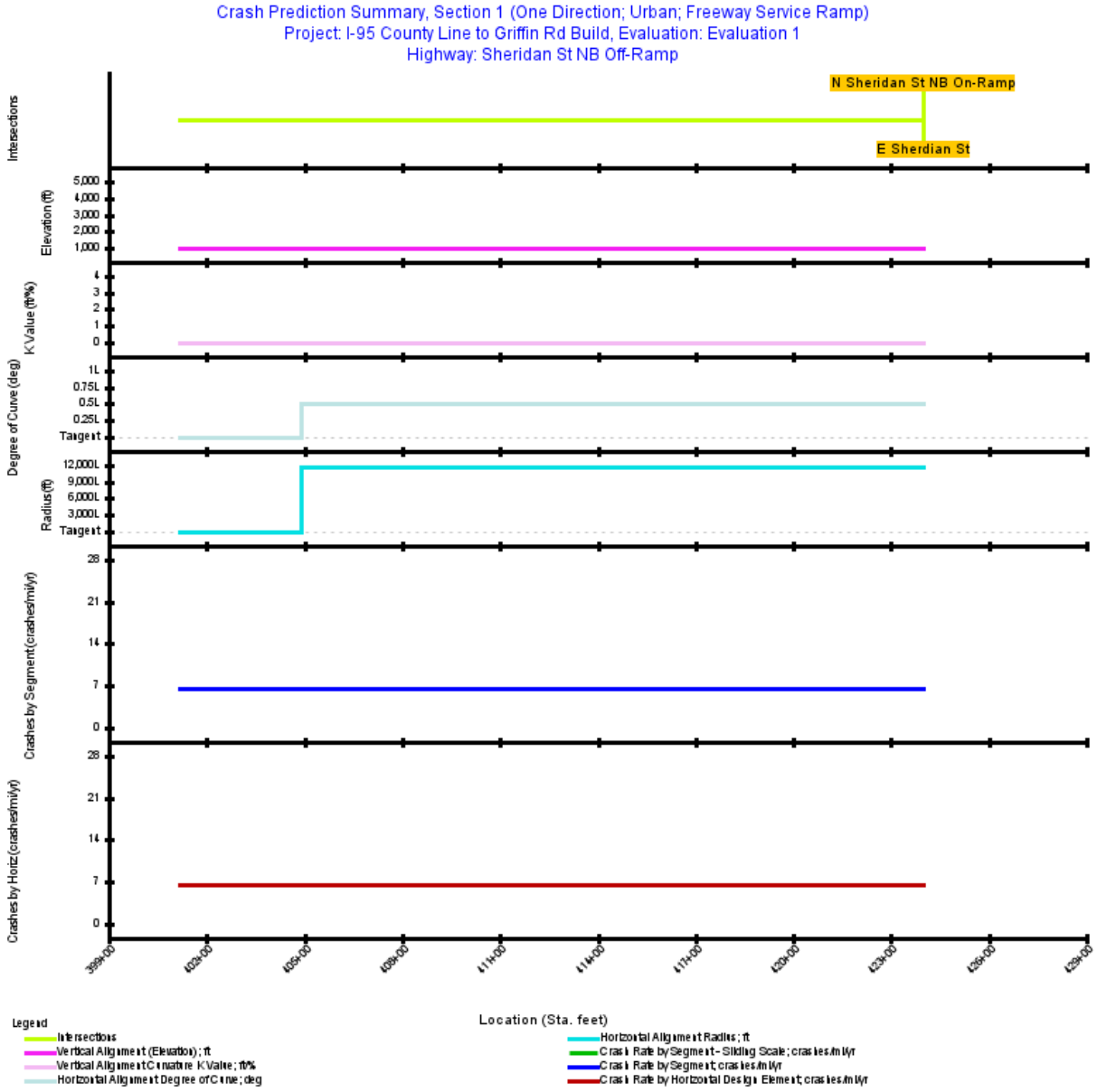

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Exit	Urban	401+20.000	424+00.000	2,280.00	0.4318	2030: 17,500; 2031: 17,575; 2032: 17,650; 2033: 17,725; 2034: 17,800; 2035: 17,875; 2036: 17,950; 2037: 18,025; 2038: 18,100; 2039: 18,175; 2040: 18,250; 2041: 18,325; 2042: 18,400; 2043: 18,475; 2044: 18,550; 2045: 18,625; 2046: 18,700; 2047: 18,775; 2048: 18,850; 2049: 18,925; 2050: 19,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.4318**
Average Future Road AADT (vpd)	**18,250**
Predicted Crashes	
Total Crashes	**58.67**
Fatal and Injury Crashes	**25.85**
Property-Damage-Only Crashes	**32.82**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**44**
Percent Property-Damage-Only Crashes (%)	**56**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**6.4703**
FI Crash Rate (crashes/mi/yr)	**2.8508**
PDO Crash Rate (crashes/mi/yr)	**3.6195**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**60.41**
Travel Crash Rate (crashes/million veh-mi)	**0.97**
Travel FI Crash Rate (crashes/million veh-mi)	**0.43**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.54**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	401+20.000	424+00.000	0.4318	58.674	2.7940	1.2310	1.5630	6.4703	0.97
Total			0.4318	58.674	2.7940	1.2310	1.5630	6.4703	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	401+20.000	404+91.814	0.0704	9.568	0.4556	0.2007	0.2549	6.4703	0.97
Simple Curve 1	404+91.814	424+00.000	0.3614	49.106	2.3384	1.0303	1.3081	6.4703	0.97

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	2.70	1.19	44.048	1.51	55.952
2031	2.71	1.19	44.048	1.51	55.952
2032	2.72	1.20	44.049	1.52	55.951
2033	2.73	1.20	44.050	1.53	55.950
2034	2.74	1.21	44.051	1.53	55.949
2035	2.75	1.21	44.052	1.54	55.948
2036	2.76	1.21	44.053	1.54	55.947
2037	2.77	1.22	44.054	1.55	55.946
2038	2.77	1.22	44.055	1.55	55.945
2039	2.78	1.23	44.056	1.56	55.944
2040	2.79	1.23	44.058	1.56	55.942
2041	2.80	1.24	44.059	1.57	55.941
2042	2.81	1.24	44.061	1.57	55.939
2043	2.82	1.24	44.062	1.58	55.938
2044	2.83	1.25	44.064	1.58	55.936
2045	2.84	1.25	44.066	1.59	55.934
2046	2.85	1.26	44.067	1.59	55.933
2047	2.86	1.26	44.069	1.60	55.931
2048	2.87	1.26	44.071	1.60	55.929
2049	2.88	1.27	44.073	1.61	55.927
2050	2.89	1.27	44.075	1.62	55.925
Total	58.67	25.85	44.059	32.82	55.941
Average	2.79	1.23	44.059	1.56	55.941

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.7692	2.3325	7.8851	14.8645	32.8226

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.09	0.2	0.55	0.9	0.64	1.1
Highway Segment	Collision with Fixed Object	16.63	28.3	17.97	30.6	34.59	59.0
Highway Segment	Collision with Other Object	1.17	2.0	3.49	5.9	4.66	7.9
Highway Segment	Other Single-vehicle Collision	4.79	8.2	2.69	4.6	7.47	12.7
Highway Segment	Collision with Parked Vehicle	0.34	0.6	0.40	0.7	0.75	1.3
Highway Segment	Total Single Vehicle Crashes	23.03	39.2	25.09	42.8	48.12	82.0
Highway Segment	Right-Angle Collision	0.09	0.1	0.14	0.2	0.23	0.4
Highway Segment	Head-on Collision	0.02	0.0	0.01	0.0	0.04	0.1
Highway Segment	Other Multi-vehicle Collision	0.09	0.1	0.19	0.3	0.27	0.5
Highway Segment	Rear-end Collision	2.12	3.6	5.33	9.1	7.45	12.7
Highway Segment	Sideswipe, Same Direction Collision	0.51	0.9	2.06	3.5	2.56	4.4
Highway Segment	Total Multiple Vehicle Crashes	2.82	4.8	7.73	13.2	10.55	18.0
Highway Segment	Total Highway Segment Crashes	25.85	44.1	32.82	55.9	58.67	100.0
	Total Crashes	25.85	44.1	32.82	55.9	58.67	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
401+20.000	424+00.000	Information: for segment #1 (401+20.000 to 424+00.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
401+20.000	424+00.000	Information: for segment #1 (401+20.000 to 424+00.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 12:42 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 12:38:43 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Sheridan St SB Off-Ramp
Highway Comment: Created Wed Feb 04 11:48:07 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 12:38:34 EST 2026

Minimum Location: 425+80.000
Maximum Location: 442+60.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 425+80.000
Evaluation End Location: 442+60.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

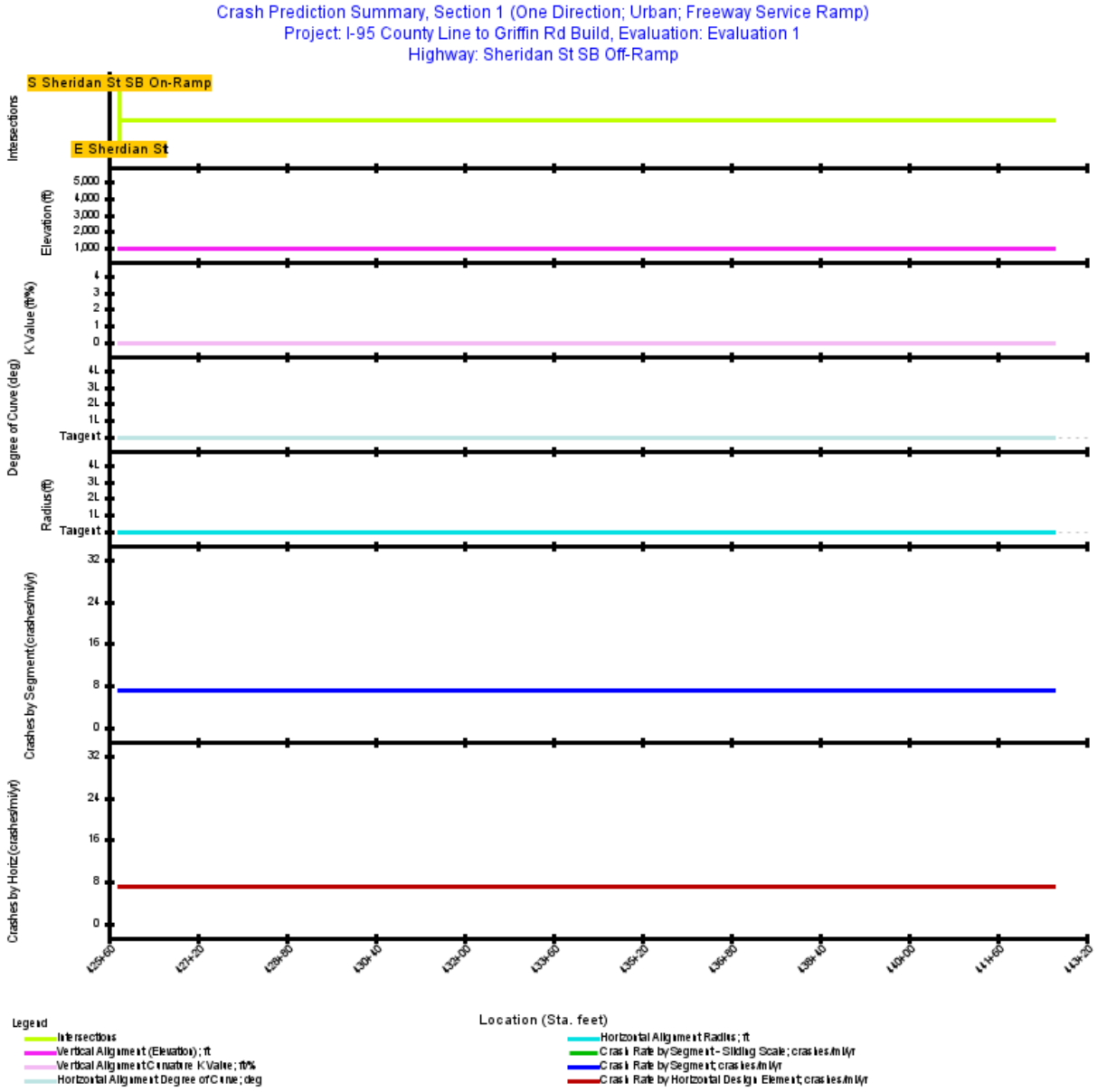

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Exit	Urban	425+80.000	442+60.000	1,680.00	0.3182	2030: 19,500; 2031: 19,600; 2032: 19,700; 2033: 19,800; 2034: 19,900; 2035: 20,000; 2036: 20,100; 2037: 20,200; 2038: 20,300; 2039: 20,400; 2040: 20,500; 2041: 20,600; 2042: 20,700; 2043: 20,800; 2044: 20,900; 2045: 21,000; 2046: 21,100; 2047: 21,200; 2048: 21,300; 2049: 21,400; 2050: 21,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.3182**
Average Future Road AADT (vpd)	**20,500**
Predicted Crashes	
Total Crashes	**47.56**
Fatal and Injury Crashes	**20.99**
Property-Damage-Only Crashes	**26.57**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**44**
Percent Property-Damage-Only Crashes (%)	**56**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**7.1178**
FI Crash Rate (crashes/mi/yr)	**3.1420**
PDO Crash Rate (crashes/mi/yr)	**3.9758**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**50.00**
Travel Crash Rate (crashes/million veh-mi)	**0.95**
Travel FI Crash Rate (crashes/million veh-mi)	**0.42**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.53**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	425+80.000	442+60.000	0.3182	47.560	2.2647	0.9997	1.2650	7.1178	0.95
Total			0.3182	47.560	2.2647	0.9997	1.2650	7.1178	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	425+80.000	442+60.000	0.3182	47.560	2.2647	0.9997	1.2650	7.1178	0.95

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	2.17	0.96	44.097	1.21	55.903
2031	2.18	0.96	44.101	1.22	55.899
2032	2.19	0.97	44.105	1.22	55.895
2033	2.20	0.97	44.108	1.23	55.892
2034	2.21	0.97	44.112	1.23	55.888
2035	2.22	0.98	44.117	1.24	55.883
2036	2.23	0.98	44.121	1.25	55.879
2037	2.24	0.99	44.125	1.25	55.875
2038	2.25	0.99	44.130	1.25	55.870
2039	2.25	0.99	44.134	1.26	55.866
2040	2.27	1.00	44.139	1.26	55.861
2041	2.27	1.00	44.144	1.27	55.856
2042	2.28	1.01	44.149	1.27	55.851
2043	2.29	1.01	44.155	1.28	55.845
2044	2.30	1.02	44.160	1.29	55.840
2045	2.31	1.02	44.166	1.29	55.834
2046	2.32	1.02	44.171	1.30	55.829
2047	2.33	1.03	44.177	1.30	55.823
2048	2.34	1.03	44.183	1.31	55.817
2049	2.35	1.04	44.189	1.31	55.811
2050	2.36	1.04	44.196	1.32	55.804
Total	47.56	20.99	44.143	26.57	55.857
Average	2.27	1.00	44.143	1.26	55.857

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.6247	1.8943	6.4036	12.0716	26.5656

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.07	0.2	0.44	0.9	0.51	1.1
Highway Segment	Collision with Fixed Object	13.29	27.9	14.30	30.1	27.59	58.0
Highway Segment	Collision with Other Object	0.94	2.0	2.78	5.8	3.72	7.8
Highway Segment	Other Single-vehicle Collision	3.83	8.1	2.14	4.5	5.97	12.5
Highway Segment	Collision with Parked Vehicle	0.28	0.6	0.32	0.7	0.60	1.3
Highway Segment	Total Single Vehicle Crashes	18.41	38.7	19.98	42.0	38.38	80.7
Highway Segment	Right-Angle Collision	0.08	0.2	0.12	0.2	0.20	0.4
Highway Segment	Head-on Collision	0.02	0.0	0.01	0.0	0.03	0.1
Highway Segment	Other Multi-vehicle Collision	0.08	0.2	0.16	0.3	0.24	0.5
Highway Segment	Rear-end Collision	1.94	4.1	4.55	9.6	6.49	13.6
Highway Segment	Sideswipe, Same Direction Collision	0.47	1.0	1.75	3.7	2.22	4.7
Highway Segment	Total Multiple Vehicle Crashes	2.59	5.4	6.59	13.9	9.18	19.3
Highway Segment	Total Highway Segment Crashes	20.99	44.1	26.57	55.9	47.56	100.0
	Total Crashes	20.99	44.1	26.57	55.9	47.56	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
425+80.000	442+60.000	Information: for segment #1 (425+80.000 to 442+60.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
425+80.000	442+60.000	Information: for segment #1 (425+80.000 to 442+60.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 12:52 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 12:52:18 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Sheridan St SB On-Ramp
Highway Comment: Created Wed Feb 04 11:24:18 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 12:52:09 EST 2026

Minimum Location: 413+00.000
Maximum Location: 424+00.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

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- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 413+00.000
Evaluation End Location: 424+00.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

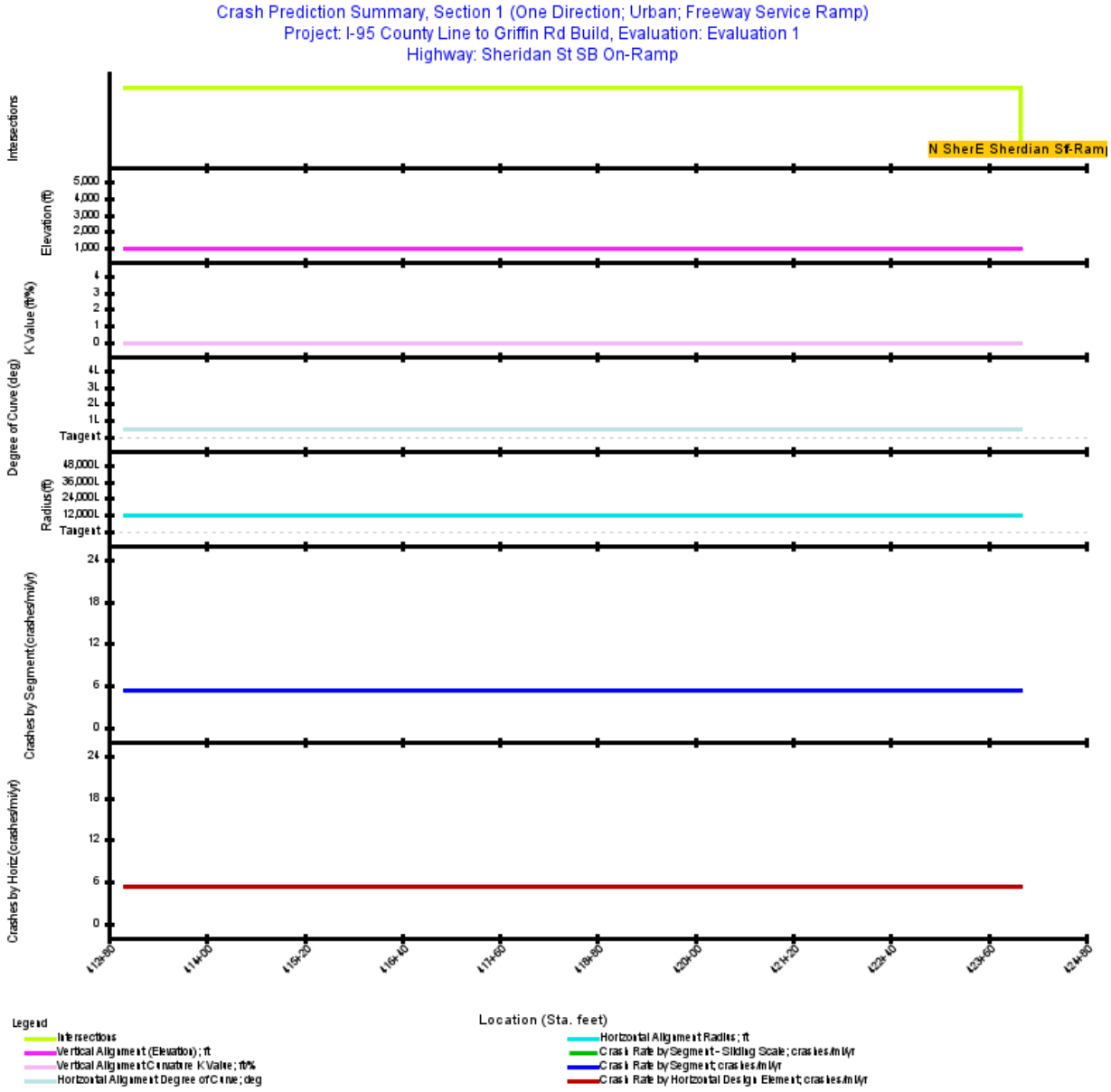

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	413+00.000	424+00.000	1,100.00	0.2083	2030: 16,900; 2031: 17,010; 2032: 17,120; 2033: 17,230; 2034: 17,340; 2035: 17,450; 2036: 17,560; 2037: 17,670; 2038: 17,780; 2039: 17,890; 2040: 18,000; 2041: 18,110; 2042: 18,220; 2043: 18,330; 2044: 18,440; 2045: 18,550; 2046: 18,660; 2047: 18,770; 2048: 18,880; 2049: 18,990; 2050: 19,100

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2083**
Average Future Road AADT (vpd)	**18,000**
Predicted Crashes	
Total Crashes	**23.39**
Fatal and Injury Crashes	**11.81**
Property-Damage-Only Crashes	**11.58**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**50**
Percent Property-Damage-Only Crashes (%)	**50**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.3455**
FI Crash Rate (crashes/mi/yr)	**2.6991**
PDO Crash Rate (crashes/mi/yr)	**2.6464**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**28.74**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	413+00.000	424+00.000	0.2083	23.387	1.1136	0.5623	0.5513	5.3455	0.81
Total			0.2083	23.387	1.1136	0.5623	0.5513	5.3455	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Simple Curve 1	413+00.000	424+00.000	0.2083	23.387	1.1136	0.5623	0.5513	5.3455	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.05	0.53	50.300	0.52	49.700
2031	1.05	0.53	50.316	0.52	49.684
2032	1.06	0.53	50.333	0.53	49.667
2033	1.07	0.54	50.350	0.53	49.650
2034	1.07	0.54	50.368	0.53	49.632
2035	1.08	0.54	50.386	0.54	49.614
2036	1.09	0.55	50.404	0.54	49.596
2037	1.09	0.55	50.422	0.54	49.578
2038	1.10	0.56	50.441	0.55	49.559
2039	1.11	0.56	50.461	0.55	49.539
2040	1.11	0.56	50.481	0.55	49.519
2041	1.12	0.57	50.501	0.55	49.499
2042	1.13	0.57	50.522	0.56	49.478
2043	1.13	0.57	50.542	0.56	49.458
2044	1.14	0.58	50.564	0.56	49.436
2045	1.15	0.58	50.585	0.57	49.415
2046	1.15	0.58	50.608	0.57	49.392
2047	1.16	0.59	50.630	0.57	49.370
2048	1.17	0.59	50.653	0.58	49.347
2049	1.17	0.59	50.676	0.58	49.324
2050	1.18	0.60	50.700	0.58	49.300
Total	23.39	11.81	50.492	11.58	49.508
Average	1.11	0.56	50.492	0.55	49.508

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.2518	0.7636	4.8613	5.9317	11.5782

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.03	0.1	0.16	0.7	0.19	0.8
Highway Segment	Collision with Fixed Object	5.96	25.5	5.10	21.8	11.05	47.3
Highway Segment	Collision with Other Object	0.42	1.8	0.99	4.2	1.41	6.0
Highway Segment	Other Single-vehicle Collision	1.72	7.3	0.76	3.3	2.48	10.6
Highway Segment	Collision with Parked Vehicle	0.12	0.5	0.11	0.5	0.24	1.0
Highway Segment	Total Single Vehicle Crashes	8.25	35.3	7.12	30.4	15.37	65.7
Highway Segment	Right-Angle Collision	0.11	0.5	0.08	0.3	0.19	0.8
Highway Segment	Head-on Collision	0.03	0.1	0.01	0.0	0.04	0.2
Highway Segment	Other Multi-vehicle Collision	0.11	0.5	0.11	0.5	0.22	0.9
Highway Segment	Rear-end Collision	2.67	11.4	3.08	13.2	5.75	24.6
Highway Segment	Sideswipe, Same Direction Collision	0.64	2.7	1.19	5.1	1.83	7.8
Highway Segment	Total Multiple Vehicle Crashes	3.56	15.2	4.46	19.1	8.02	34.3
Highway Segment	Total Highway Segment Crashes	11.81	50.5	11.58	49.5	23.39	100.0
	Total Crashes	11.81	50.5	11.58	49.5	23.39	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
413+00.000	424+00.000	Information: for segment #1 (413+00.000 to 424+00.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
413+00.000	424+00.000	Information: for segment #1 (413+00.000 to 424+00.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (18,110 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (18,220 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (18,330 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (18,440 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (18,550 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (18,660 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (18,770 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (18,880 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (18,990 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
413+00.000	424+00.000	Warning: for segment #1 (413+00.000 to 424+00.000), traffic volume (19,100 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 1:17 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 13:17:01 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Stirling Rd NB On-Ramp
Highway Comment: Created Wed Feb 04 13:02:26 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 13:16:52 EST 2026

Minimum Location: 480+80.000
Maximum Location: 495+00.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
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However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

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Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 480+80.000
Evaluation End Location: 495+00.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

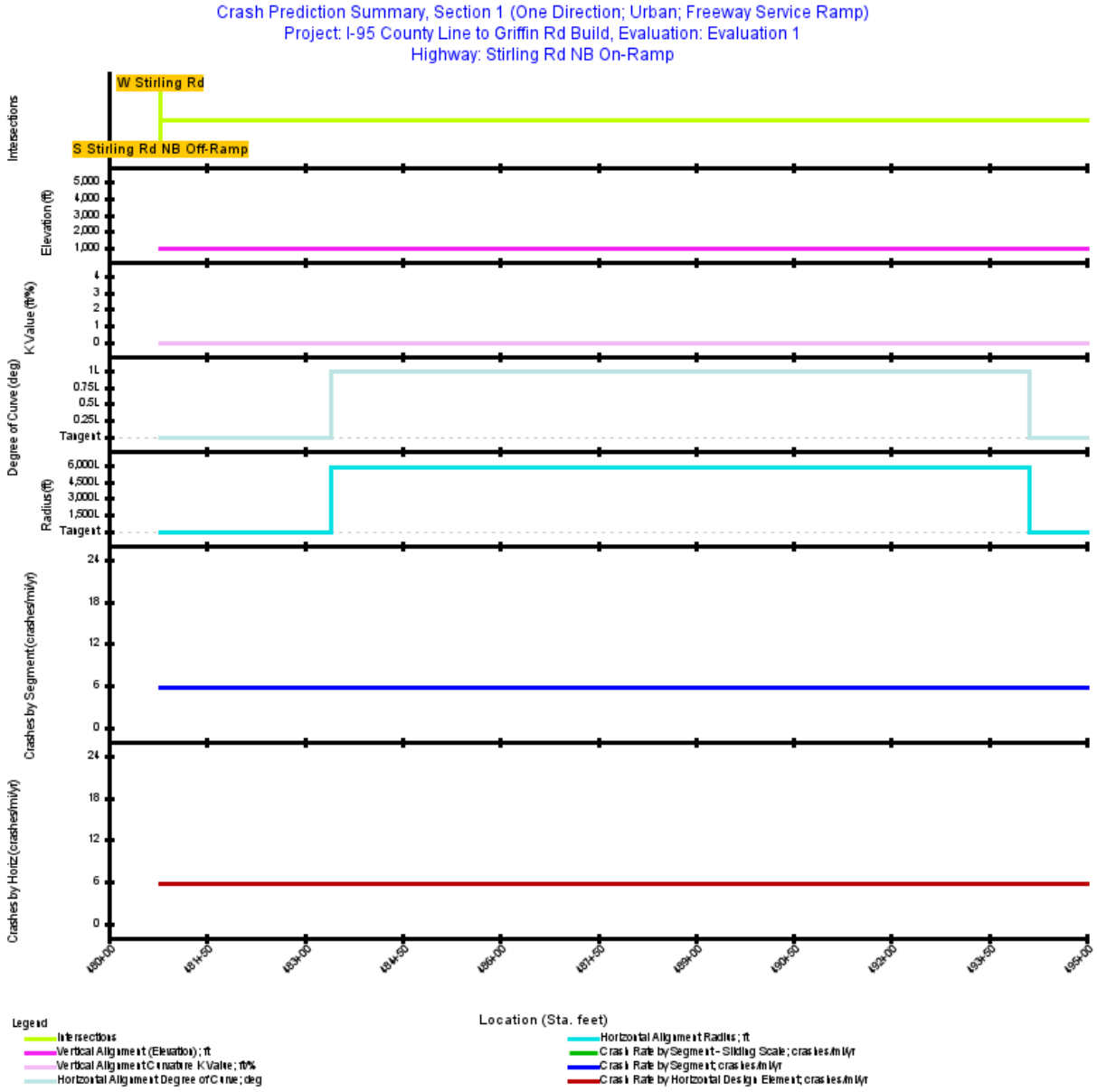

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	480+80.000	495+00.000	1,420.00	0.2689	2030-2050: 19,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2689**
Average Future Road AADT (vpd)	**19,500**
Predicted Crashes	
Total Crashes	**32.80**
Fatal and Injury Crashes	**16.66**
Property-Damage-Only Crashes	**16.14**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.8076**
FI Crash Rate (crashes/mi/yr)	**2.9490**
PDO Crash Rate (crashes/mi/yr)	**2.8587**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**40.20**
Travel Crash Rate (crashes/million veh-mi)	**0.82**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	480+80.000	495+00.000	0.2689	32.800	1.5619	0.7931	0.7688	5.8076	0.82
Total			0.2689	32.800	1.5619	0.7931	0.7688	5.8076	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	480+80.000	483+41.890	0.0496	6.049	0.2881	0.1463	0.1418	5.8076	0.82
Simple Curve 1	483+41.890	494+11.817	0.2026	24.714	1.1768	0.5976	0.5793	5.8076	0.82
Tangent	494+11.817	495+00.000	0.0167	2.037	0.0970	0.0493	0.0477	5.8076	0.82

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.56	0.79	50.777	0.77	49.223
2031	1.56	0.79	50.777	0.77	49.223
2032	1.56	0.79	50.777	0.77	49.223
2033	1.56	0.79	50.777	0.77	49.223
2034	1.56	0.79	50.777	0.77	49.223
2035	1.56	0.79	50.777	0.77	49.223
2036	1.56	0.79	50.777	0.77	49.223
2037	1.56	0.79	50.777	0.77	49.223
2038	1.56	0.79	50.777	0.77	49.223
2039	1.56	0.79	50.777	0.77	49.223
2040	1.56	0.79	50.777	0.77	49.223
2041	1.56	0.79	50.777	0.77	49.223
2042	1.56	0.79	50.777	0.77	49.223
2043	1.56	0.79	50.777	0.77	49.223
2044	1.56	0.79	50.777	0.77	49.223
2045	1.56	0.79	50.777	0.77	49.223
2046	1.56	0.79	50.777	0.77	49.223
2047	1.56	0.79	50.777	0.77	49.223
2048	1.56	0.79	50.777	0.77	49.223
2049	1.56	0.79	50.777	0.77	49.223
2050	1.56	0.79	50.777	0.77	49.223
Total	32.80	16.66	50.777	16.14	49.223
Average	1.56	0.79	50.777	0.77	49.223

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.3552	1.0770	6.8565	8.3662	16.1450

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.04	0.1	0.21	0.7	0.26	0.8
Highway Segment	Collision with Fixed Object	8.19	25.0	7.00	21.3	15.18	46.3
Highway Segment	Collision with Other Object	0.58	1.8	1.36	4.1	1.94	5.9
Highway Segment	Other Single-vehicle Collision	2.36	7.2	1.05	3.2	3.40	10.4
Highway Segment	Collision with Parked Vehicle	0.17	0.5	0.16	0.5	0.33	1.0
Highway Segment	Total Single Vehicle Crashes	11.34	34.6	9.77	29.8	21.11	64.4
Highway Segment	Right-Angle Collision	0.17	0.5	0.12	0.3	0.28	0.9
Highway Segment	Head-on Collision	0.04	0.1	0.01	0.0	0.06	0.2
Highway Segment	Other Multi-vehicle Collision	0.17	0.5	0.15	0.5	0.32	1.0
Highway Segment	Rear-end Collision	3.99	12.2	4.40	13.4	8.38	25.6
Highway Segment	Sideswipe, Same Direction Collision	0.96	2.9	1.70	5.2	2.65	8.1
Highway Segment	Total Multiple Vehicle Crashes	5.32	16.2	6.37	19.4	11.69	35.6
Highway Segment	Total Highway Segment Crashes	16.66	50.8	16.14	49.2	32.80	100.0
	Total Crashes	16.66	50.8	16.14	49.2	32.80	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
480+80.000	495+00.000	Information: for segment #1 (480+80.000 to 495+00.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
480+80.000	495+00.000	Information: for segment #1 (480+80.000 to 495+00.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2030 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2031 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2032 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2033 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2034 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2035 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2036 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Start Location (Sta. ft)	End Location (Sta. ft)	Message
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
480+80.000	495+00.000	Warning: for segment #1 (480+80.000 to 495+00.000), traffic volume (19,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 1:16 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 13:08:13 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Stirling Rd NB Off-Ramp
Highway Comment: Created Wed Feb 04 12:41:06 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 13:08:07 EST 2026

Minimum Location: 463+40.000
Maximum Location: 478+20.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 463+40.000
Evaluation End Location: 478+20.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

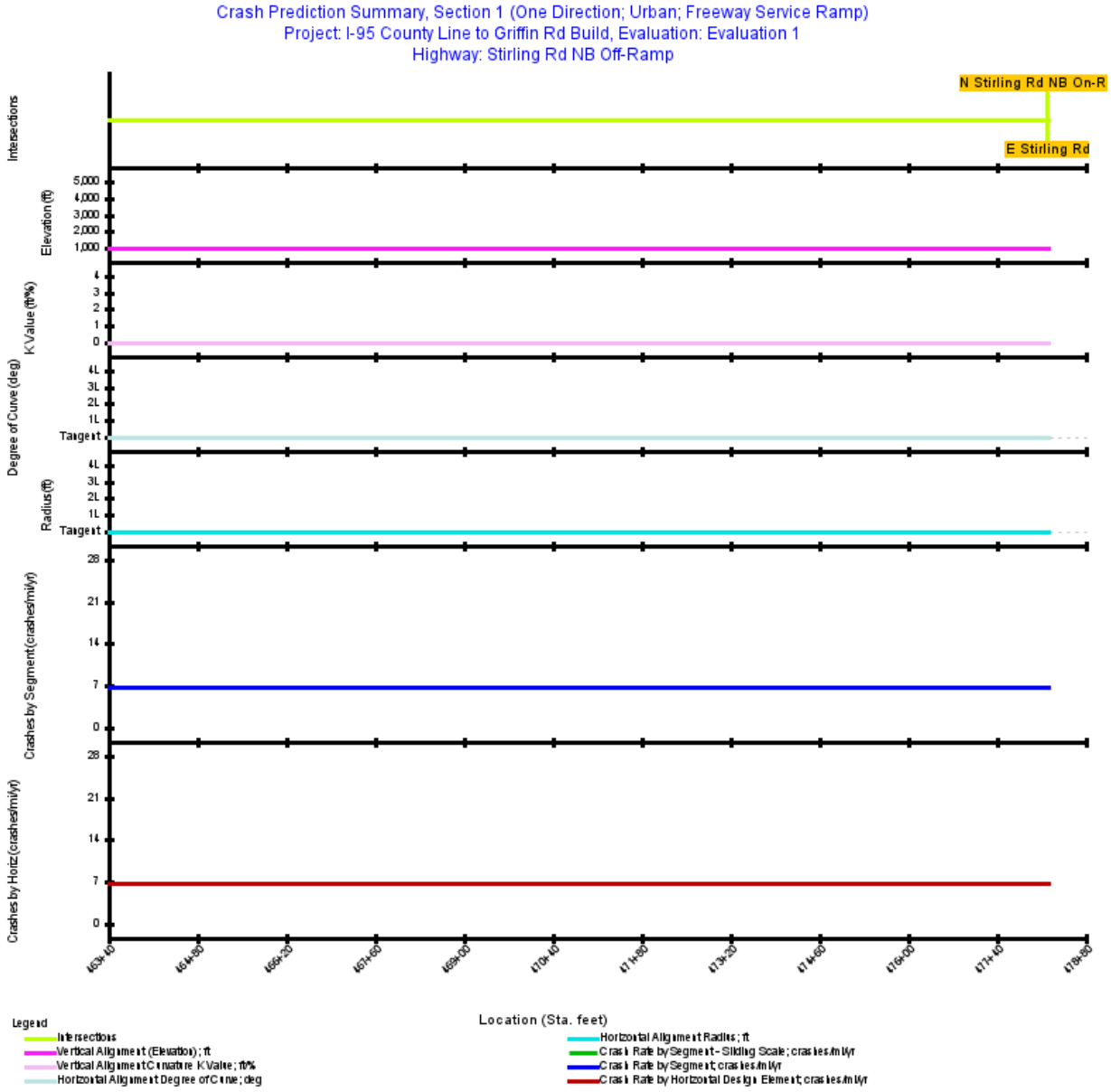

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Exit	Urban	463+40.000	478+20.000	1,480.00	0.2803	2030: 17,500; 2031: 17,650; 2032: 17,800; 2033: 17,950; 2034: 18,100; 2035: 18,250; 2036: 18,400; 2037: 18,550; 2038: 18,700; 2039: 18,850; 2040: 19,000; 2041: 19,150; 2042: 19,300; 2043: 19,450; 2044: 19,600; 2045: 19,750; 2046: 19,900; 2047: 20,050; 2048: 20,200; 2049: 20,350; 2050: 20,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2803**
Average Future Road AADT (vpd)	**19,000**
Predicted Crashes	
Total Crashes	**39.30**
Fatal and Injury Crashes	**17.33**
Property-Damage-Only Crashes	**21.98**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**44**
Percent Property-Damage-Only Crashes (%)	**56**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**6.6771**
FI Crash Rate (crashes/mi/yr)	**2.9438**
PDO Crash Rate (crashes/mi/yr)	**3.7333**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**40.82**
Travel Crash Rate (crashes/million veh-mi)	**0.96**
Travel FI Crash Rate (crashes/million veh-mi)	**0.42**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.54**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	463+40.000	478+20.000	0.2803	39.304	1.8716	0.8252	1.0465	6.6771	0.96
Total			0.2803	39.304	1.8716	0.8252	1.0465	6.6771	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	463+40.000	478+20.000	0.2803	39.304	1.8716	0.8252	1.0465	6.6771	0.96

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.75	0.77	44.054	0.98	55.946
2031	1.76	0.78	44.056	0.98	55.944
2032	1.77	0.78	44.057	0.99	55.943
2033	1.78	0.79	44.059	1.00	55.941
2034	1.80	0.79	44.061	1.01	55.939
2035	1.81	0.80	44.064	1.01	55.936
2036	1.82	0.80	44.067	1.02	55.933
2037	1.83	0.81	44.070	1.03	55.930
2038	1.85	0.81	44.074	1.03	55.926
2039	1.86	0.82	44.077	1.04	55.923
2040	1.87	0.82	44.081	1.05	55.919
2041	1.88	0.83	44.086	1.05	55.914
2042	1.90	0.84	44.090	1.06	55.910
2043	1.91	0.84	44.095	1.07	55.905
2044	1.92	0.85	44.101	1.07	55.899
2045	1.93	0.85	44.106	1.08	55.894
2046	1.95	0.86	44.112	1.09	55.888
2047	1.96	0.86	44.119	1.09	55.881
2048	1.97	0.87	44.125	1.10	55.875
2049	1.98	0.88	44.132	1.11	55.868
2050	2.00	0.88	44.139	1.11	55.861
Total	39.30	17.33	44.088	21.98	55.912
Average	1.87	0.82	44.088	1.05	55.912

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.5156	1.5635	5.2855	9.9638	21.9757

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.06	0.2	0.37	0.9	0.43	1.1
Highway Segment	Collision with Fixed Object	11.09	28.2	11.96	30.4	23.04	58.6
Highway Segment	Collision with Other Object	0.78	2.0	2.32	5.9	3.10	7.9
Highway Segment	Other Single-vehicle Collision	3.19	8.1	1.79	4.5	4.98	12.7
Highway Segment	Collision with Parked Vehicle	0.23	0.6	0.27	0.7	0.50	1.3
Highway Segment	Total Single Vehicle Crashes	15.35	39.1	16.70	42.5	32.05	81.5
Highway Segment	Right-Angle Collision	0.06	0.2	0.10	0.2	0.16	0.4
Highway Segment	Head-on Collision	0.02	0.0	0.01	0.0	0.03	0.1
Highway Segment	Other Multi-vehicle Collision	0.06	0.2	0.13	0.3	0.19	0.5
Highway Segment	Rear-end Collision	1.48	3.8	3.64	9.3	5.12	13.0
Highway Segment	Sideswipe, Same Direction Collision	0.36	0.9	1.40	3.6	1.76	4.5
Highway Segment	Total Multiple Vehicle Crashes	1.98	5.0	5.28	13.4	7.25	18.5
Highway Segment	Total Highway Segment Crashes	17.33	44.1	21.98	55.9	39.30	100.0
	Total Crashes	17.33	44.1	21.98	55.9	39.30	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
463+40.000	478+20.000	Information: for segment #1 (463+40.000 to 478+20.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
463+40.000	478+20.000	Information: for segment #1 (463+40.000 to 478+20.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 1:22 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 13:22:31 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Stirling Rd SB Off-Ramp
Highway Comment: Created Wed Feb 04 13:19:09 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 13:22:23 EST 2026

Minimum Location: 480+80.000
Maximum Location: 497+60.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

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The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 480+80.000
Evaluation End Location: 497+60.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

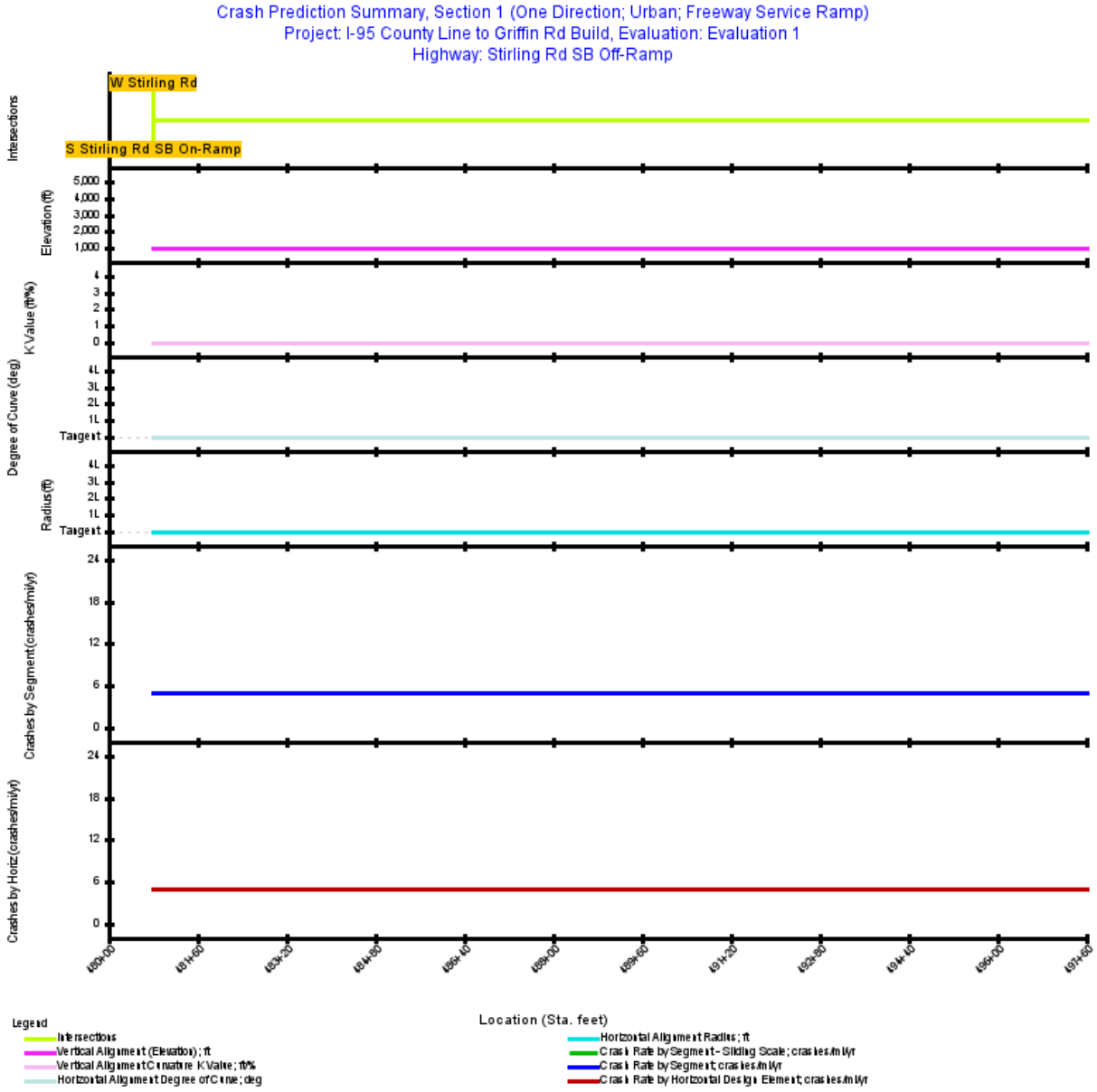

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Exit	Urban	480+80.000	497+60.000	1,680.00	0.3182	2030: 16,000; 2031: 16,150; 2032: 16,300; 2033: 16,450; 2034: 16,600; 2035: 16,750; 2036: 16,900; 2037: 17,050; 2038: 17,200; 2039: 17,350; 2040: 17,500; 2041: 17,650; 2042: 17,800; 2043: 17,950; 2044: 18,100; 2045: 18,250; 2046: 18,400; 2047: 18,550; 2048: 18,700; 2049: 18,850; 2050: 19,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.3182**
Average Future Road AADT (vpd)	**17,500**
Predicted Crashes	
Total Crashes	**33.59**
Fatal and Injury Crashes	**18.17**
Property-Damage-Only Crashes	**15.41**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**54**
Percent Property-Damage-Only Crashes (%)	**46**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.0264**
FI Crash Rate (crashes/mi/yr)	**2.7198**
PDO Crash Rate (crashes/mi/yr)	**2.3066**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**42.68**
Travel Crash Rate (crashes/million veh-mi)	**0.79**
Travel FI Crash Rate (crashes/million veh-mi)	**0.43**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.36**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	480+80.000	497+60.000	0.3182	33.586	1.5993	0.8654	0.7339	5.0264	0.79
Total			0.3182	33.586	1.5993	0.8654	0.7339	5.0264	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	480+80.000	497+60.000	0.3182	33.586	1.5993	0.8654	0.7339	5.0264	0.79

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.49	0.81	54.093	0.69	45.907
2031	1.50	0.81	54.094	0.69	45.906
2032	1.51	0.82	54.095	0.69	45.905
2033	1.52	0.82	54.096	0.70	45.904
2034	1.53	0.83	54.097	0.70	45.903
2035	1.55	0.84	54.098	0.71	45.902
2036	1.56	0.84	54.099	0.71	45.901
2037	1.57	0.85	54.101	0.72	45.899
2038	1.58	0.85	54.103	0.72	45.897
2039	1.59	0.86	54.105	0.73	45.895
2040	1.60	0.86	54.107	0.73	45.893
2041	1.61	0.87	54.109	0.74	45.891
2042	1.62	0.88	54.111	0.74	45.889
2043	1.63	0.88	54.114	0.75	45.886
2044	1.64	0.89	54.117	0.75	45.883
2045	1.65	0.90	54.120	0.76	45.880
2046	1.66	0.90	54.123	0.76	45.877
2047	1.67	0.91	54.126	0.77	45.874
2048	1.69	0.91	54.130	0.77	45.870
2049	1.70	0.92	54.133	0.78	45.867
2050	1.71	0.92	54.137	0.78	45.863
Total	33.59	18.17	54.110	15.41	45.890
Average	1.60	0.86	54.110	0.73	45.890

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.5675	1.7208	7.1549	8.7303	15.4124

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.07	0.2	0.29	0.9	0.35	1.1
Highway Segment	Collision with Fixed Object	12.26	36.5	9.36	27.9	21.62	64.4
Highway Segment	Collision with Other Object	0.87	2.6	1.82	5.4	2.68	8.0
Highway Segment	Other Single-vehicle Collision	3.53	10.5	1.40	4.2	4.93	14.7
Highway Segment	Collision with Parked Vehicle	0.26	0.8	0.21	0.6	0.46	1.4
Highway Segment	Total Single Vehicle Crashes	16.98	50.6	13.07	38.9	30.05	89.5
Highway Segment	Right-Angle Collision	0.04	0.1	0.04	0.1	0.08	0.2
Highway Segment	Head-on Collision	0.01	0.0	0.01	0.0	0.01	0.0
Highway Segment	Other Multi-vehicle Collision	0.04	0.1	0.06	0.2	0.09	0.3
Highway Segment	Rear-end Collision	0.90	2.7	1.62	4.8	2.51	7.5
Highway Segment	Sideswipe, Same Direction Collision	0.21	0.6	0.62	1.9	0.84	2.5
Highway Segment	Total Multiple Vehicle Crashes	1.19	3.6	2.34	7.0	3.54	10.5
Highway Segment	Total Highway Segment Crashes	18.17	54.1	15.41	45.9	33.59	100.0
	Total Crashes	18.17	54.1	15.41	45.9	33.59	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
480+80.000	497+60.000	Information: for segment #1 (480+80.000 to 497+60.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
480+80.000	497+60.000	Information: for segment #1 (480+80.000 to 497+60.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
480+80.000	497+60.000	Warning: for segment #1 (480+80.000 to 497+60.000), traffic volume (18,100 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
480+80.000	497+60.000	Warning: for segment #1 (480+80.000 to 497+60.000), traffic volume (18,250 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
480+80.000	497+60.000	Warning: for segment #1 (480+80.000 to 497+60.000), traffic volume (18,400 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
480+80.000	497+60.000	Warning: for segment #1 (480+80.000 to 497+60.000), traffic volume (18,550 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
480+80.000	497+60.000	Warning: for segment #1 (480+80.000 to 497+60.000), traffic volume (18,700 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
480+80.000	497+60.000	Warning: for segment #1 (480+80.000 to 497+60.000), traffic volume (18,850 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX
480+80.000	497+60.000	Warning: for segment #1 (480+80.000 to 497+60.000), traffic volume (19,000 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EX

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 1:33 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 13:25:13 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Stirling Rd SB On-Ramp
Highway Comment: Created Wed Feb 04 12:56:07 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 13:25:04 EST 2026

Minimum Location: 466+20.000
Maximum Location: 478+20.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

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Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 466+20.000
Evaluation End Location: 478+20.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

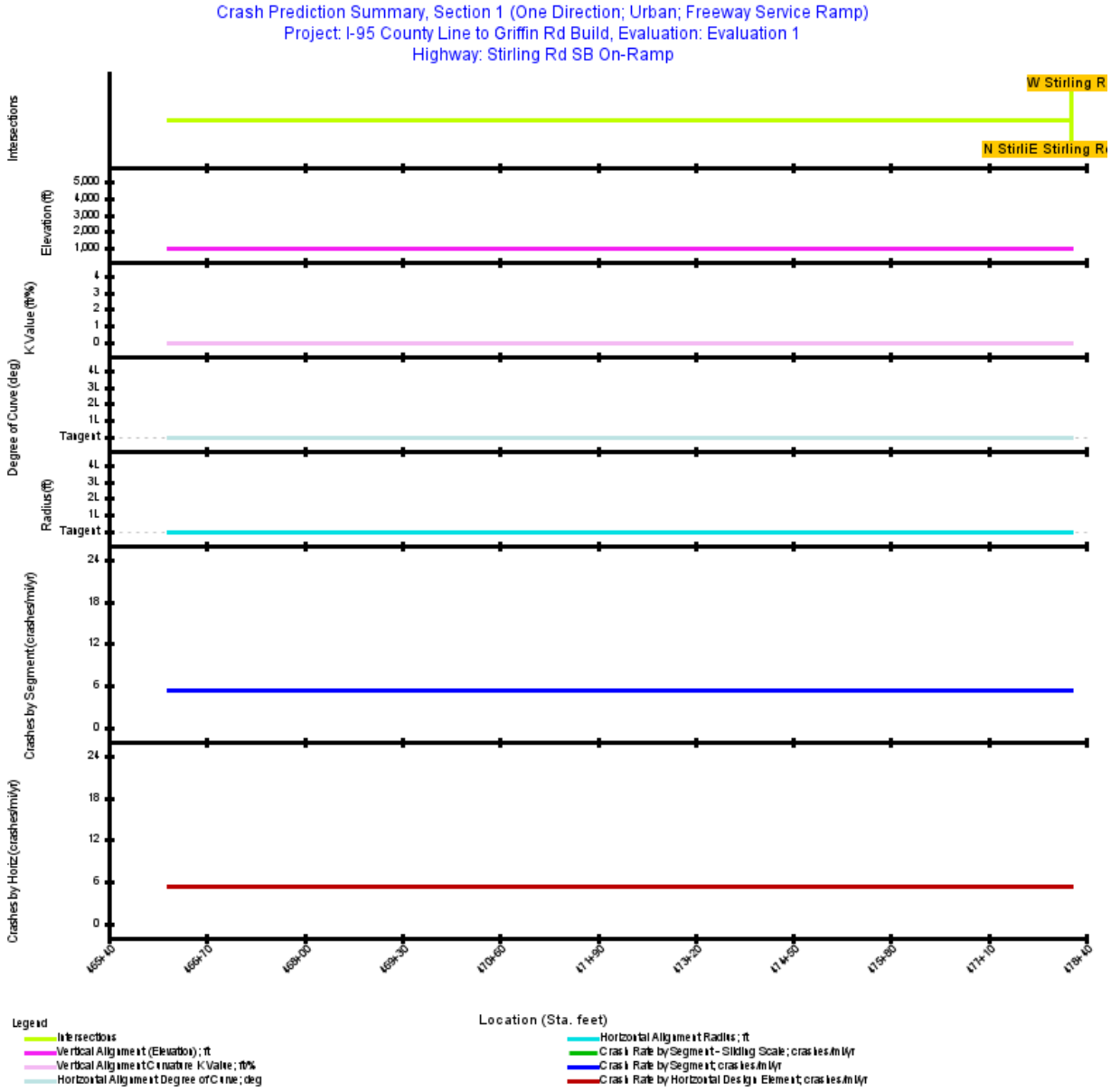

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	466+20.000	478+20.000	1,200.00	0.2273	2030: 16,500; 2031: 16,650; 2032: 16,800; 2033: 16,950; 2034: 17,100; 2035: 17,250; 2036: 17,400; 2037: 17,550; 2038: 17,700; 2039: 17,850; 2040: 18,000; 2041: 18,150; 2042: 18,300; 2043: 18,450; 2044: 18,600; 2045: 18,750; 2046: 18,900; 2047: 19,050; 2048: 19,200; 2049: 19,350; 2050: 19,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2273**
Average Future Road AADT (vpd)	**18,000**
Predicted Crashes	
Total Crashes	**25.46**
Fatal and Injury Crashes	**12.86**
Property-Damage-Only Crashes	**12.60**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.3355**
FI Crash Rate (crashes/mi/yr)	**2.6948**
PDO Crash Rate (crashes/mi/yr)	**2.6407**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**31.36**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	466+20.000	478+20.000	0.2273	25.465	1.2126	0.6125	0.6002	5.3355	0.81
Total			0.2273	25.465	1.2126	0.6125	0.6002	5.3355	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	466+20.000	478+20.000	0.2273	25.465	1.2126	0.6125	0.6002	5.3355	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.11	0.56	50.250	0.56	49.750
2031	1.12	0.56	50.270	0.56	49.730
2032	1.13	0.57	50.291	0.56	49.709
2033	1.14	0.58	50.313	0.57	49.687
2034	1.15	0.58	50.336	0.57	49.664
2035	1.16	0.59	50.359	0.58	49.641
2036	1.17	0.59	50.383	0.58	49.617
2037	1.18	0.60	50.408	0.59	49.592
2038	1.19	0.60	50.433	0.59	49.567
2039	1.20	0.61	50.459	0.60	49.541
2040	1.21	0.61	50.486	0.60	49.514
2041	1.22	0.62	50.514	0.60	49.486
2042	1.23	0.62	50.542	0.61	49.458
2043	1.24	0.63	50.571	0.61	49.429
2044	1.25	0.63	50.601	0.62	49.399
2045	1.26	0.64	50.632	0.62	49.368
2046	1.27	0.64	50.663	0.63	49.337
2047	1.28	0.65	50.694	0.63	49.306
2048	1.29	0.66	50.727	0.64	49.273
2049	1.30	0.66	50.760	0.64	49.240
2050	1.31	0.67	50.794	0.65	49.206
Total	25.46	12.86	50.508	12.60	49.492
Average	1.21	0.61	50.508	0.60	49.492

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.2743	0.8317	5.2949	6.4607	12.6032

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.04	0.1	0.17	0.7	0.21	0.8
Highway Segment	Collision with Fixed Object	6.48	25.5	5.54	21.8	12.02	47.2
Highway Segment	Collision with Other Object	0.46	1.8	1.08	4.2	1.53	6.0
Highway Segment	Other Single-vehicle Collision	1.87	7.3	0.83	3.3	2.69	10.6
Highway Segment	Collision with Parked Vehicle	0.14	0.5	0.12	0.5	0.26	1.0
Highway Segment	Total Single Vehicle Crashes	8.98	35.3	7.74	30.4	16.72	65.6
Highway Segment	Right-Angle Collision	0.12	0.5	0.09	0.3	0.21	0.8
Highway Segment	Head-on Collision	0.03	0.1	0.01	0.0	0.04	0.2
Highway Segment	Other Multi-vehicle Collision	0.12	0.5	0.12	0.5	0.24	0.9
Highway Segment	Rear-end Collision	2.91	11.4	3.36	13.2	6.27	24.6
Highway Segment	Sideswipe, Same Direction Collision	0.70	2.7	1.29	5.1	1.99	7.8
Highway Segment	Total Multiple Vehicle Crashes	3.88	15.3	4.86	19.1	8.75	34.4
Highway Segment	Total Highway Segment Crashes	12.86	50.5	12.60	49.5	25.46	100.0
	Total Crashes	12.86	50.5	12.60	49.5	25.46	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
466+20.000	478+20.000	Information: for segment #1 (466+20.000 to 478+20.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
466+20.000	478+20.000	Information: for segment #1 (466+20.000 to 478+20.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (18,150 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (18,300 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (18,450 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (18,600 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (18,750 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (18,900 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (19,050 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (19,200 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (19,350 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
466+20.000	478+20.000	Warning: for segment #1 (466+20.000 to 478+20.000), traffic volume (19,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

Disclaimer

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Report Overview

Report Generated: Feb 6, 2026 1:32 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 13:28:34 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Griffin Rd NB On-Ramp
Highway Comment: Created Wed Feb 04 13:49:50 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 13:28:25 EST 2026

Minimum Location: 533+80.000
Maximum Location: 544+60.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

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However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 533+80.000
Evaluation End Location: 544+60.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

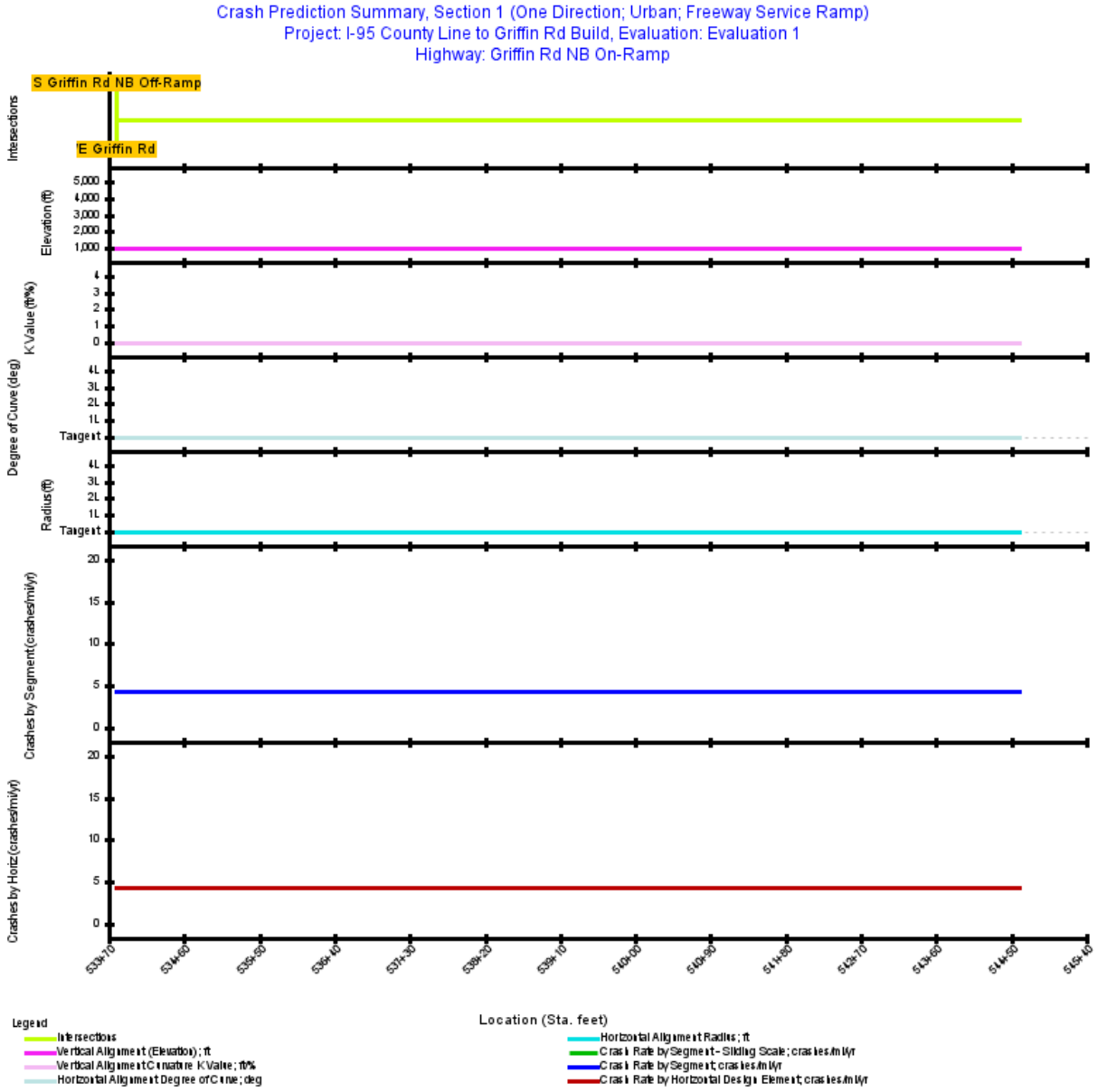

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	533+80.000	544+60.000	1,080.00	0.2045	2030: 12,500; 2031: 12,700; 2032: 12,900; 2033: 13,100; 2034: 13,300; 2035: 13,500; 2036: 13,700; 2037: 13,900; 2038: 14,100; 2039: 14,300; 2040: 14,500; 2041: 14,700; 2042: 14,900; 2043: 15,100; 2044: 15,300; 2045: 15,500; 2046: 15,700; 2047: 15,900; 2048: 16,100; 2049: 16,300; 2050: 16,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2045**
Average Future Road AADT (vpd)	**14,500**
Predicted Crashes	
Total Crashes	**18.70**
Fatal and Injury Crashes	**9.37**
Property-Damage-Only Crashes	**9.34**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**50**
Percent Property-Damage-Only Crashes (%)	**50**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**4.3542**
FI Crash Rate (crashes/mi/yr)	**2.1805**
PDO Crash Rate (crashes/mi/yr)	**2.1737**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**22.73**
Travel Crash Rate (crashes/million veh-mi)	**0.82**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.41**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	533+80.000	544+60.000	0.2045	18.703	0.8906	0.4460	0.4446	4.3542	0.82
Total			0.2045	18.703	0.8906	0.4460	0.4446	4.3542	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	533+80.000	544+60.000	0.2045	18.703	0.8906	0.4460	0.4446	4.3542	0.82

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	0.78	0.39	49.977	0.39	50.023
2031	0.79	0.40	49.978	0.40	50.022
2032	0.80	0.40	49.980	0.40	50.020
2033	0.81	0.41	49.983	0.41	50.017
2034	0.82	0.41	49.988	0.41	50.012
2035	0.83	0.42	49.995	0.42	50.005
2036	0.85	0.42	50.002	0.42	49.998
2037	0.86	0.43	50.011	0.43	49.989
2038	0.87	0.43	50.022	0.43	49.978
2039	0.88	0.44	50.033	0.44	49.967
2040	0.89	0.45	50.047	0.45	49.953
2041	0.90	0.45	50.061	0.45	49.939
2042	0.91	0.46	50.077	0.46	49.923
2043	0.92	0.46	50.094	0.46	49.906
2044	0.94	0.47	50.112	0.47	49.888
2045	0.95	0.47	50.132	0.47	49.868
2046	0.96	0.48	50.153	0.48	49.847
2047	0.97	0.49	50.175	0.48	49.825
2048	0.98	0.49	50.199	0.49	49.801
2049	0.99	0.50	50.223	0.49	49.777
2050	1.00	0.50	50.250	0.50	49.750
Total	18.70	9.37	50.077	9.34	49.923
Average	0.89	0.45	50.077	0.45	49.923

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.1997	0.6057	3.8559	4.7049	9.3372

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.03	0.1	0.13	0.7	0.16	0.9
Highway Segment	Collision with Fixed Object	4.99	26.7	4.29	23.0	9.29	49.7
Highway Segment	Collision with Other Object	0.35	1.9	0.83	4.5	1.19	6.3
Highway Segment	Other Single-vehicle Collision	1.44	7.7	0.64	3.4	2.08	11.1
Highway Segment	Collision with Parked Vehicle	0.10	0.6	0.10	0.5	0.20	1.1
Highway Segment	Total Single Vehicle Crashes	6.92	37.0	6.00	32.1	12.91	69.0
Highway Segment	Right-Angle Collision	0.08	0.4	0.06	0.3	0.14	0.7
Highway Segment	Head-on Collision	0.02	0.1	0.01	0.0	0.03	0.1
Highway Segment	Other Multi-vehicle Collision	0.08	0.4	0.08	0.4	0.16	0.8
Highway Segment	Rear-end Collision	1.84	9.8	2.30	12.3	4.14	22.1
Highway Segment	Sideswipe, Same Direction Collision	0.44	2.4	0.89	4.7	1.33	7.1
Highway Segment	Total Multiple Vehicle Crashes	2.45	13.1	3.34	17.9	5.79	31.0
Highway Segment	Total Highway Segment Crashes	9.37	50.1	9.34	49.9	18.70	100.0
	Total Crashes	9.37	50.1	9.34	49.9	18.70	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
533+80.000	544+60.000	Information: for segment #1 (533+80.000 to 544+60.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
533+80.000	544+60.000	Information: for segment #1 (533+80.000 to 544+60.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Freeway Ramp Evaluation 3

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Report Overview

Report Generated: Feb 6, 2026 1:41 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 13:41:07 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Griffin Rd NB Off-Ramp
Highway Comment: Created Wed Feb 04 13:30:33 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 13:40:59 EST 2026

Minimum Location: 517+20.000
Maximum Location: 532+20.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

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Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 517+20.000
Evaluation End Location: 532+20.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

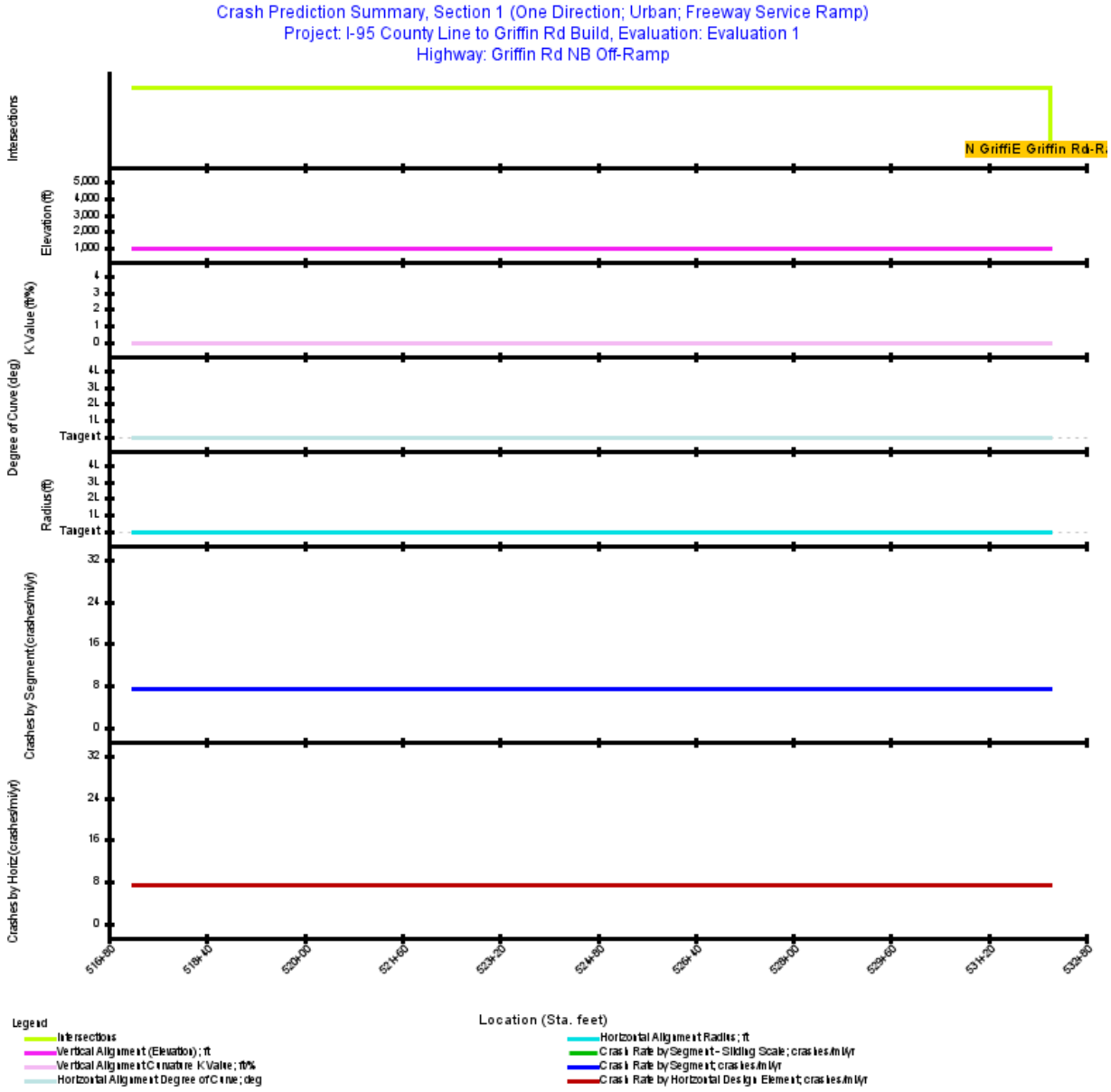

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Exit	Urban	517+20.000	532+20.000	1,500.00	0.2841	2030: 18,000; 2031: 18,300; 2032: 18,600; 2033: 18,900; 2034: 19,200; 2035: 19,500; 2036: 19,800; 2037: 20,100; 2038: 20,400; 2039: 20,700; 2040: 21,000; 2041: 21,300; 2042: 21,600; 2043: 21,900; 2044: 22,200; 2045: 22,500; 2046: 22,800; 2047: 23,100; 2048: 23,400; 2049: 23,700; 2050: 24,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2841**
Average Future Road AADT (vpd)	**21,000**
Predicted Crashes	
Total Crashes	**43.35**
Fatal and Injury Crashes	**19.16**
Property-Damage-Only Crashes	**24.19**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**44**
Percent Property-Damage-Only Crashes (%)	**56**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**7.2668**
FI Crash Rate (crashes/mi/yr)	**3.2117**
PDO Crash Rate (crashes/mi/yr)	**4.0551**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**45.73**
Travel Crash Rate (crashes/million veh-mi)	**0.95**
Travel FI Crash Rate (crashes/million veh-mi)	**0.42**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.53**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	517+20.000	532+20.000	0.2841	43.353	2.0644	0.9124	1.1520	7.2668	0.95
Total			0.2841	43.353	2.0644	0.9124	1.1520	7.2668	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	517+20.000	532+20.000	0.2841	43.353	2.0644	0.9124	1.1520	7.2668	0.95

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.81	0.80	44.060	1.01	55.940
2031	1.84	0.81	44.065	1.03	55.935
2032	1.86	0.82	44.071	1.04	55.929
2033	1.89	0.83	44.079	1.06	55.921
2034	1.91	0.84	44.087	1.07	55.913
2035	1.94	0.85	44.097	1.08	55.903
2036	1.96	0.87	44.108	1.10	55.892
2037	1.99	0.88	44.121	1.11	55.879
2038	2.01	0.89	44.134	1.12	55.866
2039	2.04	0.90	44.149	1.14	55.851
2040	2.06	0.91	44.166	1.15	55.834
2041	2.09	0.92	44.183	1.17	55.817
2042	2.11	0.94	44.202	1.18	55.798
2043	2.14	0.95	44.222	1.19	55.778
2044	2.17	0.96	44.243	1.21	55.757
2045	2.19	0.97	44.266	1.22	55.734
2046	2.21	0.98	44.290	1.23	55.710
2047	2.24	0.99	44.316	1.25	55.684
2048	2.27	1.00	44.343	1.26	55.657
2049	2.29	1.02	44.371	1.27	55.629
2050	2.32	1.03	44.401	1.29	55.599
Total	43.35	19.16	44.197	24.19	55.803
Average	2.06	0.91	44.197	1.15	55.803

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.5701	1.7288	5.8443	11.0173	24.1923

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.07	0.2	0.40	0.9	0.47	1.1
Highway Segment	Collision with Fixed Object	12.06	27.8	12.97	29.9	25.04	57.8
Highway Segment	Collision with Other Object	0.85	2.0	2.52	5.8	3.37	7.8
Highway Segment	Other Single-vehicle Collision	3.48	8.0	1.94	4.5	5.42	12.5
Highway Segment	Collision with Parked Vehicle	0.25	0.6	0.29	0.7	0.54	1.2
Highway Segment	Total Single Vehicle Crashes	16.71	38.5	18.12	41.8	34.83	80.3
Highway Segment	Right-Angle Collision	0.08	0.2	0.11	0.3	0.18	0.4
Highway Segment	Head-on Collision	0.02	0.0	0.01	0.0	0.03	0.1
Highway Segment	Other Multi-vehicle Collision	0.08	0.2	0.15	0.3	0.22	0.5
Highway Segment	Rear-end Collision	1.84	4.2	4.19	9.7	6.03	13.9
Highway Segment	Sideswipe, Same Direction Collision	0.44	1.0	1.61	3.7	2.06	4.7
Highway Segment	Total Multiple Vehicle Crashes	2.45	5.7	6.07	14.0	8.52	19.7
Highway Segment	Total Highway Segment Crashes	19.16	44.2	24.19	55.8	43.35	100.0
	Total Crashes	19.16	44.2	24.19	55.8	43.35	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
517+20.000	532+20.000	Information: for segment #1 (517+20.000 to 532+20.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
517+20.000	532+20.000	Information: for segment #1 (517+20.000 to 532+20.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 1:45 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 13:44:04 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Griffin Rd SB Off-Ramp
Highway Comment: Created Wed Feb 04 14:36:52 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 13:43:51 EST 2026

Minimum Location: 0.000
Maximum Location: 25+60.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 25+60.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

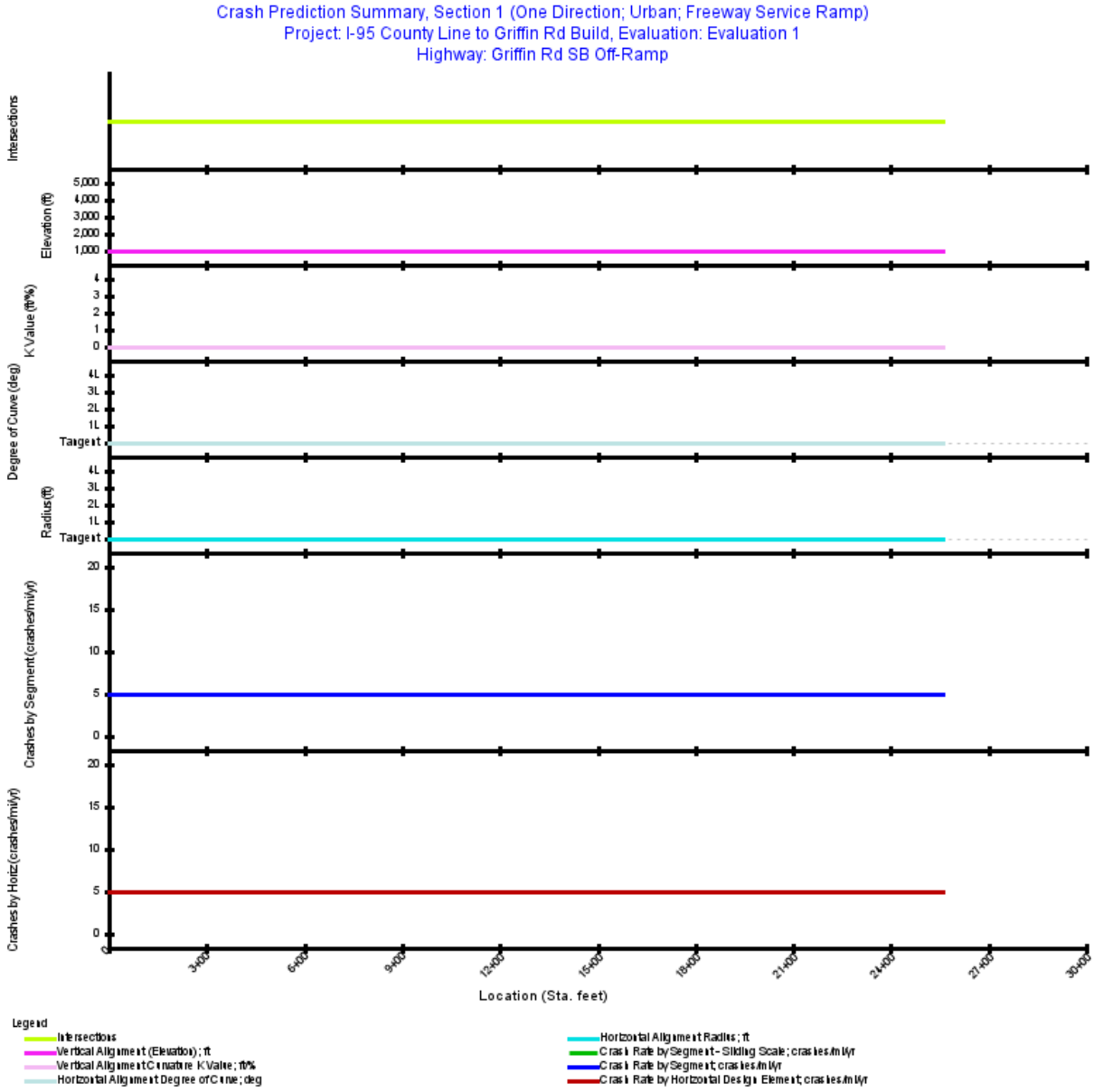

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Exit	Urban	0.000	25+60.000	2,560.00	0.4848	2030-2050: 17,000

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.4848**
Average Future Road AADT (vpd)	**17,000**
Predicted Crashes	
Total Crashes	**50.04**
Fatal and Injury Crashes	**27.07**
Property-Damage-Only Crashes	**22.97**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**54**
Percent Property-Damage-Only Crashes (%)	**46**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**4.9147**
FI Crash Rate (crashes/mi/yr)	**2.6588**
PDO Crash Rate (crashes/mi/yr)	**2.2558**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**63.18**
Travel Crash Rate (crashes/million veh-mi)	**0.79**
Travel FI Crash Rate (crashes/million veh-mi)	**0.43**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.36**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	25+60.000	0.4848	50.040	2.3829	1.2891	1.0937	4.9147	0.79
Total			0.4848	50.040	2.3829	1.2891	1.0937	4.9147	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	25+60.000	0.4848	50.040	2.3829	1.2891	1.0937	4.9147	0.79

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	2.38	1.29	54.100	1.09	45.900
2031	2.38	1.29	54.100	1.09	45.900
2032	2.38	1.29	54.100	1.09	45.900
2033	2.38	1.29	54.100	1.09	45.900
2034	2.38	1.29	54.100	1.09	45.900
2035	2.38	1.29	54.100	1.09	45.900
2036	2.38	1.29	54.100	1.09	45.900
2037	2.38	1.29	54.100	1.09	45.900
2038	2.38	1.29	54.100	1.09	45.900
2039	2.38	1.29	54.100	1.09	45.900
2040	2.38	1.29	54.100	1.09	45.900
2041	2.38	1.29	54.100	1.09	45.900
2042	2.38	1.29	54.100	1.09	45.900
2043	2.38	1.29	54.100	1.09	45.900
2044	2.38	1.29	54.100	1.09	45.900
2045	2.38	1.29	54.100	1.09	45.900
2046	2.38	1.29	54.100	1.09	45.900
2047	2.38	1.29	54.100	1.09	45.900
2048	2.38	1.29	54.100	1.09	45.900
2049	2.38	1.29	54.100	1.09	45.900
2050	2.38	1.29	54.100	1.09	45.900
Total	50.04	27.07	54.100	22.97	45.900
Average	2.38	1.29	54.100	1.09	45.900

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.8454	2.5633	10.6582	13.0050	22.9682

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.10	0.2	0.43	0.9	0.53	1.1
Highway Segment	Collision with Fixed Object	18.30	36.6	13.98	27.9	32.28	64.5
Highway Segment	Collision with Other Object	1.29	2.6	2.71	5.4	4.01	8.0
Highway Segment	Other Single-vehicle Collision	5.27	10.5	2.09	4.2	7.36	14.7
Highway Segment	Collision with Parked Vehicle	0.38	0.8	0.31	0.6	0.69	1.4
Highway Segment	Total Single Vehicle Crashes	25.35	50.7	19.53	39.0	44.88	89.7
Highway Segment	Right-Angle Collision	0.05	0.1	0.06	0.1	0.12	0.2
Highway Segment	Head-on Collision	0.01	0.0	0.01	0.0	0.02	0.0
Highway Segment	Other Multi-vehicle Collision	0.05	0.1	0.08	0.2	0.14	0.3
Highway Segment	Rear-end Collision	1.29	2.6	2.37	4.7	3.67	7.3
Highway Segment	Sideswipe, Same Direction Collision	0.31	0.6	0.92	1.8	1.23	2.4
Highway Segment	Total Multiple Vehicle Crashes	1.73	3.4	3.44	6.9	5.17	10.3
Highway Segment	Total Highway Segment Crashes	27.07	54.1	22.97	45.9	50.04	100.0
	Total Crashes	27.07	54.1	22.97	45.9	50.04	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	25+60.000	Information: for segment #1 (0.000 to 25+60.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	25+60.000	Information: for segment #1 (0.000 to 25+60.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 2:02 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 13:52:41 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: Griffin Rd SB On-Ramp
Highway Comment: Created Wed Feb 04 13:41:50 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 13:52:33 EST 2026

Minimum Location: 520+80.000
Maximum Location: 532+20.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

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- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

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The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 520+80.000
Evaluation End Location: 532+20.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

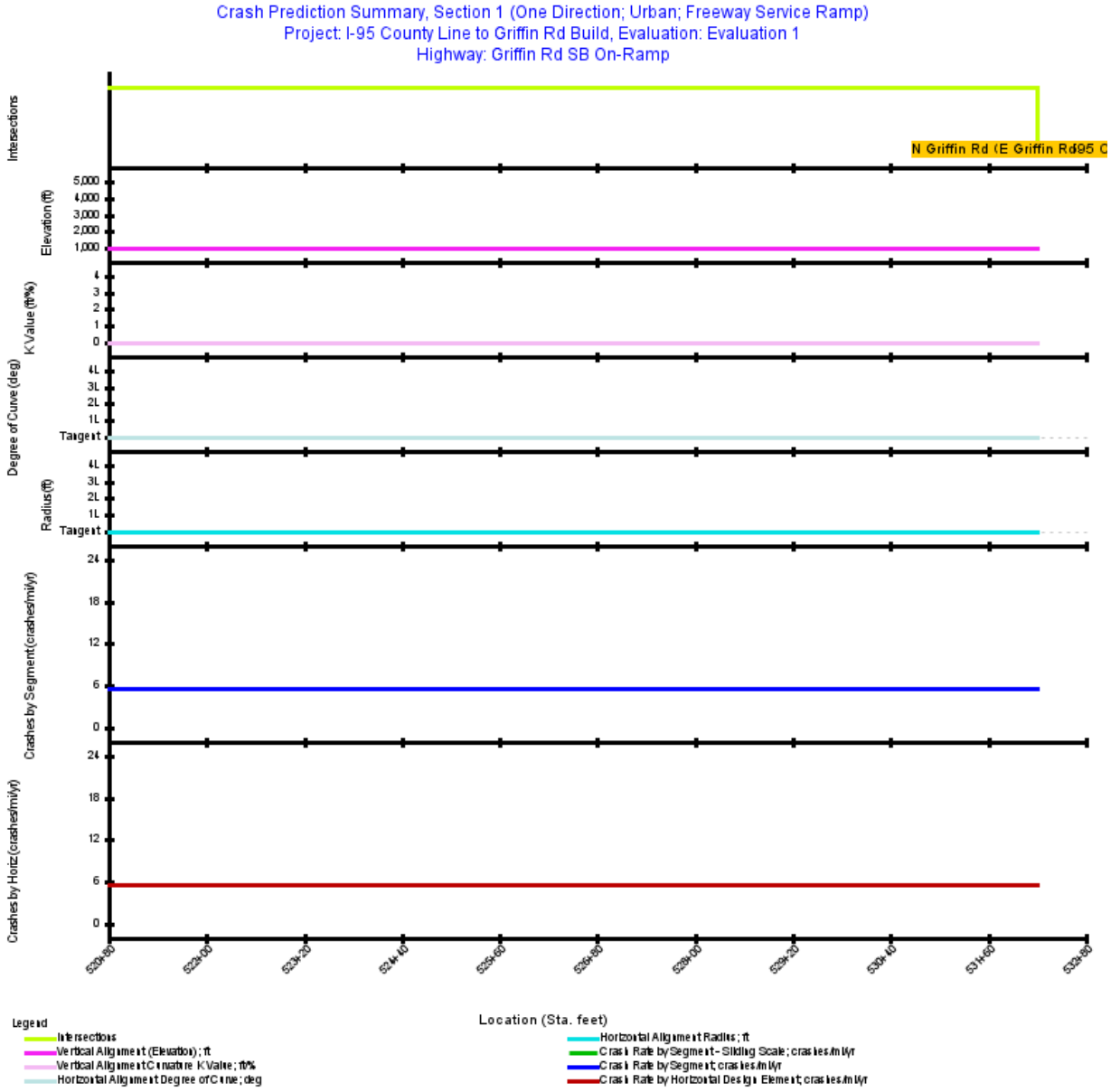

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road One-lane Ramp Entrance	Urban	520+80.000	532+20.000	1,140.00	0.2159	2030: 16,500; 2031: 16,750; 2032: 17,000; 2033: 17,250; 2034: 17,500; 2035: 17,750; 2036: 18,000; 2037: 18,250; 2038: 18,500; 2039: 18,750; 2040: 19,000; 2041: 19,250; 2042: 19,500; 2043: 19,750; 2044: 20,000; 2045: 20,250; 2046: 20,500; 2047: 20,750; 2048: 21,000; 2049: 21,250; 2050: 21,500

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2159**
Average Future Road AADT (vpd)	**19,000**
Predicted Crashes	
Total Crashes	**25.53**
Fatal and Injury Crashes	**12.96**
Property-Damage-Only Crashes	**12.58**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**51**
Percent Property-Damage-Only Crashes (%)	**49**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**5.6316**
FI Crash Rate (crashes/mi/yr)	**2.8578**
PDO Crash Rate (crashes/mi/yr)	**2.7738**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**31.44**
Travel Crash Rate (crashes/million veh-mi)	**0.81**
Travel FI Crash Rate (crashes/million veh-mi)	**0.41**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.40**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	520+80.000	532+20.000	0.2159	25.534	1.2159	0.6170	0.5989	5.6316	0.81
Total			0.2159	25.534	1.2159	0.6170	0.5989	5.6316	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	520+80.000	532+20.000	0.2159	25.534	1.2159	0.6170	0.5989	5.6316	0.81

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	1.06	0.53	50.250	0.53	49.750
2031	1.07	0.54	50.284	0.53	49.716
2032	1.09	0.55	50.321	0.54	49.679
2033	1.10	0.56	50.359	0.55	49.641
2034	1.12	0.56	50.400	0.56	49.600
2035	1.14	0.57	50.442	0.56	49.558
2036	1.15	0.58	50.486	0.57	49.514
2037	1.17	0.59	50.533	0.58	49.467
2038	1.18	0.60	50.581	0.58	49.419
2039	1.20	0.61	50.632	0.59	49.368
2040	1.21	0.62	50.684	0.60	49.316
2041	1.23	0.62	50.738	0.61	49.262
2042	1.25	0.63	50.794	0.61	49.206
2043	1.26	0.64	50.853	0.62	49.147
2044	1.28	0.65	50.913	0.63	49.087
2045	1.29	0.66	50.975	0.64	49.025
2046	1.31	0.67	51.039	0.64	48.961
2047	1.33	0.68	51.105	0.65	48.895
2048	1.34	0.69	51.173	0.66	48.827
2049	1.36	0.70	51.243	0.66	48.757
2050	1.38	0.71	51.315	0.67	48.685
Total	25.53	12.96	50.745	12.58	49.255
Average	1.22	0.62	50.745	0.60	49.255

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	0.2763	0.8379	5.3343	6.5088	12.5767

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.04	0.1	0.17	0.7	0.20	0.8
Highway Segment	Collision with Fixed Object	6.40	25.1	5.46	21.4	11.86	46.5
Highway Segment	Collision with Other Object	0.45	1.8	1.06	4.2	1.51	5.9
Highway Segment	Other Single-vehicle Collision	1.84	7.2	0.82	3.2	2.66	10.4
Highway Segment	Collision with Parked Vehicle	0.13	0.5	0.12	0.5	0.26	1.0
Highway Segment	Total Single Vehicle Crashes	8.86	34.7	7.63	29.9	16.49	64.6
Highway Segment	Right-Angle Collision	0.13	0.5	0.09	0.3	0.22	0.8
Highway Segment	Head-on Collision	0.03	0.1	0.01	0.0	0.04	0.2
Highway Segment	Other Multi-vehicle Collision	0.13	0.5	0.12	0.5	0.25	1.0
Highway Segment	Rear-end Collision	3.07	12.0	3.41	13.4	6.49	25.4
Highway Segment	Sideswipe, Same Direction Collision	0.74	2.9	1.32	5.2	2.05	8.0
Highway Segment	Total Multiple Vehicle Crashes	4.09	16.0	4.95	19.4	9.04	35.4
Highway Segment	Total Highway Segment Crashes	12.96	50.7	12.58	49.3	25.53	100.0
	Total Crashes	12.96	50.7	12.58	49.3	25.53	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
520+80.000	532+20.000	Information: for segment #1 (520+80.000 to 532+20.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
520+80.000	532+20.000	Information: for segment #1 (520+80.000 to 532+20.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (18,250 vpd) for 2037 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (18,500 vpd) for 2038 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (18,750 vpd) for 2039 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (19,000 vpd) for 2040 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (19,250 vpd) for 2041 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (19,500 vpd) for 2042 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (19,750 vpd) for 2043 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (20,000 vpd) for 2044 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (20,250 vpd) for 2045 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (20,500 vpd) for 2046 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (20,750 vpd) for 2047 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (21,000 vpd) for 2048 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (21,250 vpd) for 2049 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN
520+80.000	532+20.000	Warning: for segment #1 (520+80.000 to 532+20.000), traffic volume (21,500 vpd) for 2050 is not within the model limit (18,000 vpd) for reliable results for segment type 1EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 2:02 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 14:00:49 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: I-595 NB Off-Ramp
Highway Comment: Created Wed Feb 04 14:26:42 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 14:00:34 EST 2026

Minimum Location: 0.000
Maximum Location: 13+80.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

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Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 13+80.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: EX_RAMP_MV_FI=1.0; EX_RAMP_MV_PDO=1.0; EX_RAMP_SV_FI=1.0; EX_RAMP_SV_PDO=1.0;

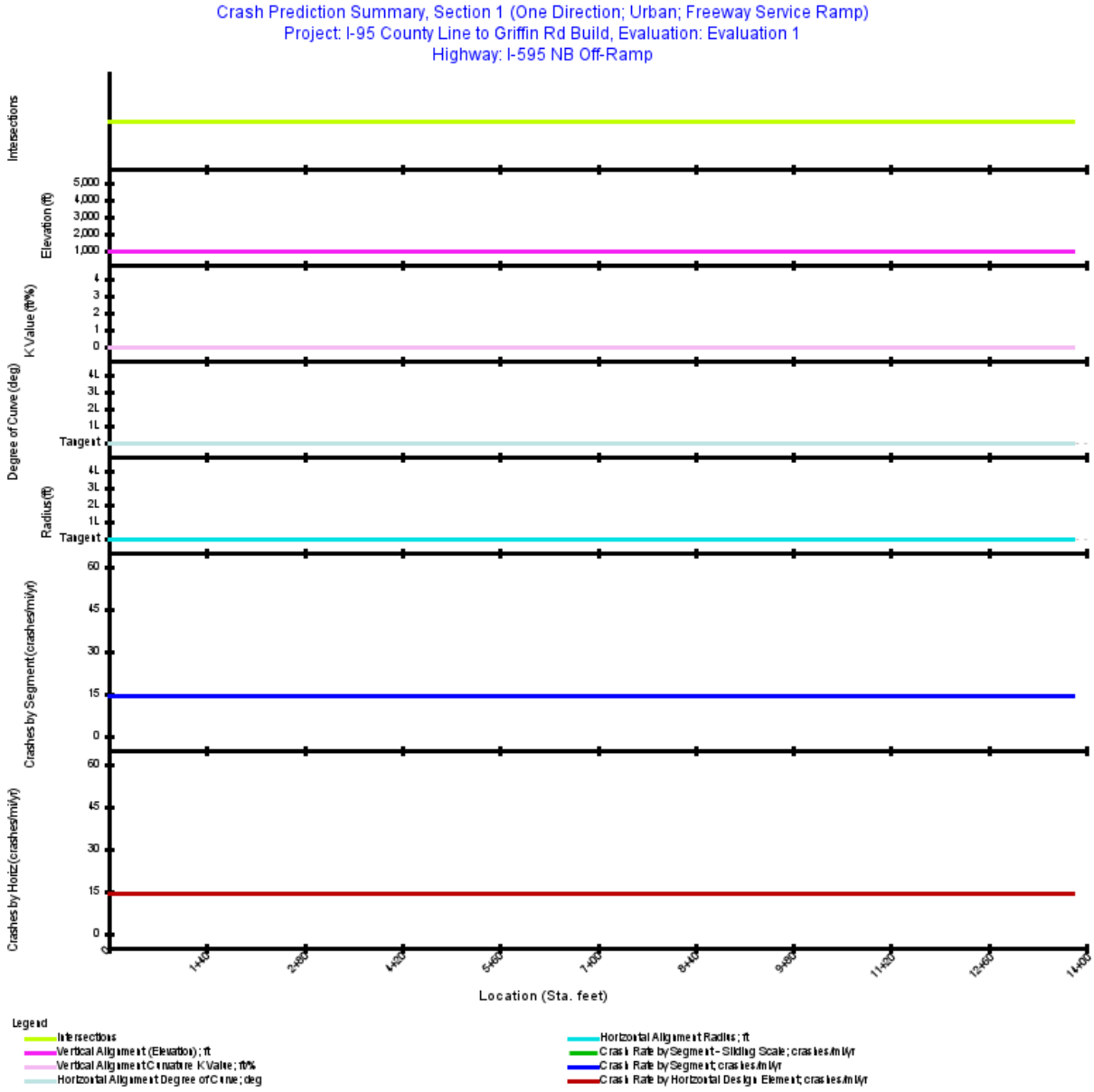

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

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Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Exit	Urban	0.000	13+80.000	1,380.00	0.2614	2030: 39,360; 2031: 39,556; 2032: 39,752; 2033: 39,948; 2034: 40,144; 2035: 40,340; 2036: 40,536; 2037: 40,732; 2038: 40,928; 2039: 41,124; 2040: 41,320; 2041: 41,516; 2042: 41,712; 2043: 41,908; 2044: 42,104; 2045: 42,300; 2046: 42,496; 2047: 42,692; 2048: 42,888; 2049: 43,084; 2050: 43,280

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.2614**
Average Future Road AADT (vpd)	**41,320**
Predicted Crashes	
Total Crashes	**77.85**
Fatal and Injury Crashes	**38.20**
Property-Damage-Only Crashes	**39.65**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**49**
Percent Property-Damage-Only Crashes (%)	**51**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**14.1837**
FI Crash Rate (crashes/mi/yr)	**6.9597**
PDO Crash Rate (crashes/mi/yr)	**7.2240**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**82.78**
Travel Crash Rate (crashes/million veh-mi)	**0.94**
Travel FI Crash Rate (crashes/million veh-mi)	**0.46**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.48**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	13+80.000	0.2614	77.849	3.7071	1.8190	1.8881	14.1837	0.94
Total			0.2614	77.849	3.7071	1.8190	1.8881	14.1837	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	13+80.000	0.2614	77.849	3.7071	1.8190	1.8881	14.1837	0.94

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	3.49	1.68	48.167	1.81	51.833
2031	3.51	1.69	48.249	1.82	51.751
2032	3.53	1.71	48.332	1.82	51.668
2033	3.55	1.72	48.416	1.83	51.584
2034	3.58	1.73	48.500	1.84	51.500
2035	3.60	1.75	48.586	1.85	51.414
2036	3.62	1.76	48.673	1.86	51.327
2037	3.64	1.77	48.761	1.86	51.239
2038	3.66	1.79	48.849	1.87	51.151
2039	3.68	1.80	48.939	1.88	51.061
2040	3.70	1.82	49.030	1.89	50.970
2041	3.73	1.83	49.121	1.90	50.879
2042	3.75	1.84	49.214	1.90	50.786
2043	3.77	1.86	49.308	1.91	50.692
2044	3.79	1.87	49.403	1.92	50.597
2045	3.82	1.89	49.499	1.93	50.501
2046	3.84	1.90	49.596	1.94	50.404
2047	3.86	1.92	49.693	1.94	50.307
2048	3.89	1.94	49.792	1.95	50.208
2049	3.91	1.95	49.892	1.96	50.108
2050	3.93	1.97	49.993	1.97	50.007
Total	77.85	38.20	49.068	39.65	50.932
Average	3.71	1.82	49.068	1.89	50.932

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	1.1367	3.4467	11.6514	21.9645	39.6501

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.10	0.1	0.58	0.8	0.69	0.9
Highway Segment	Collision with Fixed Object	18.06	23.2	19.04	24.5	37.10	47.7
Highway Segment	Collision with Other Object	1.28	1.6	3.70	4.7	4.97	6.4
Highway Segment	Other Single-vehicle Collision	5.20	6.7	2.85	3.7	8.05	10.3
Highway Segment	Collision with Parked Vehicle	0.38	0.5	0.43	0.5	0.80	1.0
Highway Segment	Total Single Vehicle Crashes	25.01	32.1	26.60	34.2	51.61	66.3
Highway Segment	Right-Angle Collision	0.41	0.5	0.23	0.3	0.64	0.8
Highway Segment	Head-on Collision	0.11	0.1	0.03	0.0	0.13	0.2
Highway Segment	Other Multi-vehicle Collision	0.41	0.5	0.31	0.4	0.72	0.9
Highway Segment	Rear-end Collision	9.89	12.7	9.01	11.6	18.90	24.3
Highway Segment	Sideswipe, Same Direction Collision	2.37	3.0	3.47	4.5	5.85	7.5
Highway Segment	Total Multiple Vehicle Crashes	13.19	16.9	13.05	16.8	26.24	33.7
Highway Segment	Total Highway Segment Crashes	38.20	49.1	39.65	50.9	77.85	100.0
	Total Crashes	38.20	49.1	39.65	50.9	77.85	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	13+80.000	Information: for segment #1 (0.000 to 13+80.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	13+80.000	Information: for segment #1 (0.000 to 13+80.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (39,360 vpd) for 2030 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (39,556 vpd) for 2031 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (39,752 vpd) for 2032 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (39,948 vpd) for 2033 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,144 vpd) for 2034 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,340 vpd) for 2035 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,536 vpd) for 2036 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,732 vpd) for 2037 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (40,928 vpd) for 2038 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,124 vpd) for 2039 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,320 vpd) for 2040 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,516 vpd) for 2041 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,712 vpd) for 2042 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (41,908 vpd) for 2043 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,104 vpd) for 2044 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,300 vpd) for 2045 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,496 vpd) for 2046 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,692 vpd) for 2047 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (42,888 vpd) for 2048 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (43,084 vpd) for 2049 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX
0.000	13+80.000	Warning: for segment #1 (0.000 to 13+80.000), traffic volume (43,280 vpd) for 2050 is not within the model limit (32,000 vpd) for reliable results for segment type 2EX

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 6, 2026

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Report Overview

Report Generated: Feb 6, 2026 2:11 PM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Fri Feb 06 14:10:30 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: I-595 SB On-Ramp
Highway Comment: Created Wed Feb 04 13:56:28 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Fri Feb 06 14:10:21 EST 2026

Minimum Location: 0.000
Maximum Location: 26+73.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Freeway Ramp Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 26+73.000
Functional Class: Freeway Service Ramp
Type of Alignment: One Direction
Model Category: Freeway Service Ramp
Calibration Factor: ENT_RAMP_MV_FI=1.0; ENT_RAMP_MV_PDO=1.0; ENT_RAMP_SV_FI=1.0; ENT_RAMP_SV_PDO=1.0;

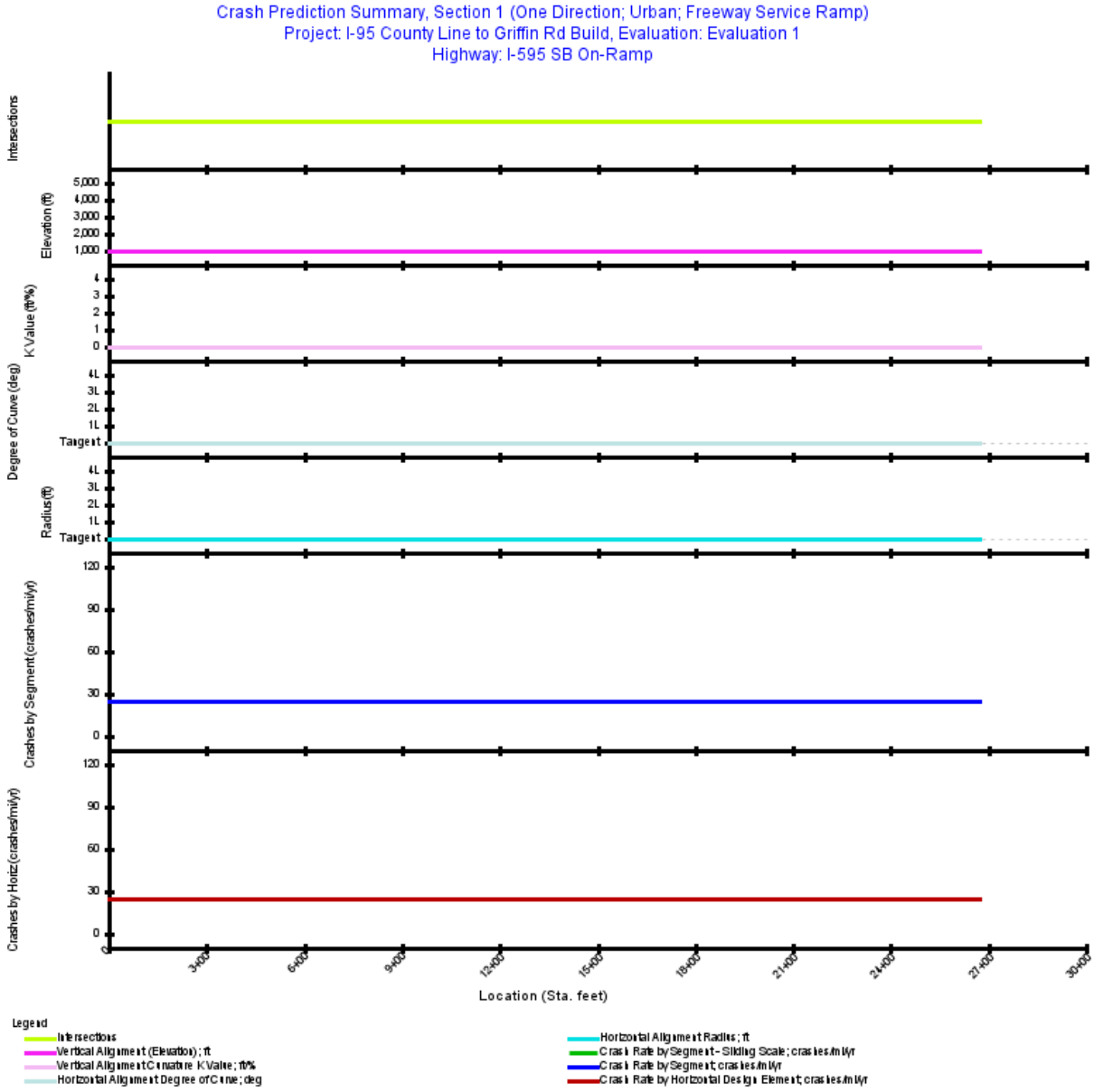

Figure 1. Crash Prediction Summary (Freeway Ramp Sections)

Table 1. Evaluation Freeway - Homogeneous Segments (Freeway Ramp Sections)

Seg. No.	Type	Area Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT
1	Freeway Ramp and C-D Road Two-lane Ramp Entrance	Urban	0.000	26+73.000	2,673.00	0.5062	2030: 39,600; 2031: 39,810; 2032: 40,020; 2033: 40,230; 2034: 40,440; 2035: 40,650; 2036: 40,860; 2037: 41,070; 2038: 41,280; 2039: 41,490; 2040: 41,700; 2041: 41,910; 2042: 42,120; 2043: 42,330; 2044: 42,540; 2045: 42,750; 2046: 42,960; 2047: 43,170; 2048: 43,380; 2049: 43,590; 2050: 43,800

Table 2. Predicted Ramp Crash Rates and Frequencies Summary (Freeway Ramp Sections)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.5062**
Average Future Road AADT (vpd)	**41,700**
Predicted Crashes	
Total Crashes	**263.57**
Fatal and Injury Crashes	**149.63**
Property-Damage-Only Crashes	**113.93**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**57**
Percent Property-Damage-Only Crashes (%)	**43**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**24.7916**
FI Crash Rate (crashes/mi/yr)	**14.0748**
PDO Crash Rate (crashes/mi/yr)	**10.7168**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**161.81**
Travel Crash Rate (crashes/million veh-mi)	**1.63**
Travel FI Crash Rate (crashes/million veh-mi)	**0.93**
Travel PDO Crash Rate (crashes/million veh-mi)	**0.70**

Table 3. Predicted Crash Frequencies and Rates by Ramp Segment/Intersection (Freeway Ramp Sections)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
1	0.000	26+73.000	0.5062	263.566	12.5507	7.1254	5.4254	24.7916	1.63
Total			0.5062	263.566	12.5507	7.1254	5.4254	24.7916	

Table 4. Predicted Crash Frequencies and Rates by Horizontal Design Element (Freeway Ramp Sections)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	26+73.000	0.5062	263.566	12.5507	7.1254	5.4254	24.7916	1.63

Table 5. Predicted Crash Frequencies by Year (Freeway Ramp Sections)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	11.31	6.17	54.561	5.14	45.439
2031	11.43	6.26	54.768	5.17	45.232
2032	11.54	6.35	54.976	5.20	45.024
2033	11.66	6.43	55.186	5.22	44.814
2034	11.78	6.53	55.396	5.25	44.604
2035	11.90	6.62	55.607	5.28	44.393
2036	12.02	6.71	55.819	5.31	44.181
2037	12.14	6.80	56.032	5.34	43.968
2038	12.27	6.90	56.246	5.37	43.754
2039	12.39	7.00	56.461	5.40	43.539
2040	12.52	7.10	56.676	5.42	43.324
2041	12.65	7.20	56.893	5.45	43.107
2042	12.78	7.30	57.110	5.48	42.890
2043	12.91	7.40	57.328	5.51	42.672
2044	13.05	7.51	57.547	5.54	42.453
2045	13.18	7.62	57.766	5.57	42.234
2046	13.32	7.72	57.986	5.60	42.014
2047	13.46	7.83	58.207	5.63	41.793
2048	13.60	7.95	58.429	5.65	41.571
2049	13.74	8.06	58.651	5.68	41.349
2050	13.89	8.18	58.874	5.71	41.126
Total	263.57	149.63	56.773	113.93	43.227
Average	12.55	7.12	56.773	5.42	43.227

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 6. Predicted Crash Severity by Ramp Segment (Freeway Ramp Sections)

Seg. No.	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	3.0343	9.2008	47.6226	89.7752	113.9328

Table 7. Predicted Freeway Ramp Crash Type Distribution (Freeway Ramp Sections)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Collision with Animal	0.14	0.1	0.93	0.4	1.07	0.4
Highway Segment	Collision with Fixed Object	25.54	9.7	30.18	11.4	55.72	21.1
Highway Segment	Collision with Other Object	1.80	0.7	5.86	2.2	7.66	2.9
Highway Segment	Other Single-vehicle Collision	7.36	2.8	4.51	1.7	11.87	4.5
Highway Segment	Collision with Parked Vehicle	0.53	0.2	0.67	0.3	1.21	0.5
Highway Segment	Total Single Vehicle Crashes	35.38	13.4	42.15	16.0	77.52	29.4
Highway Segment	Right-Angle Collision	3.54	1.3	1.29	0.5	4.83	1.8
Highway Segment	Head-on Collision	0.91	0.3	0.14	0.1	1.06	0.4
Highway Segment	Other Multi-vehicle Collision	3.54	1.3	1.72	0.7	5.26	2.0
Highway Segment	Rear-end Collision	85.69	32.5	49.53	18.8	135.22	51.3
Highway Segment	Sideswipe, Same Direction Collision	20.57	7.8	19.09	7.2	39.66	15.0
Highway Segment	Total Multiple Vehicle Crashes	114.26	43.4	71.78	27.2	186.04	70.6
Highway Segment	Total Highway Segment Crashes	149.63	56.8	113.93	43.2	263.57	100.0
	Total Crashes	149.63	56.8	113.93	43.2	263.57	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	26+73.000	Information: for segment #1 (0.000 to 26+73.000), Left shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	26+73.000	Information: for segment #1 (0.000 to 26+73.000), Right shoulder width (0.00 feet) is less than specified boundaries (2.00 feet); adjusted in CMF calculations.
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (39,600 vpd) for 2030 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (39,810 vpd) for 2031 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,020 vpd) for 2032 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,230 vpd) for 2033 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,440 vpd) for 2034 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,650 vpd) for 2035 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (40,860 vpd) for 2036 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,070 vpd) for 2037 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,280 vpd) for 2038 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,490 vpd) for 2039 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,700 vpd) for 2040 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (41,910 vpd) for 2041 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,120 vpd) for 2042 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,330 vpd) for 2043 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,540 vpd) for 2044 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,750 vpd) for 2045 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (42,960 vpd) for 2046 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN

Start Location (Sta. ft)	End Location (Sta. ft)	Message
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (43,170 vpd) for 2047 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (43,380 vpd) for 2048 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (43,590 vpd) for 2049 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN
0.000	26+73.000	Warning: for segment #1 (0.000 to 26+73.000), traffic volume (43,800 vpd) for 2050 is not within the model limit (32,000 vpd) for reliable results for segment type 2EN

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 10, 2026

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Report Overview

Report Generated: Feb 10, 2026 11:47 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 10 11:47:13 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build-T1
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: B-Sherdian St
Highway Comment: Created Thu Feb 05 11:15:25 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 10 11:47:04 EST 2026

Minimum Location: 0.000
Maximum Location: 7+00.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 7+00.000
Area Type: Urban
Functional Class: Arterial
Type of Alignment: Divided, Multilane
Model Category: Urban/Suburban Arterial
Calibration Factor: 6D=1.0; RT_SG_FI=1.0; RT_SG_PDO=1.0;

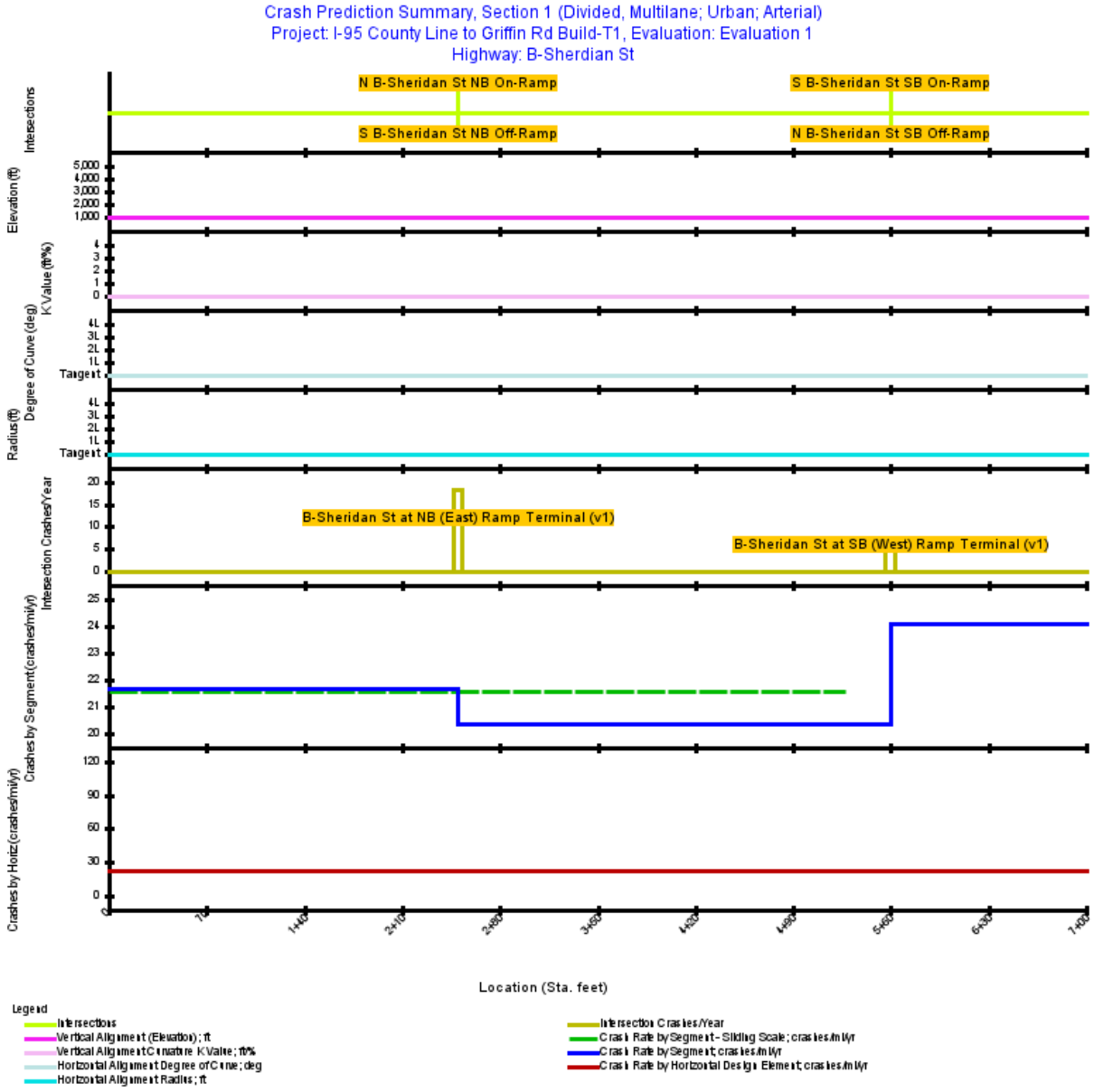

Figure 1. Crash Prediction Summary (Section 1)

Table 1. Evaluation Highway - Homogeneous Segments (Section 1)

Seg. No.	Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Number Major Commericial Driveways	Number Minor Commericial Driveways	Number Major Industial/Institutional	Number Minor Industial/Institutional	Number Major Residential Driveways	Number Minor Residential Driveways	Number Other Driveways	Lighting	Automated Speed Enforcement	Density (fixed objects/mi)	Median Width (ft)	Type	Effective Median Width (ft)	Speed Level	Number Rail Highway Crossings	Average Shoulder Width (ft)	Average Lane Width (ft)
1	Urban/Suburban Arterial Segment Six-lane Divided	0.000	2+50.000	250.00	0.0473	2030-2050: 62,000	0	0	0	0	0	0	0	false	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
2	Urban/Suburban Arterial Segment Six-lane Divided	2+50.000	5+60.000	310.00	0.0587	2030-2050: 58,500	0	0	0	0	0	0	0	false	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
3	Urban/Suburban Arterial Segment Six-lane Divided	5+60.000	7+00.000	140.00	0.0265	2030-2050: 68,500	0	0	0	0	0	0	0	false	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00

Table 2. Evaluation Ramp Terminal - Site (Section 1)

Inter. No.	Title	Type	Area Type	Legs	Location (Sta. ft)	Traffic Control	AADT
1	B-Sheridan St at SB (West) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	5+60.000	Signalized	Inside: 2030-2050: 58,500; Outside: 2030-2050: 68,500 :: Entrance: 2030: 19,500; 2031: 19,600; 2032: 19,700; 2033: 19,800; 2034: 19,900; 2035: 20,000; 2036: 20,100; 2037: 20,200; 2038: 20,300; 2039: 20,400; 2040: 20,500; 2041: 20,600; 2042: 20,700; 2043: 20,800; 2044: 20,900; 2045: 21,000; 2046: 21,100; 2047: 21,200; 2048: 21,300; 2049: 21,400; 2050: 21,500; Exit: 2030: 16,900; 2031: 17,010; 2032: 17,120; 2033: 17,230; 2034: 17,340; 2035: 17,450; 2036: 17,560; 2037: 17,670; 2038: 17,780; 2039: 17,890; 2040: 18,000; 2041: 18,110; 2042: 18,220; 2043: 18,330; 2044: 18,440; 2045: 18,550; 2046: 18,660; 2047: 18,770; 2048: 18,880; 2049: 18,990; 2050: 19,100
2	B-Sheridan St at NB (East) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	2+50.000	Signalized	Inside: 2030-2050: 58,500; Outside: 2030-2050: 62,000 :: Entrance: 2030: 20,500; 2031: 20,600; 2032: 20,700; 2033: 20,800; 2034: 20,900; 2035: 21,000; 2036: 21,100; 2037: 21,200; 2038: 21,300; 2039: 21,400; 2040: 21,500; 2041: 21,600; 2042: 21,700; 2043: 21,800; 2044: 21,900; 2045: 22,000; 2046: 22,100; 2047: 22,200; 2048: 22,300; 2049: 22,400; 2050: 22,500; Exit: 2030: 17,500; 2031: 17,575; 2032: 17,650; 2033: 17,725; 2034: 17,800; 2035: 17,875; 2036: 17,950; 2037: 18,025; 2038: 18,100; 2039: 18,175; 2040: 18,250; 2041: 18,325; 2042: 18,400; 2043: 18,475; 2044: 18,550; 2045: 18,625; 2046: 18,700; 2047: 18,775; 2048: 18,850; 2049: 18,925; 2050: 19,000

Table 3. User Defined CMF Used in the Eval Intersection CPM Evaluation (Section 1)

Site No.	Name	Description	Start CMF Year	End CMF Year	Severity	CMF Value
1	CMF ID: 3948	Install Left-Turn Lane	2030	2050	Total	0.7900
1	CMF ID: 3057	Exclusive Right Turn	2030	2050	Total	0.2700
2	CMF ID: 3948	Install Left-Turn Lane	2030	2050	Total	0.7900

Table 4. Predicted Highway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.1326**
Average Future Road AADT (vpd)	**61,750**
Predicted Crashes	
Total Crashes	**572.69**
Fatal and Injury Crashes	**220.90**
Property-Damage-Only Crashes	**351.79**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**39**
Percent Property-Damage-Only Crashes (%)	**61**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**205.6994**
FI Crash Rate (crashes/mi/yr)	**79.3420**
PDO Crash Rate (crashes/mi/yr)	**126.3574**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**62.75**
Travel Crash Rate (crashes/million veh-mi)	**9.13**
Travel FI Crash Rate (crashes/million veh-mi)	**3.52**
Travel PDO Crash Rate (crashes/million veh-mi)	**5.61**

Table 5. Predicted Crash Frequencies and Rates by Highway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)	Predicted Intersection Travel Crash Rate (crashes/million veh)
1	0.000	2+50.000	0.0473	21.522	1.0248	0.4372	0.5876	21.6447	0.96	
B-Sheridan St at NB (East) Ramp Terminal (v1)	2+50.000			380.483	18.1182	6.4660	11.6522			0.62
2	2+50.000	5+60.000	0.0587	25.083	1.1944	0.5070	0.6874	20.3436	0.95	
B-Sheridan St at SB (West) Ramp Terminal (v1)	5+60.000			132.189	6.2947	2.8338	3.4609			0.21
3	5+60.000	7+00.000	0.0265	13.410	0.6386	0.2748	0.3638	24.0830	0.96	
All Segments			0.1326	60.014	2.8578	1.2190	1.6388	21.5562	0.96	
All Intersections				512.672	24.4129	9.2998	15.1131			0.41
Total			0.1326	572.686	27.2708	10.5188	16.7519	205.6994		

Table 6. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	7+00.000	0.1326	60.014	2.8578	1.2190	1.6388	21.5562	0.96

Table 7. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	25.97	9.82	37.806	16.15	62.194
2031	26.09	9.88	37.872	16.21	62.128
2032	26.22	9.95	37.940	16.27	62.060
2033	26.34	10.01	38.009	16.33	61.991
2034	26.47	10.08	38.080	16.39	61.920
2035	26.60	10.15	38.152	16.45	61.848
2036	26.73	10.22	38.225	16.51	61.775
2037	26.86	10.29	38.300	16.57	61.700
2038	26.99	10.36	38.376	16.63	61.624
2039	27.12	10.43	38.453	16.69	61.547
2040	27.25	10.50	38.532	16.75	61.468
2041	27.39	10.57	38.612	16.81	61.388
2042	27.52	10.65	38.694	16.87	61.306
2043	27.66	10.72	38.776	16.93	61.224
2044	27.79	10.80	38.861	16.99	61.139
2045	27.93	10.88	38.947	17.05	61.053
2046	28.07	10.96	39.034	17.11	60.966
2047	28.21	11.04	39.123	17.17	60.877
2048	28.35	11.12	39.213	17.23	60.787
2049	28.49	11.20	39.305	17.29	60.695
2050	28.64	11.28	39.398	17.35	60.602
Total	572.69	220.90	38.572	351.79	61.428
Average	27.27	10.52	38.572	16.75	61.428

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Predicted Crash Severity by Urban Arterial/Intersection (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	USASegment 6+ Lanes	0.0947	0.6204	2.4125	6.0537	12.3404
2	USASegment 6+ Lanes	0.1098	0.7195	2.7975	7.0198	14.4361
3	USASegment 6+ Lanes	0.0595	0.3900	1.5164	3.8050	7.6390
Total		0.2640	1.7299	6.7264	16.8786	34.4155

Table 9. Predicted Crash Severity by Ramp Terminal or Roundabout (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
2	FRERampTerminal	0.1246	3.1128	20.4052	112.1444	244.6955
1	FRERampTerminal	0.0546	1.3642	8.9427	49.1481	72.6794

Table 10. Predicted Five Lane or Fewer Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Ramp Terminal	Collision with Animal	0.00	0.0	0.00	0.0	0.00	0.0
Ramp Terminal	Collision with Fixed Object	6.45	1.3	15.87	3.1	22.31	4.4
Ramp Terminal	Collision with Other Object	0.20	0.0	0.64	0.1	0.83	0.2
Ramp Terminal	Other Single-vehicle Collision	3.52	0.7	2.22	0.4	5.74	1.1
Ramp Terminal	Collision with Parked Vehicle	0.20	0.0	0.64	0.1	0.83	0.2
Ramp Terminal	Total Single Vehicle Crashes	10.35	2.0	19.36	3.8	29.71	5.8
Ramp Terminal	Angle Collision	50.78	9.9	69.82	13.6	120.60	23.5
Ramp Terminal	Head-on Collision	2.15	0.4	2.22	0.4	4.37	0.9
Ramp Terminal	Other Multiple-vehicle Collision	1.76	0.3	6.35	1.2	8.11	1.6
Ramp Terminal	Rear-end Collision	122.06	23.8	172.34	33.6	294.39	57.4
Ramp Terminal	Sideswipe, Same Direction Collision	8.20	1.6	47.29	9.2	55.49	10.8
Ramp Terminal	Total Multiple Vehicle Crashes	184.95	36.1	298.01	58.1	482.96	94.2
Ramp Terminal	Total Ramp Terminal Crashes	195.30	38.1	317.38	61.9	512.67	100.0
	Total Crashes	195.30	38.1	317.38	61.9	512.67	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 11. Predicted Six Lane or Greater Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Angle Collision	1.98	3.3	2.54	4.2	4.52	7.5
Highway Segment	Head-on Collision	0.26	0.4	0.38	0.6	0.64	1.1
Highway Segment	Other Multi-vehicle Collision	0.65	1.1	1.03	1.7	1.69	2.8
Highway Segment	Rear-end Collision	16.74	27.9	18.51	30.9	35.25	58.8
Highway Segment	Sideswipe, Opposite Direction Collision	0.24	0.4	0.63	1.0	0.87	1.4
Highway Segment	Sideswipe, Same Direction Collision	1.89	3.2	8.21	13.7	10.10	16.8
Highway Segment	Total Segment Multiple Vehicle Crashes	21.77	36.3	31.29	52.2	53.06	88.5
Highway Segment	Collision with Bicycle	0.47	0.8	0.00	0.0	0.47	0.8
Highway Segment	Collision with Fixed Object Left Side	0.73	1.2	1.09	1.8	1.83	3.0
Highway Segment	Collision with Fixed Object Right Side	0.82	1.4	1.23	2.0	2.05	3.4
Highway Segment	Collision with Other Object	0.08	0.1	0.23	0.4	0.30	0.5
Highway Segment	Other Single-vehicle Collision	0.84	1.4	0.55	0.9	1.39	2.3
Highway Segment	Collision with Pedestrian	0.88	1.5	0.00	0.0	0.88	1.5
Highway Segment	Total Segment Single Vehicle Six Lanes or More Crashes	3.83	6.4	3.09	5.2	6.92	11.5
Highway Segment	Total Highway Segment Crashes	25.60	42.7	34.38	57.3	59.98	100.0
	Total Crashes	25.60	42.7	34.38	57.3	59.98	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 12. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2030 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2031 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2032 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2033 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2034 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2035 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2036 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2037 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2038 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Start Location (Sta. ft)	End Location (Sta. ft)	Message
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+60.000	5+60.000	Warning: for intersection #1 (5+60.000 to 5+60.000), inside crossroad traffic volume (58,500 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2030 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2031 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2032 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2033 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2034 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2035 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2036 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2037 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2038 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Start Location (Sta. ft)	End Location (Sta. ft)	Message
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #2 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,500 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 10, 2026

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Report Overview

Report Generated: Feb 10, 2026 11:53 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 10 11:50:39 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build-T1
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: B-Stirling Rd
Highway Comment: Created Thu Feb 05 11:25:56 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 10 11:50:30 EST 2026

Minimum Location: 0.000
Maximum Location: 7+20.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 7+20.000
Area Type: Urban
Functional Class: Arterial
Type of Alignment: Divided, Multilane
Model Category: Urban/Suburban Arterial
Calibration Factor: 6D=1.0; RT_SG_FI=1.0; RT_SG_PDO=1.0;

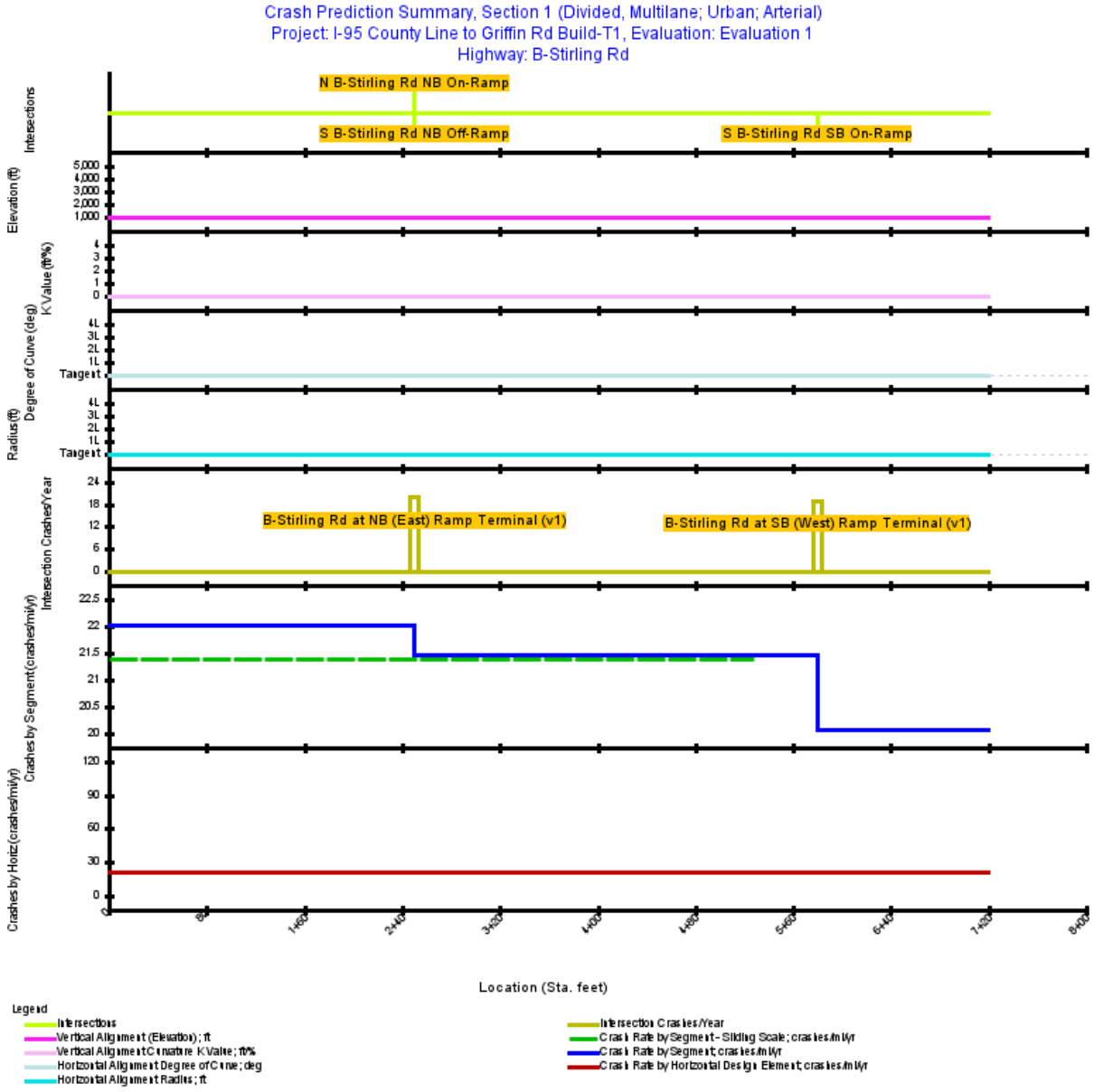

Figure 1. Crash Prediction Summary (Section 1)

Table 1. Evaluation Highway - Homogeneous Segments (Section 1)

Seg. No.	Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Number Major Commercial Driveways	Number Minor Commercial Driveways	Number Major Industial/Institutional	Number Minor Industial/Institutional	Number Major Residential Driveways	Number Minor Residential Driveways	Number Other Driveways	Lighting	Automated Speed Enforcement	Density (fixed objects/mi)	Median Width (ft)	Type	Effective Median Width (ft)	Speed Level	Number Rail Highway Crossings	Average Shoulder Width (ft)	Average Lane Width (ft)
1	Urban/Suburban Arterial Segment Six-lane Divided	0.000	2+50.000	250.00	0.0473	2030: 57,500; 2031: 58,050; 2032: 58,600; 2033: 59,150; 2034: 59,700; 2035: 60,250; 2036: 60,800; 2037: 61,350; 2038: 61,900; 2039: 62,450; 2040: 63,000; 2041: 63,550; 2042: 64,100; 2043: 64,650; 2044: 65,200; 2045: 65,750; 2046: 66,300; 2047: 66,850; 2048: 67,400; 2049: 67,950; 2050: 68,500	0	0	0	0	0	0	0	false	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
2	Urban/Suburban Arterial Segment Six-lane Divided	2+50.000	5+80.000	330.00	0.0625	2030: 56,000; 2031: 56,550; 2032: 57,100; 2033: 57,650; 2034: 58,200; 2035: 58,750; 2036: 59,300; 2037: 59,850; 2038: 60,400; 2039: 60,950; 2040: 61,500; 2041: 62,050; 2042: 62,600; 2043: 63,150; 2044: 63,700; 2045: 64,250; 2046: 64,800; 2047: 65,350; 2048: 65,900; 2049: 66,450; 2050: 67,000	0	0	0	0	0	0	0	false	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
3	Urban/Suburban Arterial Segment Six-lane Divided	5+80.000	7+20.000	140.00	0.0265	2030: 52,500; 2031: 53,025; 2032: 53,550; 2033: 54,075; 2034: 54,600; 2035: 55,125; 2036: 55,650; 2037: 56,175; 2038: 56,700; 2039: 57,225; 2040: 57,750; 2041: 58,275; 2042: 58,800; 2043: 59,325; 2044: 59,850; 2045: 60,375; 2046: 60,900; 2047: 61,425; 2048: 61,950; 2049: 62,475; 2050: 63,000	0	0	0	0	0	0	0	false	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00

Table 2. Evaluation Ramp Terminal - Site (Section 1)

Inter. No.	Title	Type	Area Type	Legs	Location (Sta. ft)	Traffic Control	AADT
1	B-Stirling Rd at NB (East) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	2+50.000	Signalized	Inside: 2030: 56,000; 2031: 56,550; 2032: 57,100; 2033: 57,650; 2034: 58,200; 2035: 58,750; 2036: 59,300; 2037: 59,850; 2038: 60,400; 2039: 60,950; 2040: 61,500; 2041: 62,050; 2042: 62,600; 2043: 63,150; 2044: 63,700; 2045: 64,250; 2046: 64,800; 2047: 65,350; 2048: 65,900; 2049: 66,450; 2050: 67,000; Outside: 2030: 57,500; 2031: 58,050; 2032: 58,600; 2033: 59,150; 2034: 59,700; 2035: 60,250; 2036: 60,800; 2037: 61,350; 2038: 61,900; 2039: 62,450; 2040: 63,000; 2041: 63,550; 2042: 64,100; 2043: 64,650; 2044: 65,200; 2045: 65,750; 2046: 66,300; 2047: 66,850; 2048: 67,400; 2049: 67,950; 2050: 68,500 :: Entrance: 2030-2050: 19,500; Exit: 2030: 17,500; 2031: 17,650; 2032: 17,800; 2033: 17,950; 2034: 18,100; 2035: 18,250; 2036: 18,400; 2037: 18,550; 2038: 18,700; 2039: 18,850; 2040: 19,000; 2041: 19,150; 2042: 19,300; 2043: 19,450; 2044: 19,600; 2045: 19,750; 2046: 19,900; 2047: 20,050; 2048: 20,200; 2049: 20,350; 2050: 20,500
2	B-Stirling Rd at SB (West) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	5+80.000	Signalized	Inside: 2030: 56,000; 2031: 56,550; 2032: 57,100; 2033: 57,650; 2034: 58,200; 2035: 58,750; 2036: 59,300; 2037: 59,850; 2038: 60,400; 2039: 60,950; 2040: 61,500; 2041: 62,050; 2042: 62,600; 2043: 63,150; 2044: 63,700; 2045: 64,250; 2046: 64,800; 2047: 65,350; 2048: 65,900; 2049: 66,450; 2050: 67,000; Outside: 2030: 52,500; 2031: 53,025; 2032: 53,550; 2033: 54,075; 2034: 54,600; 2035: 55,125; 2036: 55,650; 2037: 56,175; 2038: 56,700; 2039: 57,225; 2040: 57,750; 2041: 58,275; 2042: 58,800; 2043: 59,325; 2044: 59,850; 2045: 60,375; 2046: 60,900; 2047: 61,425; 2048: 61,950; 2049: 62,475; 2050: 63,000 :: Entrance: 2030: 16,000; 2031: 16,150; 2032: 16,300; 2033: 16,450; 2034: 16,600; 2035: 16,750; 2036: 16,900; 2037: 17,050; 2038: 17,200; 2039: 17,350; 2040: 17,500; 2041: 17,650; 2042: 17,800; 2043: 17,950; 2044: 18,100; 2045: 18,250; 2046: 18,400; 2047: 18,550; 2048: 18,700; 2049: 18,850; 2050: 19,000; Exit: 2030: 16,500; 2031: 16,650; 2032: 16,800; 2033: 16,950; 2034: 17,100; 2035: 17,250; 2036: 17,400; 2037: 17,550; 2038: 17,700; 2039: 17,850; 2040: 18,000; 2041: 18,150; 2042: 18,300; 2043: 18,450; 2044: 18,600; 2045: 18,750; 2046: 18,900; 2047: 19,050; 2048: 19,200; 2049: 19,350; 2050: 19,500

Table 3. User Defined CMF Used in the Eval Intersection CPM Evaluation (Section 1)

Site No.	Name	Description	Start CMF Year	End CMF Year	Severity	CMF Value
1	CMF ID: 10761	Convert Diamond to DDI	2030	2050	Total	0.8580
2	CMF ID: 10761	Convert Diamond to DDI	2030	2050	Total	0.8580

Table 4. Predicted Highway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.1364**
Average Future Road AADT (vpd)	**61,292**
Predicted Crashes	
Total Crashes	**879.20**
Fatal and Injury Crashes	**375.35**
Property-Damage-Only Crashes	**503.85**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**43**
Percent Property-Damage-Only Crashes (%)	**57**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**307.0220**
FI Crash Rate (crashes/mi/yr)	**131.0742**
PDO Crash Rate (crashes/mi/yr)	**175.9478**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**64.06**
Travel Crash Rate (crashes/million veh-mi)	**13.72**
Travel FI Crash Rate (crashes/million veh-mi)	**5.86**
Travel PDO Crash Rate (crashes/million veh-mi)	**7.87**

Table 5. Predicted Crash Frequencies and Rates by Highway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)	Predicted Intersection Travel Crash Rate (crashes/million veh)
1	0.000	2+50.000	0.0473	21.897	1.0427	0.4455	0.5972	22.0217	0.96	
B-Stirling Rd at NB (East) Ramp Terminal (v1)	2+50.000			423.182	20.1515	7.3400	12.8115			0.68
2	2+50.000	5+80.000	0.0625	28.169	1.3414	0.5719	0.7694	21.4621	0.96	
B-Stirling Rd at SB (West) Ramp Terminal (v1)	5+80.000			394.777	18.7989	9.2906	9.5082			0.67
3	5+80.000	7+20.000	0.0265	11.175	0.5321	0.2257	0.3065	20.0695	0.95	
All Segments			0.1364	61.241	2.9162	1.2431	1.6731	21.3857	0.96	
All Intersections				817.959	38.9504	16.6306	22.3198			0.67
Total			0.1364	879.199	41.8666	17.8738	23.9929	307.0220		

Table 6. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	7+20.000	0.1364	61.241	2.9162	1.2431	1.6731	21.3857	0.96

Table 7. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	36.46	14.89	40.831	21.57	59.169
2031	36.97	15.15	40.994	21.81	59.006
2032	37.48	15.43	41.160	22.05	58.840
2033	37.99	15.70	41.328	22.29	58.672
2034	38.51	15.98	41.497	22.53	58.503
2035	39.03	16.27	41.669	22.77	58.331
2036	39.57	16.56	41.843	23.01	58.157
2037	40.10	16.85	42.019	23.25	57.981
2038	40.65	17.15	42.198	23.50	57.802
2039	41.20	17.46	42.378	23.74	57.622
2040	41.75	17.77	42.561	23.98	57.439
2041	42.31	18.09	42.746	24.23	57.254
2042	42.88	18.41	42.933	24.47	57.067
2043	43.45	18.74	43.123	24.72	56.877
2044	44.04	19.07	43.315	24.96	56.685
2045	44.62	19.41	43.509	25.21	56.491
2046	45.22	19.76	43.705	25.46	56.295
2047	45.82	20.12	43.904	25.70	56.096
2048	46.43	20.48	44.105	25.95	55.895
2049	47.05	20.85	44.308	26.20	55.692
2050	47.67	21.22	44.514	26.45	55.486
Total	879.20	375.35	42.692	503.85	57.308
Average	41.87	17.87	42.692	23.99	57.308

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Predicted Crash Severity by Urban Arterial/Intersection (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	USASegment 6+ Lanes	0.1199	0.6306	2.4521	6.1531	12.5408
2	USASegment 6+ Lanes	0.1539	0.8096	3.1480	7.8992	16.1583
3	USASegment 6+ Lanes	0.0607	0.3194	1.2421	3.1167	6.4362
Total		0.3346	1.7596	6.8422	17.1690	35.1353

Table 9. Predicted Crash Severity by Ramp Terminal or Roundabout (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	FRERampTerminal	0.1415	3.5335	23.1631	127.3017	269.0420
2	FRERampTerminal	0.1791	4.4726	29.3189	161.1331	199.6732

Table 10. Predicted Five Lane or Fewer Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Ramp Terminal	Collision with Animal	0.00	0.0	0.00	0.0	0.00	0.0
Ramp Terminal	Collision with Fixed Object	11.53	1.4	23.44	2.9	34.96	4.3
Ramp Terminal	Collision with Other Object	0.35	0.0	0.94	0.1	1.29	0.2
Ramp Terminal	Other Single-vehicle Collision	6.29	0.8	3.28	0.4	9.57	1.2
Ramp Terminal	Collision with Parked Vehicle	0.35	0.0	0.94	0.1	1.29	0.2
Ramp Terminal	Total Single Vehicle Crashes	18.51	2.3	28.59	3.5	47.10	5.8
Ramp Terminal	Angle Collision	90.80	11.1	103.12	12.6	193.92	23.7
Ramp Terminal	Head-on Collision	3.84	0.5	3.28	0.4	7.12	0.9
Ramp Terminal	Other Multiple-vehicle Collision	3.14	0.4	9.37	1.1	12.52	1.5
Ramp Terminal	Rear-end Collision	218.28	26.7	254.51	31.1	472.79	57.8
Ramp Terminal	Sideswipe, Same Direction Collision	14.67	1.8	69.84	8.5	84.51	10.3
Ramp Terminal	Total Multiple Vehicle Crashes	330.73	40.4	440.12	53.8	770.86	94.2
Ramp Terminal	Total Ramp Terminal Crashes	349.24	42.7	468.71	57.3	817.96	100.0
	Total Crashes	349.24	42.7	468.71	57.3	817.96	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 11. Predicted Six Lane or Greater Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Angle Collision	2.02	3.3	2.59	4.2	4.61	7.5
Highway Segment	Head-on Collision	0.27	0.4	0.38	0.6	0.65	1.1
Highway Segment	Other Multi-vehicle Collision	0.67	1.1	1.05	1.7	1.72	2.8
Highway Segment	Rear-end Collision	17.06	27.9	18.89	30.9	35.95	58.7
Highway Segment	Sideswipe, Opposite Direction Collision	0.24	0.4	0.64	1.0	0.88	1.4
Highway Segment	Sideswipe, Same Direction Collision	1.93	3.2	8.38	13.7	10.30	16.8
Highway Segment	Total Segment Multiple Vehicle Crashes	22.18	36.2	31.93	52.2	54.12	88.4
Highway Segment	Collision with Bicycle	0.48	0.8	0.00	0.0	0.48	0.8
Highway Segment	Collision with Fixed Object Left Side	0.75	1.2	1.12	1.8	1.87	3.1
Highway Segment	Collision with Fixed Object Right Side	0.84	1.4	1.26	2.1	2.10	3.4
Highway Segment	Collision with Other Object	0.08	0.1	0.23	0.4	0.31	0.5
Highway Segment	Other Single-vehicle Collision	0.86	1.4	0.56	0.9	1.42	2.3
Highway Segment	Collision with Pedestrian	0.90	1.5	0.00	0.0	0.90	1.5
Highway Segment	Total Segment Single Vehicle Six Lanes or More Crashes	3.92	6.4	3.17	5.2	7.09	11.6
Highway Segment	Total Highway Segment Crashes	26.10	42.6	35.10	57.4	61.21	100.0
	Total Crashes	26.10	42.6	35.10	57.4	61.21	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 12. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (56,000 vpd) for 2030 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (56,550 vpd) for 2031 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (57,100 vpd) for 2032 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (57,650 vpd) for 2033 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,200 vpd) for 2034 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (58,750 vpd) for 2035 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (59,300 vpd) for 2036 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (59,850 vpd) for 2037 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (60,400 vpd) for 2038 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (60,950 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (61,500 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (62,050 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (62,600 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (63,150 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (63,700 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (64,250 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (64,800 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (65,350 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Start Location (Sta. ft)	End Location (Sta. ft)	Message
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (65,900 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (66,450 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (67,000 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (56,000 vpd) for 2030 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (56,550 vpd) for 2031 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (57,100 vpd) for 2032 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (57,650 vpd) for 2033 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (58,200 vpd) for 2034 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (58,750 vpd) for 2035 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (59,300 vpd) for 2036 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (59,850 vpd) for 2037 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (60,400 vpd) for 2038 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (60,950 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (61,500 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (62,050 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (62,600 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (63,150 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (63,700 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (64,250 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (64,800 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Start Location (Sta. ft)	End Location (Sta. ft)	Message
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (65,350 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (65,900 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (66,450 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+80.000	5+80.000	Warning: for intersection #2 (5+80.000 to 5+80.000), inside crossroad traffic volume (67,000 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Interactive Highway Safety Design Model

Crash Prediction Evaluation Report

February 10, 2026

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Report Overview

Report Generated: Feb 10, 2026 11:56 AM
Report Template: System: Single Page, 508 Compliant [System] (mlcpm5, Sep 22, 2025 1:48 PM)

Evaluation Date: Tue Feb 10 11:55:40 EST 2026
IHSDM Version: v17.0.0 (Sep 22, 2021)
Crash Prediction Module: v12.0.0 (Sep 22, 2021)

User Name: fuentesa
Organization Name: RS&H
Phone:
E-Mail: antonio.fuentes@rsandh.com

Project Title: I-95 County Line to Griffin Rd Build-T1
Project Comment: Created Wed Feb 04 09:57:30 EST 2026
Project Unit System: U.S. Customary

Highway Title: B-Griffin Rd
Highway Comment: Created Thu Feb 05 11:29:18 EST 2026
Highway Version: 1

Evaluation Title: Evaluation 1
Evaluation Comment: Created Tue Feb 10 11:55:28 EST 2026

Minimum Location: 0.000
Maximum Location: 7+30.000

Policy for Superelevation: AASHTO 2011 U.S. Customary
Calibration: HSM Configuration
Crash Distribution: HSM Configuration
Model/CMF: HSM Configuration

First Year of Analysis: 2030
Last Year of Analysis: 2050
Empirical-Bayes Analysis: None
First Year of Observed Crashes:
Last Year of Observed Crashes:

Disclaimer Regarding Crash Prediction Method

IMPORTANT NOTICE ABOUT COMPARING RESULTS FROM HIGHWAY SAFETY MANUAL FIRST EDITION (2010) MODELS TO RESULTS FROM NEW MODELS DEVELOPED UNDER NCHRP PROJECTS 17-70, 17-58, AND 17-68

Since the publication of the Highway Safety Manual - First Edition (HSM-1), in 2010 by the American Association of State Highway and Transportation Officials (AASHTO), multiple research efforts have been undertaken through the National Cooperative Highway Research Program (NCHRP) to develop safety performance models for road segment and intersection facility types that were not initially reflected in the HSM-1, in order to expand the breadth and depth of the HSM in the future.

The IHSDM Crash Prediction Module (CPM) is intended as a faithful implementation of HSM Part C predictive methods. As NCHRP projects to develop new predictive methods for the HSM are completed, FHWA works to incorporate the new methods into IHSDM, sometimes in advance of publication in the HSM. The following new crash predictive methods have been accepted by NCHRP project panels and incorporated into IHSDM, while pending AASHTO's approval for incorporation into a future edition of the HSM:

- Roundabouts: completed in 2018 under NCHRP Project 17-70, the new methods will provide improved outcomes for the safety analysis of roundabouts.
- 6+ lane and one-way urban/suburban arterials (including models for segments and intersections): completed under NCHRP Project 17-58.
- Intersection crash prediction methods for some intersection configurations and traffic control types not currently addressed in the HSM (e.g., all-way stop; rural 3-leg signalized; 3-leg stop-controlled where the major leg turns; urban 5-leg signalized; urban high-speed intersections): completed in 2021 under NCHRP Project 17-68.

However, in the absence of local calibration factors (see HSM-1 Part C, Appendix A for guidance on calibration of the predictive models), it is neither appropriate nor advisable to directly compare the results from new models (from NCHRP Projects 17-58, 17-68, and 17-70) to results from HSM-1 models, as the models were not calibrated to the same base state data sets, and consequently can produce unexpected results. If local calibration factors are available and applied to both new models and HSM-1 models, then it may be appropriate to directly compare the results.*[Note: Work being performed under NCHRP Project 17-72 (Update of Crash Modification Factors for the Highway Safety Manual) is expected to re-calibrate many of the old (HSM-1) and new (e.g., NCHRP 17-70) models to data from a single (or small number of) states, that would allow results from all models to be directly compared.]*

The models produced for NCHRP Project 17-70 have independent value in terms of informing the design of a roundabout and assessing the effects of different design characteristics on the expected safety performance of a roundabout.

The HSM-1 interim method previously included in IHSDM for evaluating roundabouts on urban/suburban arterials (i.e., evaluating an existing intersection and then applying a Crash Modification Factor for replacing the existing intersection with a roundabout) has been deactivated in IHSDM, to minimize any confusion with the new roundabout methodology.

Section Types

Section 1 Evaluation

Section: Section 1
Evaluation Start Location: 0.000
Evaluation End Location: 7+30.000
Area Type: Urban
Functional Class: Arterial
Type of Alignment: Divided, Multilane
Model Category: Urban/Suburban Arterial
Calibration Factor: 6D=1.0; RT_SG_FI=1.0; RT_SG_PDO=1.0;

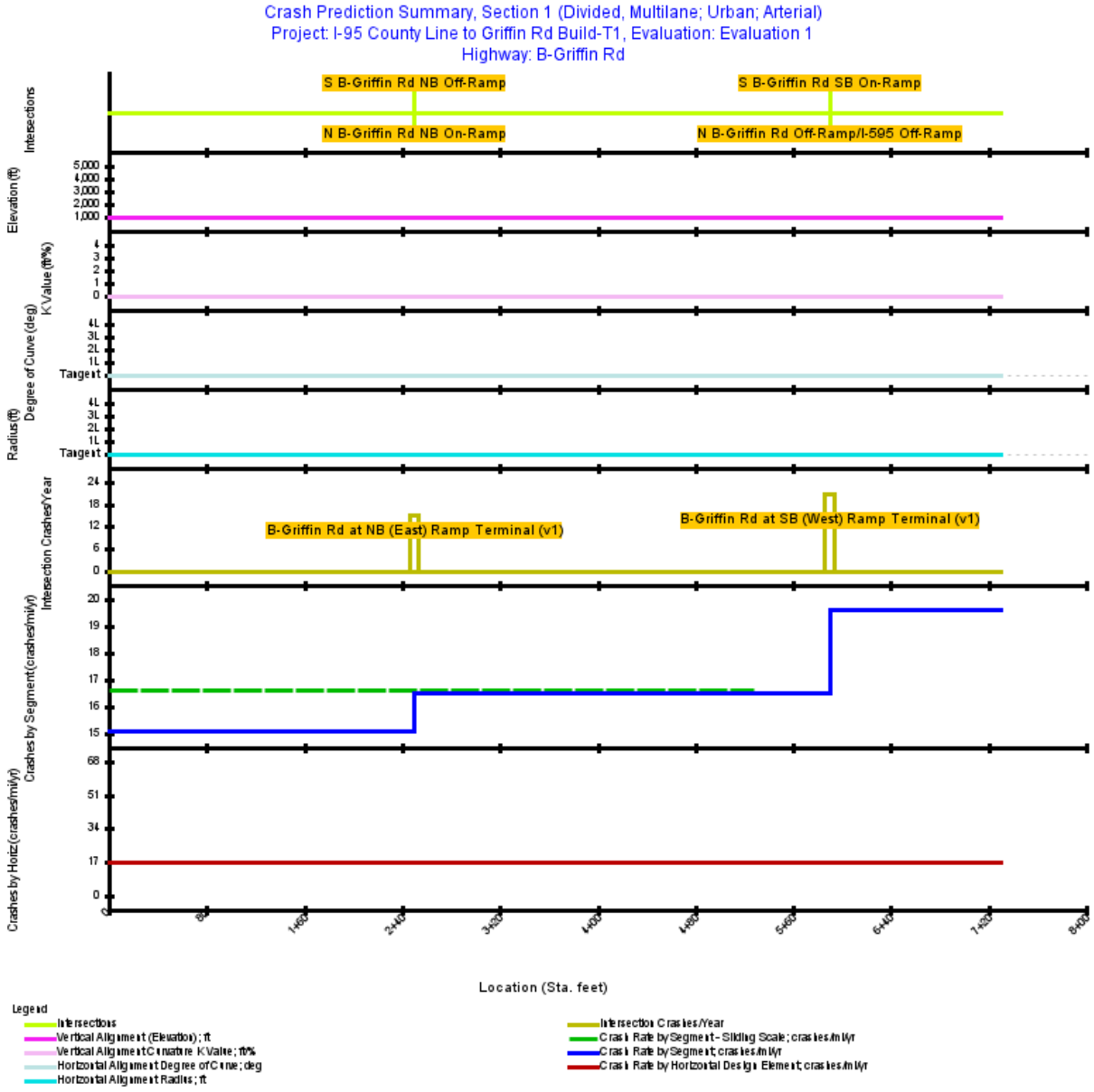

Figure 1. Crash Prediction Summary (Section 1)

Table 1. Evaluation Highway - Homogeneous Segments (Section 1)

Seg. No.	Type	Start Location (Sta. ft)	End Location (Sta. ft)	Length (ft)	Length (mi)	AADT	Number Major Commercial Driveways	Number Minor Commercial Driveways	Number Major Industial/Institutional	Number Minor Industial/Institutional	Number Major Residential Driveways	Number Minor Residential Driveways	Number Other Driveways	Lighting	Automated Speed Enforcement	Density (fixed objects/mi)	Median Width (ft)	Type	Effective Median Width (ft)	Speed Level	Number Rail Highway Crossings	Average Shoulder Width (ft)	Average Lane Width (ft)
1	Urban/Suburban Arterial Segment Six-lane Divided	0.000	2+50.000	250.00	0.0473	2030: 38,000; 2031: 38,600; 2032: 39,200; 2033: 39,800; 2034: 40,400; 2035: 41,000; 2036: 41,600; 2037: 42,200; 2038: 42,800; 2039: 43,400; 2040: 44,000; 2041: 44,600; 2042: 45,200; 2043: 45,800; 2044: 46,400; 2045: 47,000; 2046: 47,600; 2047: 48,200; 2048: 48,800; 2049: 49,400; 2050: 50,000	0	0	0	0	0	0	0	false	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
2	Urban/Suburban Arterial Segment Six-lane Divided	2+50.000	5+90.000	340.00	0.0644	2030: 41,500; 2031: 42,150; 2032: 42,800; 2033: 43,450; 2034: 44,100; 2035: 44,750; 2036: 45,400; 2037: 46,050; 2038: 46,700; 2039: 47,350; 2040: 48,000; 2041: 48,650; 2042: 49,300; 2043: 49,950; 2044: 50,600; 2045: 51,250; 2046: 51,900; 2047: 52,550; 2048: 53,200; 2049: 53,850; 2050: 54,500	0	0	0	0	0	0	0	false	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00
3	Urban/Suburban Arterial Segment Six-lane Divided	5+90.000	7+30.000	140.00	0.0265	2030: 48,500; 2031: 49,300; 2032: 50,100; 2033: 50,900; 2034: 51,700; 2035: 52,500; 2036: 53,300; 2037: 54,100; 2038: 54,900; 2039: 55,700; 2040: 56,500; 2041: 57,300; 2042: 58,100; 2043: 58,900; 2044: 59,700; 2045: 60,500; 2046: 61,300; 2047: 62,100; 2048: 62,900; 2049: 63,700; 2050: 64,500	0	0	0	0	0	0	0	false	false	0.0	3.00	Traversable Median	3.00	Intermediate/High	0	0.00	12.00

Table 2. Evaluation Ramp Terminal - Site (Section 1)

Inter. No.	Title	Type	Area Type	Legs	Location (Sta. ft)	Traffic Control	AADT
1	B-Griffin Rd at NB (East) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	2+50.000	Signalized	Inside: 2030: 41,500; 2031: 42,150; 2032: 42,800; 2033: 43,450; 2034: 44,100; 2035: 44,750; 2036: 45,400; 2037: 46,050; 2038: 46,700; 2039: 47,350; 2040: 48,000; 2041: 48,650; 2042: 49,300; 2043: 49,950; 2044: 50,600; 2045: 51,250; 2046: 51,900; 2047: 52,550; 2048: 53,200; 2049: 53,850; 2050: 54,500; Outside: 2030: 38,000; 2031: 38,600; 2032: 39,200; 2033: 39,800; 2034: 40,400; 2035: 41,000; 2036: 41,600; 2037: 42,200; 2038: 42,800; 2039: 43,400; 2040: 44,000; 2041: 44,600; 2042: 45,200; 2043: 45,800; 2044: 46,400; 2045: 47,000; 2046: 47,600; 2047: 48,200; 2048: 48,800; 2049: 49,400; 2050: 50,000 :: Entrance: 2030: 12,500; 2031: 12,700; 2032: 12,900; 2033: 13,100; 2034: 13,300; 2035: 13,500; 2036: 13,700; 2037: 13,900; 2038: 14,100; 2039: 14,300; 2040: 14,500; 2041: 14,700; 2042: 14,900; 2043: 15,100; 2044: 15,300; 2045: 15,500; 2046: 15,700; 2047: 15,900; 2048: 16,100; 2049: 16,300; 2050: 16,500; Exit: 2030: 18,000; 2031: 18,300; 2032: 18,600; 2033: 18,900; 2034: 19,200; 2035: 19,500; 2036: 19,800; 2037: 20,100; 2038: 20,400; 2039: 20,700; 2040: 21,000; 2041: 21,300; 2042: 21,600; 2043: 21,900; 2044: 22,200; 2045: 22,500; 2046: 22,800; 2047: 23,100; 2048: 23,400; 2049: 23,700; 2050: 24,000
2	B-Griffin Rd at SB (West) Ramp Terminal (v1)	Freeway Ramp Terminal D4 - Four-Leg with Diagonal Ramps	Urban	4	5+90.000	Signalized	Inside: 2030: 41,500; 2031: 42,150; 2032: 42,800; 2033: 43,450; 2034: 44,100; 2035: 44,750; 2036: 45,400; 2037: 46,050; 2038: 46,700; 2039: 47,350; 2040: 48,000; 2041: 48,650; 2042: 49,300; 2043: 49,950; 2044: 50,600; 2045: 51,250; 2046: 51,900; 2047: 52,550; 2048: 53,200; 2049: 53,850; 2050: 54,500; Outside: 2030: 48,500; 2031: 49,300; 2032: 50,100; 2033: 50,900; 2034: 51,700; 2035: 52,500; 2036: 53,300; 2037: 54,100; 2038: 54,900; 2039: 55,700; 2040: 56,500; 2041: 57,300; 2042: 58,100; 2043: 58,900; 2044: 59,700; 2045: 60,500; 2046: 61,300; 2047: 62,100; 2048: 62,900; 2049: 63,700; 2050: 64,500 :: Entrance: 2030: 13,000; 2031: 13,200; 2032: 13,400; 2033: 13,600; 2034: 13,800; 2035: 14,000; 2036: 14,200; 2037: 14,400; 2038: 14,600; 2039: 14,800; 2040: 15,000; 2041: 15,200; 2042: 15,400; 2043: 15,600; 2044: 15,800; 2045: 16,000; 2046: 16,200; 2047: 16,400; 2048: 16,600; 2049: 16,800; 2050: 17,000; Exit: 2030: 16,500; 2031: 16,750; 2032: 17,000; 2033: 17,250; 2034: 17,500; 2035: 17,750; 2036: 18,000; 2037: 18,250; 2038: 18,500; 2039: 18,750; 2040: 19,000; 2041: 19,250; 2042: 19,500; 2043: 19,750; 2044: 20,000; 2045: 20,250; 2046: 20,500; 2047: 20,750; 2048: 21,000; 2049: 21,250; 2050: 21,500

Table 3. User Defined CMF Used in the Eval Intersection CPM Evaluation (Section 1)

Site No.	Name	Description	Start CMF Year	End CMF Year	Severity	CMF Value
1	CMF ID: 3948	Install Left-Turn Lane	2030	2050	Total	0.7900
2	CMF ID: 3948	Install Left-Turn Lane	2030	2050	Total	0.7900

Table 4. Predicted Highway Crash Rates and Frequencies Summary (Section 1)

First Year of Analysis	**2030**
Last Year of Analysis	**2050**
Evaluated Length (mi)	**0.1383**
Average Future Road AADT (vpd)	**48,260**
Predicted Crashes	
Total Crashes	**802.73**
Fatal and Injury Crashes	**383.18**
Property-Damage-Only Crashes	**419.56**
Percent of Total Predicted Crashes	
Percent Fatal and Injury Crashes (%)	**48**
Percent Property-Damage-Only Crashes (%)	**52**
Predicted Crash Rate	
Crash Rate (crashes/mi/yr)	**276.4799**
FI Crash Rate (crashes/mi/yr)	**131.9748**
PDO Crash Rate (crashes/mi/yr)	**144.5051**
Predicted Travel Crash Rate	
Total Travel (million veh-mi)	**51.14**
Travel Crash Rate (crashes/million veh-mi)	**15.70**
Travel FI Crash Rate (crashes/million veh-mi)	**7.49**
Travel PDO Crash Rate (crashes/million veh-mi)	**8.20**

Table 5. Predicted Crash Frequencies and Rates by Highway Segment/Intersection (Section 1)

Segment Number/Intersection Name/Cross Road	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)	Predicted Intersection Travel Crash Rate (crashes/million veh)
1	0.000	2+50.000	0.0473	14.970	0.7129	0.2954	0.4174	15.0555	0.94	
B-Griffin Rd at NB (East) Ramp Terminal (v1)	2+50.000			318.455	15.1645	6.0241	9.1404			0.65
2	2+50.000	5+90.000	0.0644	22.312	1.0625	0.4436	0.6189	16.5000	0.94	
B-Griffin Rd at SB (West) Ramp Terminal (v1)	5+90.000			436.077	20.7656	11.2632	9.5024			0.82
3	5+90.000	7+30.000	0.0265	10.921	0.5200	0.2202	0.2999	19.6125	0.95	
All Segments			0.1383	48.203	2.2954	0.9592	1.3362	16.6022	0.94	
All Intersections				754.531	35.9301	17.2873	18.6427			0.74
Total			0.1383	802.734	38.2254	18.2465	19.9789	276.4799		

Table 6. Predicted Crash Frequencies and Rates by Horizontal Design Element (Section 1)

Title	Start Location (Sta. ft)	End Location (Sta. ft)	Length (mi)	Total Predicted Crashes for Evaluation Period	Predicted Total Crash Frequency (crashes/yr)	Predicted FI Crash Frequency (crashes/yr)	Predicted PDO Crash Frequency (crashes/yr)	Predicted Crash Rate (crashes/mi/yr)	Predicted Travel Crash Rate (crashes/million veh-mi)
Tangent	0.000	7+30.000	0.1383	48.203	2.2954	0.9592	1.3362	16.6022	0.94

Table 7. Predicted Crash Frequencies by Year (Section 1)

Year	Total Crashes	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)
2030	28.88	12.64	43.760	16.24	56.240
2031	29.69	13.09	44.078	16.60	55.922
2032	30.52	13.55	44.403	16.97	55.597
2033	31.36	14.03	44.734	17.33	55.266
2034	32.22	14.52	45.073	17.70	54.927
2035	33.10	15.03	45.418	18.07	54.582
2036	33.99	15.56	45.770	18.43	54.230
2037	34.91	16.11	46.128	18.81	53.872
2038	35.85	16.67	46.494	19.18	53.506
2039	36.81	17.25	46.866	19.56	53.134
2040	37.80	17.86	47.245	19.94	52.755
2041	38.80	18.48	47.630	20.32	52.370
2042	39.84	19.13	48.022	20.70	51.978
2043	40.89	19.80	48.420	21.09	51.580
2044	41.97	20.49	48.825	21.48	51.175
2045	43.08	21.21	49.236	21.87	50.764
2046	44.22	21.95	49.654	22.26	50.346
2047	45.38	22.73	50.078	22.65	49.922
2048	46.57	23.52	50.508	23.05	49.492
2049	47.80	24.35	50.944	23.45	49.056
2050	49.05	25.21	51.387	23.85	48.613
Total	802.73	383.18	47.734	419.56	52.266
Average	38.23	18.25	47.734	19.98	52.266

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 8. Predicted Crash Severity by Urban Arterial/Intersection (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	USASegment 6+ Lanes	0.0795	0.4182	1.6261	4.0803	8.7658
2	USASegment 6+ Lanes	0.1194	0.6279	2.4415	6.1263	12.9974
3	USASegment 6+ Lanes	0.0593	0.3116	1.2118	3.0407	6.2972
Total		0.2582	1.3577	5.2793	13.2474	28.0605

Table 9. Predicted Crash Severity by Ramp Terminal or Roundabout (Section 1)

Seg. No.	Type	Fatal (K) Crashes (crashes)	Incapacitating Injury (A) Crashes (crashes)	Non-Incapacitating Injury (B) Crashes (crashes)	Possible Injury (C) Crashes (crashes)	No Injury (O) Crashes (crashes)
1	FRERampTerminal	0.1161	2.9001	19.0106	104.4802	191.9476
2	FRERampTerminal	0.2171	5.4222	35.5437	195.3442	199.5494

Table 10. Predicted Five Lane or Fewer Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Ramp Terminal	Collision with Animal	0.00	0.0	0.00	0.0	0.00	0.0
Ramp Terminal	Collision with Fixed Object	11.98	1.6	19.57	2.6	31.55	4.2
Ramp Terminal	Collision with Other Object	0.36	0.0	0.78	0.1	1.15	0.2
Ramp Terminal	Other Single-vehicle Collision	6.54	0.9	2.74	0.4	9.28	1.2
Ramp Terminal	Collision with Parked Vehicle	0.36	0.0	0.78	0.1	1.15	0.2
Ramp Terminal	Total Single Vehicle Crashes	19.24	2.5	23.88	3.2	43.12	5.7
Ramp Terminal	Angle Collision	94.39	12.5	86.13	11.4	180.52	23.9
Ramp Terminal	Head-on Collision	3.99	0.5	2.74	0.4	6.73	0.9
Ramp Terminal	Other Multiple-vehicle Collision	3.27	0.4	7.83	1.0	11.10	1.5
Ramp Terminal	Rear-end Collision	226.90	30.1	212.58	28.2	439.48	58.2
Ramp Terminal	Sideswipe, Same Direction Collision	15.25	2.0	58.33	7.7	73.58	9.8
Ramp Terminal	Total Multiple Vehicle Crashes	343.79	45.6	367.62	48.7	711.41	94.3
Ramp Terminal	Total Ramp Terminal Crashes	363.03	48.1	391.50	51.9	754.53	100.0
	Total Crashes	363.03	48.1	391.50	51.9	754.53	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 11. Predicted Six Lane or Greater Crash Type Distribution (Section 1)

Element Type	Crash Type	FI Crashes	Percent FI (%)	PDO Crashes	Percent PDO (%)	Total Crashes	Percent Total (%)
Highway Segment	Angle Collision	1.52	3.2	2.04	4.2	3.56	7.4
Highway Segment	Head-on Collision	0.20	0.4	0.30	0.6	0.50	1.0
Highway Segment	Other Multi-vehicle Collision	0.50	1.0	0.83	1.7	1.33	2.8
Highway Segment	Rear-end Collision	12.88	26.7	14.87	30.9	27.75	57.6
Highway Segment	Sideswipe, Opposite Direction Collision	0.18	0.4	0.50	1.0	0.69	1.4
Highway Segment	Sideswipe, Same Direction Collision	1.46	3.0	6.59	13.7	8.05	16.7
Highway Segment	Total Segment Multiple Vehicle Crashes	16.75	34.8	25.14	52.2	41.89	86.9
Highway Segment	Collision with Bicycle	0.38	0.8	0.00	0.0	0.38	0.8
Highway Segment	Collision with Fixed Object Left Side	0.68	1.4	1.02	2.1	1.71	3.5
Highway Segment	Collision with Fixed Object Right Side	0.77	1.6	1.15	2.4	1.92	4.0
Highway Segment	Collision with Other Object	0.07	0.2	0.21	0.4	0.28	0.6
Highway Segment	Other Single-vehicle Collision	0.78	1.6	0.51	1.1	1.30	2.7
Highway Segment	Collision with Pedestrian	0.71	1.5	0.00	0.0	0.71	1.5
Highway Segment	Total Segment Single Vehicle Six Lanes or More Crashes	3.39	7.0	2.90	6.0	6.29	13.1
Highway Segment	Total Highway Segment Crashes	20.14	41.8	28.04	58.2	48.18	100.0
	Total Crashes	20.14	41.8	28.04	58.2	48.18	100.0

Note: *Fatal and Injury Crashes* and *Property Damage Only Crashes* do not necessarily sum up to *Total Crashes* because the distribution of these three crashes had been derived independently.

Table 12. Evaluation Message

Start Location (Sta. ft)	End Location (Sta. ft)	Message
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (47,350 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (48,000 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (48,650 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (49,300 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (49,950 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (50,600 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (51,250 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (51,900 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (52,550 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (53,200 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (53,850 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
2+50.000	2+50.000	Warning: for intersection #1 (2+50.000 to 2+50.000), inside crossroad traffic volume (54,500 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (48,500 vpd) for 2030 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (49,300 vpd) for 2031 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (50,100 vpd) for 2032 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (50,900 vpd) for 2033 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (51,700 vpd) for 2034 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (52,500 vpd) for 2035 is not within the model limit (47,000 vpd) for reliable results for intersection type D4

Start Location (Sta. ft)	End Location (Sta. ft)	Message
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (53,300 vpd) for 2036 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (54,100 vpd) for 2037 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), outside crossroad traffic volume (54,900 vpd) for 2038 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (47,350 vpd) for 2039 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (48,000 vpd) for 2040 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (48,650 vpd) for 2041 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (49,300 vpd) for 2042 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (49,950 vpd) for 2043 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (50,600 vpd) for 2044 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (51,250 vpd) for 2045 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (51,900 vpd) for 2046 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (52,550 vpd) for 2047 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (53,200 vpd) for 2048 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (53,850 vpd) for 2049 is not within the model limit (47,000 vpd) for reliable results for intersection type D4
5+90.000	5+90.000	Warning: for intersection #2 (5+90.000 to 5+90.000), inside crossroad traffic volume (54,500 vpd) for 2050 is not within the model limit (47,000 vpd) for reliable results for intersection type D4